



VP-68 Hawk's Nest

Volume No. 40

VP-68 ALUMNI ASSOCIATION

March 2012

The Hawk's Nest is the official newsletter of the VP-68 Alumni Association, chartered in 1998 in the state of Maryland for the sole purpose of uniting in a central organization all former "Blackhawks" of Navy Patrol Squadron 68 (VP-68), it's parent and supporting Navy squadrons, and those interested in preserving the name and history of VP-68. Published Quarterly: 15 MAR - 15 JUL - 15 SEP - 15 DEC



SPRING FLING – 14 APR 2012

The annual VP-68 Alumni Association "Spring Fling" picnic is scheduled for Saturday, 14 APRIL 2012 at the NAS Patuxent River Beach House. Activities start at 1100. Food and sodas are FREE for current paid members and \$5.00 for all guests and non-members. **To help in our membership drive, the executive board is going to make the 2012 Spring Fling Non-Member Officer Free Day.**

That's right, we are inviting the VP-68 wardroom who are not current VP-68 Alumni Association members to the Spring Fling on Saturday at **NO CHARGE FREE!** Spread the word and let's see if we can have a record showing at this year's Spring Fling.

This is the longest tenured event for our Association and there is hardly a better place to have a picnic. We have a beautiful view of the Chesapeake Bay, a great facility with both indoor and outdoor areas on the base we spent some great years drilling with VP-68.

This year after the picnic a bunch of will head out to a return evening engagement at the Ruddy Duck Restaurant, a great local restaurant in the Solomons. We have the entire back room reserved exclusively for the Association so it will be an evening for more laughs, fine food, laughs, drinks, laughs and fellowship. **BE THERE!!!**

For those of you who want to stay the weekend, here are some Lexington Park, MD accommodation numbers for you:

- 301-737-2400 = Navy Lodge – NAS PAX River
- 301-863-3200 = Hampton Inn (site of 40-yr reunion)
- 301-863-6666 = Days Inn (old Belvedere Inn)
- 301-863-0203 = Fairfield Inn by Marriott
- 301-862-9822 = Super 8 Motel, California, MD

Remember...to get on base, current DOD ID cards are required....

If you do not have a DOD ID, contact Jacque Lavalle **BEFORE** Monday, 09 APR 2012 to get your name on a list at the base gate.

Contact Jacque at: jacque.lavalle@verizon.net

VP-68 Cruise – 29 Apr - 06 May 2012



You read that correctly, we're going on a cruise!! Pack your seabags (if you can find them) or use standard luggage as we have reservations made through Carnival Cruise Lines to sail aboard the luxury liner Carnival Pride. The 7-day cruise departs from Baltimore on Sunday, 29 APR 2012

and returns to Baltimore on Sunday, 06 May 2012.

See PATRON 68 Cruise on page 2

FALL MUSTER – 2012

The Committee is in the midst of finalizing the details for a very special fall event. This is going to be a fun event and you will definitely want to be part of it.

More details will be available at the Spring Fling and in the July 2012 Hawk's Nest.

2011 DUES HAVE EXPIRED **SEND YOUR 2012 DUES NOW**

In accordance with our By-Laws, members who have not renewed their dues by March of each year will be dropped from our roster, lose their membership rights and no longer receive Association mailings.

If your past address labels have an "M-11" after your name, your membership has expired and you are no longer a member of the VP-68 Alumni Association.

See "Treasurer" on page 14 for more details.

Blackhawk People News

Wyman Bailey

On 01FEB, our Vice President Wyman Bailey underwent surgery to have both (yes, we said both!!) knees replaced. The surgery went well and he went home. Unfortunately, a little more than two weeks later Wyman was rushed back to the hospital due to some complications from the surgery. Scary stuff as some blood clots ended up in his lungs.

(Editor's Note:) We talked to Wyman in the hospital and his spirits were great and we wished him a fast recovery. We swapped a few sea-stories and had us both laughing. He is home now and on the mend.

Here is a little "story" at Wyman's expense....

Ole Wyman was in the hospital and one day Nurse Nancy walked by and saw that he was unusually sad & quiet and asked him what was wrong? Wyman replied..."Nurse Nancy, I'm sad because my "private part", you know "Little Wyman", has died today and I am very sad." Nurse Nancy, being used to remarks like this from her patients replied..."Oh I'm so sorry Wyman. Please accept my condolences."

The following day, Wyman was walking down the hall with his private part hanging out of his pajamas. Nurse Nancy yelled..."WYMAN...you shouldn't be walking down the hall like that! Please put your private part back inside of your pajamas." "But, Nurse Nancy I can't" replied Wyman. "I told you yesterday that my private part died."

"Yes" said Nurse Nancy, "but why is it hanging out of your pajamas?" "Well" Wyman replied, "today is the viewing!!!"that's our story...and we are sticking by that!!!!

(Special thanks to Nick Schaus for the "story")

Nancy Nielson Yohn

14DEC2011: I just had to share this with everyone. My daughter Andrea is in the Coast Guard and my husband Jeff is working on Navy ships as a civilian (merchant mariner). Today Andrea's CG ship was leaving Portsmouth, VA and Jeff's Navy ship was returning to Portsmouth. Jeff has been gone since March building this new ship. They were both close enough in the channel that they were able to wave to each other. How many fathers and daughters are able to do THAT? This is why the military is such a great job...what's even better is that we will all home together for Christmas 2011.

Harry Lee Smith

13MAR2012 email from Harry Lee
 Subj: FISHING--WEDNESDAY 25 APR - A no-go for HL
 Shipmates All,

Bad News for Me and I am disappointed! I guess it takes a 72 year old a bit longer to heal than a 42 year old. But I am still in One Piece and on my feet.

I saw Dr. on Thursday and he vetoed my going on the annual fishing trip. He said my shoulder and collar bone are healing well. The two vertebrae L-4 and T-11 look good also but he is afraid if I were to fall on the boat or catch a big fish I might rupture the shoulder, ribs or the backbone. As much as I want to go fishing, I think I should follow the doctor's advice as an injury could affect me for the rest of my life.

My shoulder remains sore and the ribs are still sore also. I am starting an exercise program of walking and light exercise for the shoulder PM, Gail followed me in my truck to an auto shop and she said I was driving like a drunk, and I was tired. She drove my truck home and I was glad.

I hope to take a drive over to my family in KY, 4-1/2 hours one way, and see how that affects me. I am also going to Knoxville on Thursday for a 5 hour round trip. By the way, rode the yellow ATV and walked for 3 hours on Saturday 03Mar on my Stickleyville, VA farm to show the property (leased it to 4 brothers).

Again, I will miss the fishing trip and seeing my best friends, but hope to be able to make trip to Annapolis soon for a Fleet Ex and some visiting.....Harry Lee

Adrian & Terry Broniszewski

On 17DEC11, Adrian and Terry Broniszewski's mother passed away and I visited with them at the funeral home. Adrian is retired from her job and now lives in Florida and Terry is still drilling with the Air Force Reserves in Pittsburgh. Both said to say hello to all of their Blackhawks friends.

PATRON 68 CRUISE
29 Apr to 06 May 2012

(by Wyman Bailey)



We currently have 32 folks signed up for our Patron 68 Cruise. Aye...and what a blimey crew they are indeed!!

- | | |
|---|----------------------------------|
| Fred & Judy Haynes | Dick & Sylvia Perkins |
| Cornelius & Clarissa Stripling | John & Nancy Carr |
| Wyman & Kay Bailey | Ed & Brenda Stanfield |
| Dale & Catherine Grimes | Joe & Jean Odenthal |
| Jay & Karen (Rozycki) Wildpret | Jim & Irene Rozycki |
| John & Hedy McDermott | Eric & Denise Patten |
| Kathy Wright & Cheryl Meyer | James & Angela Rowe |
| Nancy Frey & Elaine Schneider | John & Judy LeNard |

Unfortunately, we can no longer offer the VP-68 group discount rate for our members but, if you would like to sail along with the Blackhawks on 29April, contact Tradewinds Travel at the below numbers to get your reservation in **IMMEDIATELY** as there are only a few staterooms remaining for this cruise.

Libby Croston – Tradewinds Travel
301-317-4548 or 866-781-4548 toll-free
trwindstvl@aol.com

go to: www.vp68.org

Detailed information about the cruise may be found in the following past issues of the Hawk's Nest:
 1 – Volume 37, JUL 2011, pages 1, 5, 12, 13 & 14
 2 – Volume 38, OCT 2011, pages 1 & 5

For those going on the cruise, I have been in contact with Tradewinds Travel and have some additional information to hand out at the Spring Fling to help you prepare for this awesome event.

I will be glad to answer any questions you may have about this cruise so feel free to contact me at:

410-960-2008 or baileymod@msn.com

Hawk's Nest New Feature **Here's Why...# 3**

(submitted by Ed Stanfield - source: Navy Times)

Ever wonder why sailors have arrow-like "chevrons" as part of their rate insignia?

"Chevron" is French for rafter or roof, which is what a chevron looks like – two straight lines meeting at an angle. They seem to have originated in the 12th century in the wood or iron bars used to join or strengthen portions of shields, according to Naval History and Heritage Command.



The chevron was a basic part of the colorful and complicated science of heraldry, appearing on the shields and coats of arms of knights, barons and kings.

French soldiers started wearing cloth chevrons with the points up on their sleeves in 1777 as length-of-service and good conduct badges.

Some British units also used them to show length of service. In 1803, the British

began using chevrons with the points down as rank insignia.

Today, sailors wear chevrons on their sleeves, starting with E-4s putting on their first chevron when they make petty officer third class.

How to know when you are in the presence of a ,Real Chief Petty Officer':

(submitted by John LeNard)

- The CHIEF doesn't sleep with a night light. The CHIEF isn't afraid of the dark. The dark is afraid of the CHIEF.
- The CHIEF's tears can cure cancer.
- The CHIEF once visited The Virgin Islands. They are now simply called The Islands.
- The CHIEF has counted to infinity . . . twice!
- The CHIEF frequently donates blood to the Red Cross, just never his own.
- Superman owns a pair of CHIEF pajamas.
- The CHIEF has never paid taxes. He just sends in a blank form and includes a picture of himself.
- If the CHIEF is late, then time had damn well better slow down.
- The CHIEF actually died four years ago, but the Grim Reaper can't get up the courage to tell him.
- The CHIEF refers to himself in the fourth person.
- The CHIEF can divide by zero.
- If the CHIEF ever calls your house, be in!
- The CHIEF doesn't leave messages; he leaves warnings.
- The CHIEF can slam a revolving door.
- The CHIEF was sending an email one day, when he realized that it would be faster to run.
- When the Incredible Hulk gets angry, he transforms into the CHIEF.
- When the CHIEF exercises, the machine gets stronger.
- Bullets dodge the CHIEF.
- The CHIEF once took an entire bottle of sleeping pills. They made him blink. . . once.
- REAL CHIEFS call each other 'Chief.'
- REAL CHIEFS last ship was always better.
- REAL CHIEFS favorite national holiday is CPO Initiation.

- The first lunar eclipse took place after the CHIEF challenged the sun to a staring contest. The sun blinked first.
- The REAL CHIEF never used a question mark in his entire life. He believes that the interrogative tense is a sign of weakness.
- REAL CHIEFS think Ensigns should be seen and not heard, and never, ever be allowed to read books on leadership.
- REAL CHIEFS do not have any civilian clothes.
- REAL CHIEFS have CPO Association Cards from their last 5 commands.
- REAL CHIEFS do not remember any time they weren't Chief's.
- REAL CHIEFS keep four sets of dress khaki uniforms in the closet in hopes they will come back.
- REAL CHIEFS favorite food is shipboard SOS for breakfast.
- REAL CHIEFS don't know how to tell civilian time.
- REAL CHIEFS greatest fear is signing for property book items.
- REAL CHIEFS dream in Navy blue and gold, white, haze Gray and occasionally khaki.
- REAL CHIEFS have served on ships that are now war memorials or tourist attractions.
- REAL CHIEFS get tears in their eyes when the Chief' dies in the movie ' Operation Pacific.'
- REAL CHIEFS Don't like Certified Navy Twill. Wash Khaki is the only thing to make a uniform out of.
- REAL CHIEFS can find their way to the CPO Club blind-folded, on 15 different Navy Bases.
- REAL CHIEFS have pictures of ships in their wallets.
- REAL CHIEFS do not own any pens that do not have 'Property of U.S. Government' on them.
- REAL CHIEFS do not get the mandatory flu shots.
- REAL CHIEFS do not order supplies, they swap for them.
- REAL CHIEFS favorite quote is from the movie Ben Hur, 'We keep you alive to serve this ship.'
- REAL CHIEFS think excessive modesty is their only fault.
- REAL CHIEFS hate to write evaluations, except for their own.
- REAL CHIEFS turn in a 4 page brag sheet for their evaluation.
- REAL CHIEFS know that the black tar in their coffee cup makes the coffee taste better.
- REAL CHIEFS idea of heaven: Three good PO1's and a Division Officer who does what he is told.
- REAL CHIEFS think John Wayne would have made a good Chief, if he had not gone soft and made Marine movies.
- REAL CHIEFS use the term 'Good Training' to describe any unpleasant task such as scraping the sides of the ship or having to sleep on your seabag in the parking lot because there was no room in the barracks.

Inner Peace: If You Can...

- start the day without caffeine,
- always be cheerful, ignoring aches and pains,
- resist complaining and boring people with your troubles,
- eat the same food every day and be grateful for it,
- understand when your loved ones are too busy to give you any time,
- take criticism and blame without resentment,
- conquer tension without medical help,
- relax without alcohol,
- sleep without the aid of drugs,

Then you are probably.....

(answer on Page 9)

Tri-Care • Medicare • Social Security

(submitted by Kevin Dillon and from the below sources)

Fleet Reserve Association - FRA Today Magazine; AUSN Association of the United States Navy - Navy Magazine; MOAA Military Officer Association of America Magazine; Military Times; Navy Times

Two outstanding organizations that are constantly monitoring what Washington is and is not doing (or plans to do or not do) for our benefits are the Fleet Reserve Association and the Military Officers Association of America. In fact, former VP-68 skipper Captain Ike Puzan is Director of Government Relations with AUSN and a regular contributor to their *Navy Magazine*.

The year 2012 began with familiar and ongoing threats to military benefits. The Joint Select Committee of Deficit Reduction (Super Committee) failed to agree on \$1.2 Trillion in budget cuts before the 23NOV2011 deadline and as a result, automatic budget cuts (sequestration) are slated to take effect beginning 01JAN2013. These programmed reductions will come equally from defense and non-defense accounts.

The threat of sequestration apparently didn't strike fear in the hearts of legislators, because automatic cuts won't occur for more than after a year after the Super Committee deadline.

Delaying the cuts until 2013 gives Congress time to possibly avoid the cuts by authorizing reductions in various programs through the regular legislative process. Finding \$1.2 Trillion in budget savings over the next 10 years won't be easy and threats to military pay and benefits will continue.

Below are just some of the 2012 Legislative Agenda and Top Goals for both organizations:

Fleet Reserve Association – FRA

FRA Today Magazine - newsbytes@fra.org

- Health care reform: TRICARE & VA programs
- Oppose excessive TRICARE enrollment fee increases
- Adequate funding for military health service
- DoD/VA health care resource sharing
- Expand health care options or retirees under age 65
- Pharmaceutical drug benefit
- Military retirees to pay for Healthcare with pretax dollars
- Military resale system – Defense Commissary Agency
- Active duty pay / employment cost index (ECI)
- Reservists' out-of-pocket expenses – tax deductability
- Protect military retired or retainer pay - COLAs
- Retention of final month's retired pay
- Paid-up SBP from age 70 to age 67

Military Officers Association of America – MOAA

Military Officer Magazine - legis@moaa.org

- Sustain force levels to meet wartime needs
- Reverse Medicare/TRICARE payment cuts
- Protect military retirement/COLAS
- Bar disproportional TRICARE fee hikes
- Implement fixes for wounded warriors and their caregivers
- End disabled/survivor financial penalties
- Enact Guard/Reserve retirement fixes
- Improve spouse and family support programs
- Improve veteran/spouse employment

CBS News Sunday Morning News **(The marble of our heroes' headstones)**

(submitted by Nick Schaus)

We have all seen the beautiful grave markers and tombstones at Arlington. Here is a great video of not only where they come from, but the quality control that assures that every one of them is perfect for our deceased veterans.

<http://www.imdb.com/video/cbs/vi826318105/>

And then the fight started!!

Master Chief and his wife are shopping in their local Wal-Mart and Ole MMC picks up a case of Guinness beer and puts it in their cart. 'What do you think you're doing?' asks his wife. 'They're on sale, only \$20 for 24 cans he replies. 'Put them back, we can't afford them' demands his wife, and so they carry on shopping.

A few aisles further on along his wife picks up a \$40 jar of face cream and put it in the basket. 'What do you think you're doing?' asks ole Master Chief. 'It's my face cream. It makes me look beautiful,' replies his wife.

Ole Master Chief retorts: 'So does 24 cans of Guinness and they're half the price.'

....and then the fight started!!

Humor: Marine Corps Training

(submitted by Brad Kirley)

Dear Ma and Pa,

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before all of the places are filled.

I was restless at first because you get to stay in bed till nearly 6 a.m. But I am getting so I like to sleep late. Tell Walt and Elmer all you do before breakfast is smooth your cot, and shine some things. No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay...practically nothing. Men got to shave but it is not so bad, there's warm water. Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc., but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food, but tell Walt and Elmer you can always sit by the two city boys that live on coffee causerin' their food, plus yours, holds you until noon when you get fed again. It's no wonder these city boys can't walk much.

We go on 'route marches,' which the platoon sergeant says are long walks to harden us. If he thinks so, it's not my place to tell him different. A 'route march' is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in trucks.

The sergeant is like a school teacher. He nags a lot. The Captain is like the school board. Majors and colonels just ride around and frown. They don't bother you none.

This next will kill Walt and Elmer with laughing. I keep getting medals for shooting. I don't know why. The bulls-eye is near as big as a chipmunk head and don't move, and it ain't shooting at you like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don't even load your own cartridges. They come in boxes.

Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have to be real careful though, they break real easy. It ain't like fighting with that ole bull at home. I'm about the best they got in this except for that Tug Jordan from over in Silver Lake. I only beat him once. He joined up the same time as me, but I'm only 5'6" and 130 pounds and he's 6'8" and near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this setup and come stampeding in.

Your loving daughter,

Alice

**Did you circle 14APR2012
on your calendar yet???**

“The Word” Revisited

As promised, here are some lost and recently found treasures from “The Word”, published by our Association Historian AWCM Ed Stanfield from MAR1974 until he retired in JUL1990. Ed kept us all abreast of Navy happenings in both the Active and Reserve Navy and especially the world of our squadron, VP-68. He introduced us to new folks and said farewell to those leaving the squadron.

The first official “The Word” was published in 1974 as a newsletter to the Aircrew Division only covering NATOPS, Crew Standings, NATOPS, ACDUTRA, NATOPS, Safety, and Haircuts!!! Then in JAN1976, due to popular demand, it was addressed to all of “The Blackhawks” addressing Admin, Maintenance, Benefits, and much more, all the time being written with the unique humor that only Ed Stanfield could produce. Ed shared with us all of the “scuttlebutt” and rumors. How many of the “upcoming” changes mentioned affected us and when?

We last featured the year 1979. Unfortunately I misplaced my 1980 copies so, this issue we feature the year 1981. I will do 1980 next time. Here are some excerpts...look back, put yourself back there, reminisce and enjoy!!

JAN-1981

Stanfield’s Axiom of the Month: By making something absolutely clear, somebody will be confused!

1) Texas Republican Senator John Tower has just reenlisted for four more years as a Chief Boatswain’s Mate in the Naval Reserve. He is the only enlisted man in the Senate and is the Chairman of the Senate Armed Services Committee.

2) AW1 Dale Grimes ran the Baltimore Marathon (32 miles 300 yards) in 3 hours and 47 minutes. Now, you guys with creaky bones think about that for awhile. Dale lived to tell about it!

3) The squadron received the official critique from the Wing ADMAT Inspection this past November. Our weak areas were in flight gear accountability and drill accounting procedure. On the positive side, the squadron is doing better in maintenance than ever before – especially in PQS procedures.

4) The squadron had an outstanding Safety Stand-Down in December. It was well planned with spirited participation by all hands.

5) Crews on early morning flights will make arrangements to pick up their own box lunches as the duty driver will not be available at that time.

6) P-3 Replacement: Lockheed-California has set the end of 1981 as a target for the presentation to the U.S. Navy of an unsolicited proposal for an aircraft to replace the Navy’s fleet of Lockheed P-3 Orion aircraft. The Navy has procured about 470 P-3s so far and is still taking delivery of P-3Cs at the rate of about 12 a year through 1989. The earliest P-3s – P-3A – began service with the Navy in 1962 and are now being operated by the Naval Reserves. These aircraft will be reaching the end of their service lives in the early 1990s. Lockheed built 144 P-3Bs in the mid to late 1960s, and they are expected to be phased out in the mid 1990s. Retirement of the P-3C is expected to take place in the late 1990s and early years of the next century. (Editors Note: kind of extended that a bit eh??)

FEB-1981

Stanfield’s Axiom of the Month: At the precise moment you take off your shoe at the shoestore, your big toe will pop out of your sock to see what’s going on!

1) Crew 9 has won the honors of being selected as the VP-68 Crew of the Quarter. In the selection process, heavy emphasis was placed on attendance to drills and completion of monthly NATOPS questionnaires.

2) The U.S. Navy will propose two recall programs to former Navy pilots in an attempt to combat an aviator shortage that in

the Lieutenant ranks alone reaches 1,500. For those who don’t mind sea-duty, the Navy is counting on recently passed sea pay measure, which could raise the pay of a Lieutenant at sea by about \$150 per month, and the proposed aviation bonus as incentives to possible returning Navy pilots.

3) The final change by Congress to complete FY’81 Defense Appropriations Bill produced gratifying results for the Naval Reserve. Granted were: 1) increased strength to 92,000; 2) retention of the six Reserve Helicopter Squadrons; 3) an additional \$17 million for more P-3 TACNAV MODS; 4) two C-9B airlift aircraft for the Naval Reserve and 5) an extra \$10 million for drill pay and travel pay for Naval Reservists.

4) American defense planners last month got some advice from a retired British Royal Navy Admiral on how to deal with the Russians...at least at sea. A one-time Captain of the carrier Royal Ark, he said that the Soviets “will always put a toe on the line you draw, and then take a step over it.” The Ark Royal had been harassed by Russian spook trawlers cutting in front of the big ship, despite repeated rules of the sea warnings from its skipper, until he said...“Oh, hell with it” and ran one over. The screeches from Moscow were furious, diplomats scurried from one to another in London...and the Russian trawlers never badgered the Ark Royal again!!

5) **Rota-Lajes “Training” Flight:** 1) AW1 J.B. Stewart and AW2 Pete Wade cornered the cheese market by beating everybody else into town and buying what little was available. The Azorian goats were probably working overtime on Monday. 2) Pete Wade’s brother met him at the bus after it came off the line at which AT1 Lou Johnson bellowed “My God, there’s two of them!!” 3) AO1 Lew Meckulch has made arrangements with a newly acquired “friend” for transportation if anybody needs it during cruise...she owns two horses in Lajes! 4) AD1 Tony Jarvis bribed his wife with three bottles of Harvey’s Bristol Crème to get permission to go on the trip. 5) AE1 Quinn Holbrook left Lajes with more money than he took. He sold some poor unsuspecting Air Force Airman a Navy patch for \$10 (Lew Meckulch’s patch!!) and a poor unsuspecting Navy Lieutenant a wheel of cheese for \$12...smooth Mississippi talking Quinn!

APR-1981

Stanfield’s Axiom of the Month: There are more horses’ asses in this world than there are horses!

1) Sorry about no March ’81 “Word”. It disappeared in the U.S. Postal Service somewhere between editor and typist. Ahh! The things you’ll never know about!!

2) Congratulations to you all on 50,000 hours of accident-free flying. Attitude and vigilance pay off. VP-68 is indeed the finest.

3) Master Chief Reynolds has just returned from the mid-year briefing of the National Naval Reserve Policy Board and reports that things are really good this year for the Reserves.

4) NavOp 38 has the single line anticipated by PO1s for years: “effective immediately, E-6 men are authorized to wear jumper-style uniforms on an optional basis.” This also makes the “Dixie Cup” white hat the primary enlisted cover. Bell-bottoms resurfaced in 1978, with approval for junior enlisteds, and the higher petty officer grades have been added gradually.

5) **Rattles & Things:** Rita Jarvis, wife of AM1 Tony Jarvis, hosted a baby shower for YN2 Brenda Stanfield. Those joining in on the festivities were YN3 Mary Stewart, YN3 Crystal Sharp, AT2 Adrian Broniszewski, YN3 Kathy Wright, AK3 Bonnie Herbert, YN2 Lois Taylor and YN2 Terri Rebrook. Brenda offers her sincere thanks for all of the great gifts.

6) We had 24 dedicated Blackhawks reenlist or extend this month. To-date, FY-81, we have 38 members for a total of 151 years and for FY-80, we had 66 members for a total of 238 years.

The "Word" continued...

7) Forty-three men and one woman have been selected to enter a new Navy program that could lead to their commissioning as limited duty officer aviators. The program known as "Flying LDOs" is a plan by the Navy to fill some manpower shortages in the aviation field. About 25 enlisteds per year are expected to be commissioned through the program.

8) Last Navy Enlisted Pilot: A naval career that spanned nearly 40 years came to an end here with the retirement of the Navy's last enlisted pilot, Master Chief Petty Officer Robert K. "NAP" Jones. The 37-year Navy veteran said he had flown everything from a Stearman (N2S) bi-plane to an A-4 Skyhawk jet fighter. All told, Jones was checked out in 27 different aircraft, seven of them jets. The retirement of the 56-year-old naval aviator brings to a close the final chapter of an aviation program that provided thousands of Navy and Marine Corps enlisteds with an opportunity to earn and wear the Navy Wings of Gold.

JUN-1981Stanfield's Axiom of the Month:

If you have to travel on a Titanic, why not go first class?

1) Congratulations to.....

- AMS2 Gary Wagner who was selected VP-68 Sailor of the Quarter.
- AW1 Pat Little who was awarded the Navy Achievement Medal for outstanding work as a career-counselor prior to coming to VP-68.
- AW2 Jeff Bockenek for being selected for the Enlisted Commission Program. He'll be departing for Auburn University in August.
- AXC Don Peeling, AWC Ron Auth and AWC Dan Donovan for selection to Senior Chief Petty Officer.
- AWCS Pete Richard, selection to Master Chief Petty Officer.
- Crew 10, VP-68 Crew of the Quarter (JAN81-MAR81)

2) Missing in Action: AO1 Lew Meckulch, on a recent training flight to Pensacola, Florida, said that he didn't mind the gal disappearing, or the pick-up truck...it was that all of the beer that he bought disappeared too!

3) The Navy is looking for airline-surplus McDonnell Douglass DC-9s as replacement for the 30 piston-powered four-engine McDonnell Douglass C-118s.

(Editor's Note: Having flown Navy airlifts for all of my career, I even remember the C-54s...never knew what city you would spend the night in!...C-118s were okay, DC-9s were nice...the best was being picked up by the Squadron P-3s)

4) Effective immediately, selected Chief Petty Officers (E-7) will not be frocked until the first advancement increment so that they may have ample opportunity to participate in the time-honored Chief Petty Officer Advancement "Ceremonies." Or, as a first class petty officer once told me.."you'll never get me to kiss a chicken!" (heh-heh-heh)

5) Cruise: Congratulations and good going to all. VP-68 completed its deployment to the Azores with 750 flight hours and 24 operational events. This was a record number of events for the squadron. We also had the best "on-station evaluation" average to-date. Thanks for a job well done!

5) Babies: Congratulations to AT2 Phil Greubel on a new baby boy and also AW1 "Jake" Jacobs on a baby boy. Also...a first hand report...on 15MAY81, YN2 Brenda Stanfield and AWCM Ed Stanfield had their first child, a baby boy. His name is Edwin Orion, that's right...Orion! We tried to work VP-68 or Blackhawk into the name but somehow they just didn't sound right. For those of our non-Navy friends that wouldn't understand we just say that he's named after Orion, the hunter constellation in the sky. What a good looking kid! Takes after his dad!

6) Crew 13 had an unusual experience during one of its operational flights on cruise. Right after takeoff the aircraft experienced a complete ICS failure. Possible solutions were considered such as passing notes and using runners. It was mentioned that what was needed was the old-fashioned speaking tubes like those used aboard ships. TAH-DAH! The vacuum cleaner hose was hauled out. One end was placed between the TACCO and NAV while the other end was assigned to the copilot. It worked like a charm and the mission was completed successfully. Also, some of the "all-ahead-full" requests from the tube were taken with a grain of salt. Great job guys!

JUL-1981Stanfield's Axiom of the Month:

Random stomping seldom catches bugs!

1) Aircrewmembers are to wear dog tags around their neck...not on their zippers or hanging on boot laces.

2) ADMAT Inspection: The results were the best the squadron has ever had. Well done to all of the TARS who worked long and hard in preparation for the inspection.

3) Congratulations to AW1 James Bond in being selected the VP-68 SAR Sailor of the Quarter (APR81-JUN81).

4) Thank You to CDR. Dick Perkins for his dedication and hard work for VP-68 not only as C.O. but as X.O., Training and OPS Department head and PPC of the infamous Crew 15.

5) Our support goes to CDR Harris as the new C.O. and LCDR Gaffney, the new X.O. of the "Reserves Finest" VP-68.

6) Only in Aviation: How far can you fall from an aircraft and not get killed? The record is claimed by a Russian (naturally). LT I.M. Ilyich Chisov fell from a Russian Ilyushin bomber in 1942 without a parachute from an altitude of 22,000 feet. His estimated airspeed was between 117 to 185 mph. Fortunately, he struck the ground at the edge of a snow-covered ravine. Unfortunately, he slid all the way to the bottom of the ravine, sustaining severe spinal injuries. He survived to tell the tale, and recovered.

7) After 4 months of success with the Navy's renewed emphasis on pride and professionalism, the Chief of Naval Operations has launched the second phase of the program, which includes restrictions on beards and mustaches and a Navy-wide return to liberty cards for E-3s and below. Also, it allows E-6 and above head-of-the-mess-line privileges; beards are no longer allowed for E-3s and below nor any officer candidate; facial hair is no longer permitted by anyone involved in food preparation or food service.

AUG-1981Stanfield's Axiom of the Month:

If cows could fly, everyone would carry umbrellas!

1) The newest version of the P-3C antisubmarine aircraft, designated the P-3C Update III, is at the Naval Air Test Center PAX for an extensive Navy Technical Evaluation. More than 150 flight hours are planned by the end of August when the aircraft will be transferred to Air Developmental Squadron 1 for operational test and development scheduled for JAN82.

2) A revised enlisted advancement system that parallels that of the active duty Navy is due to go into effect 01JAN82 for inactive duty Naval Reservists competing for promotion to E-4, E-5, E-6. Starting in 1982, they will earn final multiple scores that will include credit for time in rate, time in service, awards (including points earned for the Naval Reserve Meritorious Service Medal), performance evaluations, "passed-not advanced" (PNA) points, and written exam scores. Evaluations for E-6 and above have been required all along. For E-7 selection board eligibility, test scores and performance marks only are used.

The "Word" continued...

3) The Deputy Assistant Secretary of the Navy for Reserve Affairs, Fred Davidson III, a Marine Corps Reservist, supports allowing Reservists to remain in the Selected Reserve until age 60 instead of the presently mandated age 58. He also wants to see quality-of-life initiatives, that have been successful for the active forces applied to the Naval and Marine Corps Reserve communities, such as expanded commissary privileges and portal-to-portal insurance coverage during travel to and from drills for the Reservist and his family.

4) Boot Chiefs: Chief Selectee Fox was noticed standing watch in front of the CPO Lounge with a fly-swatter at the ready position. Chief Selectee Greg Mitchell accidentally got hung up 30 feet in the air in a cherry-picker while trying to retrieve his Charge Book from the hanger overhead. He musters Sunday evening from that position!

5) The squadron CPOs had a party after the Change of Command Ceremonies. Fifty pounds of shrimp and five bushels of crabs got things going right. It was a pleasure to have AMCS Oscar Line, AOCM Bob Gath, AOC Marshall Pickett, CDR Lloyd Davis and CAPT Blackie Murdock back to visit with us. The former Blackhawks keep coming back (especially when there's crabs, shrimp and beer).

6) Crew Four: Crew 4 had a departure party for AOC Marshall Pickett and CDR Ron Whittaker. Masters of Ceremonies were AT1 Lew Johnson and LT Steve Black. Presentations included a non-visible mounted salmon representing the catch on a recent fishing expedition sponsored by CDR Whittaker and Chief Pickett received a photo of the first ship on which he was stationed...the 4-masted USS Constellation!! The highlight of the evening was a 10-minute speech given by AW1 Oswald during which he never said a word!! Lots of fun!

SEP-1981Stanfield's Axiom of the Month:

If you are good, you'll be assigned all the work. If you are really good, you'll get out of doing it!

1) Time is running out for approximately 900,000 veterans to use their GI Bill educational benefits. The VA says about one-fifth of the 4.3 million eligible veterans will lose their eligibility for benefits this year. The law permits a veteran to use educational benefits within 10 years of discharge date or by 31 December 1989.

2) The Navy has decided not to join the Army, at least for the time being, in a test of a new Gonorrhea vaccine that Army medics say could reduce incidence of the venereal disease. Military medical researchers wanted to test the vaccine in about 4,000 volunteers from the crew of an aircraft carrier whose deployment included a stop in the Philippines.

3) The Navy will select another group of women for student Naval Aviator and Naval Flight Officer training in September. The Navy currently has 49 woman pilots on active duty and about 15 in flight training.

4) Boot Chiefs: Congratulations to AW1 Jim Rozycki, AW1 Greg Mitchell, AZ1 Clarence Fox and AT1 Don Davis for being selected for Chief Petty Officer. I've see a lot of "preparation" in the works to get them ready to become "Real Navy Chiefs".

5) Thanks: ADC Garman, ADC Lake, AMS1 Malinski and AD1 Boucher received a Letter of Appreciation from CDR Hannez of VP-4549 thanking them for support as flight engineers during VP-4549's ACDUTRA.

6) Only in Aviation: Following a no-passenger-injuries forced landing of a DC-3 back in 1953, Irish Airlines Captain T.J. Hanley was "grounded for life." After 25 years of appeals, his pilot license has been unconditionally restored. Captain Hanley is now 72 years old!!

OCT-1981Stanfield's Axiom of the Month:

The organization of any bureaucracy is very much like a septic tank...the really big chunks always rise to the top!

1) Stealth Orion: A P-3c Orion assigned to Air Test and Evaluation Squadron One is wearing its new fall coat. The coat is a multi-shaded gray paint scheme computer designed to decrease both the infrared and visual signature of the Orion in an operational environment. The unique coat is part of a P-3 survivability enhancement program being conducted by VX-1. They will conduct the major portion of their project this fall with the primary focus being on the evaluation of decoy flares and effectiveness of an infrared jammer against potential threats.

2) Can they type?: Questions about whether airline pilots would accept temporary clerical jobs at \$15,193 per year were answered last month when the FAA received applications from more than 4,000 furloughed pilots for the 1,500 jobs. The pilots will perform clerical duties to assist the non-striking air traffic controllers.

3) It was really good to have AOC C.O. Smith and his wife, Norma visit with us last month. Two of the many things about "Smitty" that you never forget are those West Virginia jokes and those down-to-earth evaluations of Democratic Governors and Presidents!

4) Picnic: The squadron picnic last month was probably one of the finest that we ever had. As a result of the "touch" football game, YN2 Kathy Wright was hobbling around with torn ligaments and during his annual flight physical the next day, ATCS Lee was trying to convince the flight surgeon that he didn't normally walk hunched over!

5) Smiling Skipper: The squadron did the best it has ever done in history during the annual CNAVRES NATOPS Evaluation. Every seat position passed except for the In-Flight Techs and they missed by just a whisker. There was 87% participation and 86% of those who took the test passed. Special mention to AO1 Dick Dusablon who made a 4.0 on the checkride and AT1 Fred Ullé who made 4.0 on both the open and closed book written test. Congratulations to all for a job well done.

6) Quarters last month: the Commodore, CAPT Chambers, presented Crew 12 the honor of being selected as the first RESPATWINGLANT Crew of the Quarter. He also presented a Letter of Commendation to AME2 Jerry Hale for his quick action in rendering first aid and summoning help for a person who was in diabetic shock. All newly advanced Chiefs were presented with collar devices. AT1 John O'Donnell and AT1 Tom Horn were awarded their third Good Conduct Medals. AW1 Jim Tabinski earned his 1,000 hour P-3 pin.

7) Historian: Does anyone remember what the symbolic significance is of the parts of the VP-68 emblem? If so, let AD2 Dan Smith know...me too! I've often wondered.

8) Only in Aviation: A flight engineer union official, after describing the necessity of a "third pair of eyes" in the cockpit to the President's Task Force on the 2-man/3-man crew compliance issue, stood up and walked into a broom closet on his way out of the hearing!

NOV-1981Stanfield's Axiom of the Month:

The light at the end of a tunnel could turn out to be an oncoming train!

1) Pay Raise: President Reagan was so proud of the good job VP-68 has done in the last fiscal year that he awarded everyone in the squadron a payraise...E-1 = 10%, E-2 & E-3 = 10.7%, E-4 = 13%, E-5 & E-6 = 16.5%, Chiefs = 17% and the Officers = 14.3%.

NAVAL OFFICERS



What our parents think we do



What our friends think we do



What the Chiefs think we do



What the public thinks we do



What we think we do



What we really do

(courtesy of Brad Kirley)

The "Word" continued...

2) Legislation to increase monthly compensation payments to veterans receiving service-related disability benefits, or their survivors, by 11.2% has been passed by the Senate and the House and signed by President Reagan.

3) SGLI: President Reagan has signed legislation increasing maximum SGLI coverage from \$20,000 to \$35,000 for active duty service people, Ready Reservists, and members of the Retired Reserve. Veterans Group Life Insurance (VGLI) is available too for a five year non-renewable term after a SGLI holder leaves military service. Retired Reservists may continue SGLI coverage up to age 60.

4) The famed VP-68 Chief Petty Officer "Orientation" Course is not like it used to be...sick bay wasn't called once! They are now truly Genuine Navy Chief Petty Officers. Congratulations.

5) Friends: Navy Fireman Apprentice Van Ward has achieved instant popularity with his buddies because his sister, Elizabeth Ward, won the 1982 Miss America title.

6) Barracks: Because of the C.O.'s and OinC's efforts, the squadron has a commitment that the Reserve Barracks will be upgraded to the tune of \$300,000. I passed this on to AW1 Dale Grimes and his comment was "Geeze, all I asked for was a locker!"

7) Airlift: An officer will remain in operations on Friday nights as a point of contact for airlift coordination. You know, there is always a remote possibility that something may go awry.

8) Did you know? Starboard...the right side of a ship. Because the Vikings shipped their star, or steering oar, on the right hand side of their vessels, and the side of a ship its board. The right hand side of ships has, ever since, been called Starboard Side.

DEC-1981

Stanfield's Axiom of the Month:

The alternate to getting old is depressing!

1) The Navy is implementing a personnel program that by 1986 will limit the career of most enlisted Selected Reservists to 30 years.

2) The U.S. Army Electronics Research and Development Command's newspaper, *CURRENTS*, featured a photo of Blackhawk AMS2 Horace Bradshaw in action in his civilian job as an energy coordinator.

3) The Navy has decided to retire 81 year old ADM. Rickover who has been on active duty for 64 years. Even in our squadron nobody has been around THAT long!

4) Only in Aviation: A F-4 Phantom was flying escort with a B-52 and generally making a nuisance of himself by flying rolls around the lumbering old bomber. The message for the B-52 was "anything you can do, I can do better." Not to be outdone, the B-52 pilot announced that he would rise to the challenge. The B-52 continued its flight, straight and level, however. Perplexed, the fighter pilot asked, "So, what did you do?" to which the B-52 pilot replied...."We just shut down two engines."

Recollections of a WHITEHAT

(submitted by Carrie Blazek)

"One thing we weren't aware of at the time, but became evident as life wore on, was that we learned true leadership from the finest examples any lad was ever given, Chief Petty Officers. They were crusty old bas__ds who had done it all and had been forged into men who had been time tested over more years than a lot of us had time on the planet. The ones I remember wore hydraulic-oil-stained hats with scratched and dinged-up insignia, faded shirts, some with a Bull Durham tag dangling out of their right-hand pocket or a pipe and tobacco reloads in a worn leather pouch in their hip pockets, and a Zip-po that had been everywhere. Some of them came with tattoos on their forearms that would force them to keep their cuffs buttoned at a Methodist picnic.

Most of them were as tough as a boarding house steak. A quality required to survive the life they lived. They were, and always will be, a breed apart from all other residents of Mother Earth. They took eighteen year old idiots and hammered the stupid bas__ds into sailors.

You knew instinctively it had to be hell on earth to have been born a Chief's kid. God should have given all sons born to Chiefs a return option.

A Chief didn't have to command respect. He got it because there was nothing else you could give them. They were God's designated hitters on earth.

We had Chiefs with fully loaded Submarine Combat Patrol Pins, and combat air crew wings in my day...hard-core bas__ds who remembered lost mates, and still cursed the cause of their loss...and they were expert at choosing descriptive adjectives and nouns, none of which their mothers would have endorsed.

At the rare times you saw a Chief topside in dress canvas, you saw rows of hard-earned, worn, and faded ribbons over his pocket. "Hey Chief, what's that one and that one?" "Oh hell, kid, I can't remember. There was a war on. They gave them to us to keep track of the campaigns." "We didn't get a lot of news out where we were. To be honest, we just took their word for it. Hell son, you couldn't pronounce most of the names of the places we went. They're all depth charge survival geedunk." "Listen kid, ribbons don't make you a Sailor." We knew who the heroes were, and in the final analysis that's all that matters.

Many nights, we sat in the after mess deck wrapping ourselves around cups of coffee and listening to their stories. They were light-hearted stories about warm beer shared with their running mates in corrugated metal sheds at resupply depots where the only furniture was a few packing crates and a couple of Coleman lamps. Standing in line at a Honolulu cat-house or spending three hours soaking in a tub in Freemantle, smoking cigars, and getting loaded. It was our history. And we dreamed of being just like them because they were our heroes. When they accepted you as their shipmate, it was the highest honor you would ever receive in your life. At least it was clearly that for me. They were not men given to the prerogatives of their position.

You would find them with their sleeves rolled up, shoulder-to-shoulder with you in a stores loading party. "Hey Chief, no need for you to be out here tossin' crates in the rain, we can get all this crap aboard." "Son, the term 'All hands' means all hands." "Yeah Chief, but you're no damn kid anymore, you old coot." "Horsefly, when I'm eighty-five parked in the stove up old bas__ds' home, I'll still be able to kick your worthless butt from here to fifty feet past the screw guards along with six of your closest friends." And he probably wasn't bullsh__ing.

They trained us. Not only us, but hundreds more just like us. If it wasn't for Chief Petty Officers, there wouldn't be any U.S. Navy. There wasn't any fairy godmother that lived in a hollow tree in the enchanted forest that could wave her magic wand and create a Chief Petty Officer.

They were born as hot-sacking seamen, and matured like good whiskey in steel hulls over many years. Nothing a nineteen year-old jay-bird could cook up was original to these old saltwater owls. They had seen E-3 jerks come and go for so many years, they could read you like a book. "Son, I know what you are thinking. Just one word of advice. DON'T. It won't be worth it." "Aye, Chief."

Chiefs aren't the kind of guys you thank. Monkeys at the zoo don't spend a lot of time thanking the guy who makes them do tricks for peanuts.

Appreciation of what they did, and who they were, comes with long distance retrospect. No young lad takes time to recognize the worth of his leadership. That comes later when you have experienced poor leadership or let's say, when you have the maturity to recognize what leaders should be, you find that Chiefs are the standard by which you measure all others.

They had no Academy rings to get scratched up. They butchered the King's English. They had become educated at the other end of an anchor chain from Copenhagen to Singapore. They had given their entire lives to the U.S. Navy. In the progression of the nobility of employment, Chief Petty Officer heads the list.

So, when we ultimately get our final duty station assignments and we get to wherever the big Chief of Naval Operations in the sky assigns us, if we are lucky, Marines will be guarding the streets. I don't know about that Marine propaganda bulls__t, but there will be an old Chief in an oil-stained hat and a cigar stub clenched in his teeth standing at the brow to assign us our bunks and tell us where to stow our gear...and we will all be young again, and the damn coffee will float a rock.

Life fixes it so that by the time a stupid kid grows old enough and smart enough to recognize who he should have thanked along the way, he no longer can. If I could, I would thank my old Chiefs. If you only knew what you succeeded in pounding in this thick skull, you would be amazed. So, thanks you old casehardened, unsalvageable sons-of-b__s. Save me a rack in the berthing compartment."

Life isn't about waiting for the storm to pass. It's about learning to dance in the rain.

Final thought.....

CPO Standards: Never forget this, a Chief can become an Officer, but an Officer can never become a Chief. We have our standards!

Answer from page 3....The Family Dog!!!



And you thought this was going to get all spiritual!!

VP-68 Ship's Store

Sale

~~\$35.00~~ now \$15.00

VP-68 Lithograph



This beautiful limited-edition lithograph reproduction of renowned military artist Morgan Wilbur's original painting (done exclusively for the VP-68 Alumni Association) features the planes we flew in VP-68 and our parent squadrons.

Shown flying in formation left to right is the PBY Marlin, PV-2 Harpoon, P-2V Neptune and the P-3 Orion.

Each litho is numbered and signed by Morgan and is a true collector's piece.

Originally priced at \$35.00/each to cover our production costs, **this litho will now be sold for just \$15.00 / each.**

Make checks payable to "**VP-68 Alumni Association**" (mark **LITHO** in the memo) and send them to:

**VP-68 Lithograph
8095 Silver Fox Way
Chesapeake Beach, MD 20732**

We will have some Lithos at the Spring Fling along with some other items listed below but...supplies are dwindling and, because of sparse sales...we may not reorder.

Get your mementos of the Squadron while they last.

- SQUADRON BALLCAPS
- SQUADRON PATCHES
- SQUADRON DECALS
- SQUADRON COINS →
- RUBBER STAMP: P-2V
- RUBBER STAMP: P-3C
- ALUMNI ASSOCIATION PINS
- SQUADRON UNIFORM "ROCKERS"
- VIDEO: "SKY IS RESERVED" (about VP-68)



front



back

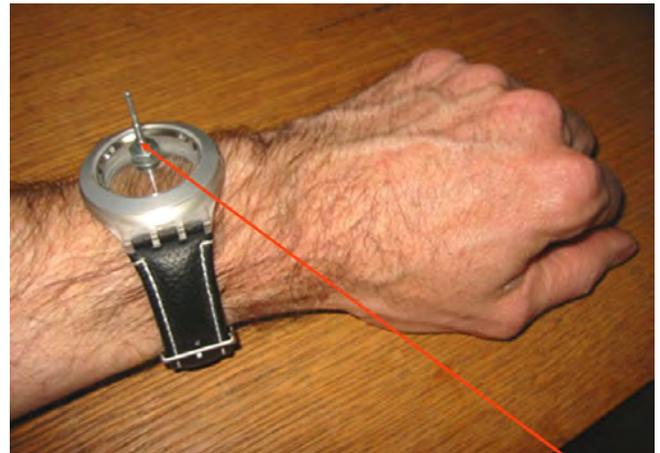
The Pilot's Watch

(submitted by Dick Stohr)

This watch always shows the correct time.



This is how it works:



You go to the bar, buy a beer, attach the receipt on the pin.



To check the time, simply read it from the receipt.

To adjust the watch, buy a new beer, and it will be showing the correct time again.

Military Proverbs...

(submitted by Vince Apostolico)

A lot of life's problems can be explained by the applications of the common sense from these recently declassified Military Secrets....

- Don't draw fire, it irritates the people around you. (advice to new guy)
- If the enemy is in range, so are you. (Infantry Journal)
- Tracers work both ways. (Army Ordnance Manual)
- Don't ever be the first, don't ever be the last and don't ever volunteer for anything. (U.S. Navy)
- The only time you have too much fuel is when you are on fire. (author unknown)
- Five second fuses last about three seconds.(Infantry Journal)
- Nothing is as good to the morale of the troops as to occasionally see a dead general. (Field Marshall Slim)
- Friendly fire - isn't.
- If it's stupid, but it works, it isn't stupid. (Navy Ops Manual)
- Having lost sight of our objectives, we need to redouble our efforts. (author unknown)
- Any ship can be a minesweeper...Once. (Navy Ops Manual)
- If you see a bomb technician running, try to keep up with them. (Infantry Journal)
- Cluster bombing from B-52s is very, very accurate. The bombs always hit the ground. (U.S. Air Force)
- Whoever said that the pen is mightier than the sword, never encountered automatic weapons. (General MacArthur)
- The Piper Cub is the safest airplane in the world. It can just barely kill you. (Max Stanley, Northrop test pilot)



- If you hear me yell, "Eject, Eject, Eject!", the last two will be echos. If you stop to ask "Why?", you will be talking to yourself, because by then you will be the pilot. (pre-flight briefing from a Canadian pilot)



- We are not retreating, we are advancing in another direction. (author unknown)
 - A Purple Heart just proves that you were smart enough to think of a plan, stupid enough to try it, and lucky enough to survive. (author unknown)
 - Flying the airplane is more important than radioing your "plight" to somebody on the ground incapable of understanding or that can do anything about it. (Emergency Checklist)
 - Airspeed, altitude and brains. Two of these are always necessary to complete the mission. (Basic Flight Training Manual)
 - If you find yourself in a fair fight, you didn't plan your mission properly. (David Hackworth)
 - It is generally inadvisable to eject directly over the area you just bombed. (U.S. Air Force Manual)
 - The three most common expressions (or famous last words) in military aviation are: "Did you feel that?", "What's that noise?" and "Oh sh_t!!" (author unknown)
 - A good battle plan that you act on today can be better than a perfect one tomorrow. (Gen. George S. Patton)
 - Aim towards the enemy. (instruction printed on U.S. rocket launcher)
 - When the pin is pulled...Mr. Grenade is not our friend. (U.S. Marine Corps.)
 - When you're short of everything but the enemy, you are in combat. (author unknown)
 - Without ammunition, the Air Force is just an expensive flying club. (author unknown...probably Navy!)
 - Everyone wants peace – and they will fight the most terrible war to get it. (Miles Kington)
 - You've never been lost until you are lost at Mach 3. (Paul F. Crickmore, SR-71 test pilot)
 - There is no reason to fly through a thunderstorm in peacetime. (sign over Squadron Ops desk, Davis-Mothan AFB)
 - Yea, Though I fly through the Valley of the Shadow of Death, I shall fear no evil. For I am at 60,000 feet and climbing. (sign over SR-71 Wings Ops)
 - If the wings are traveling faster than the fuselage, it has to be a helicopter and therefore, unsafe. (fixed-wing pilot)
 - You don't win a war by dying for your country. You win a war by making the other son-of-a-bi__h die for his. (General George S. Patton)
 - Sometimes I think that war is God's way of teaching us geography. (Paul Rodriguez)
 - When one engine fails on a twin-engine airplane, you always have enough power to get you to the scene of the crash. (Multi-Engine Training Manual)
- And finally.....
- The coffee tastes better when the latrine is dug downstream of the encampment. (U.S. Army Field Regulations-1861)

SEX

OK Sailors....now that I have your undivided attention, I need some help here. I need Navy & Blackhawk news. I need you to send me jokes, photos, videos, powerpoints, internet links, etc....anything and everything you can to help me do this Hawk's Nest newsletter. Email any of the above to me...I can copy, cut-n-paste, freeze-frame, whatever it takes. Thanks!

Jim Rozycki, Editor

rozyckijim@aol.com

BAMS **Broad Area Maritime Surveillance** **Unmanned Aircraft System**

(submitted by Ed Stanfield)
Source: Northrop Grumman



Program Overview: The United States Navy's MQ-4C Broad Area Maritime Surveillance (BAMS) Unmanned Aircraft System (UAS) program provides persistent maritime Intelligence, Surveillance, and Reconnaissance (ISR) data collection and dissemination capability to the Maritime Patrol and Reconnaissance Force (MPRF). The MQ-4C BAMS UAS is a multi-mission system to support strike, signals intelligence, and communications relay as an adjunct to the MMA/P-3 community to enhance manpower, training and maintenance efficiencies worldwide.

The MQ-4C BAMS UAS, at full operational capability, will provide ISR persistence over large maritime distances for long periods of time for up to five simultaneous orbits worldwide.

The MQ-4C BAMS UAS missions include, but are not limited to, maritime surveillance, collection of enemy order of battle information, battle damage assessment, port surveillance, communication relay, and support of the following missions - maritime interdiction, surface warfare, battlespace management, and targeting for maritime and littoral strike missions.

Watch the youtube video: NAVAIR's Flight Crew featuring Jim Dabney, BAMS mission control systems team.

http://www.youtube.com/watch?v=8skai1W DwwM&feature=channel_video_title

Five things every sailor should know about BAMS

Source: 27FEB12 Navy Times

www.navytimes.com

1. Partner to Poseidon: BAMS is designed as a sidekick for the P-8 Poseidon maritime patrol aircraft. While the P-8 eventually will replace the P-3 Orion, BAMS will take care of some of the long-dwell missions that are not cost-effective for the Poseidons. The UAV's elaborate sensor suite will allow it to detect and track surface vessels, as well as provide early intelligence assessments of operational areas.

2. Budgeting for BAMS: BAMS is based on the Air Force's Global Hawk, a long-range drone. Funding for the Global Hawks was scrapped in the defense budget request released 13FEB12, but funding for the Navy's version is in tact. In fact, while the Navy plans to cancel 97 anticipated aircraft purchases between now and the end of fiscal 2016, the Navy has only cut its planned BAMS purchases from 12 to 11. Analysts say that is a sign of confidence in the UAV.

3. Where they'll be: BAMS will be jointly based with Global Hawk so the two systems can compliment each other and allow for common maintenance. Five "orbits" will provide worldwide coverage. One orbit, in a yet-to-be-determined location in 5th Fleet, will cover all of the Middle East, parts of Asia and swaths of East Africa. Other orbit locations are:

- Anderson Air Force Base, Guam, covering all of the Western Pacific
- Naval Air Station Sigonella, Italy, covering parts of Europe and Africa.
- Beale Air Force Base, California, covering nearly all of the continental U.S., Mexico and parts of Canada.
- Naval Air Station, Jacksonville, Florida, covering the eastern U.S., all of the Caribbean and Central America and parts of South America.

4. Who will "fly" them: BAMS operators will come from the Orion and Poseidon communities. After an initial tour on the manned platform, aviators will complete a follow-on tour with BAMS. They will be based across the five "orbits" as well as at Naval Air Station, Whidbey Island, Washington. BAMS maintainers will come from different platforms, much like with the Orions.

5. Handing off operations: Flights will be like relays, with operators at different locations flying the UAV at different stages. Besides the five BAMS orbits, there will be mission control sites at Jacksonville and Whidbey Island. Operators based in the five orbits will fly the UAVs toward the stations. From there, they will hand flights over to the mission team members in Florida and Washington, who will use the UAV mission payloads to complete specific tasks before handing control to landing teams.



Northrop Grumman's NAVY MQ-4 C BAMS Program

Northrop Grumman was awarded a contract for the U.S. Navy's MQ-4C BAMS program on April 22, 2008. MQ-4C BAMS UAS uses a maritime derivative of the RQ-4 Global Hawk equipped with a 360 degree Multi-Function Active Sensor (MFAS) active electronically scanned array along with Navy-specific ground stations. Northrop Grumman offered the best value for the BAMS mission - it's faster, travels farther, with longer time-on-station to provide more ISR information to more warfighters at a lower overall cost.

The Navy expects to fly the MQ-4C **B**road **A**rea **M**aritime **S**urveillance unmanned aerial vehicle for the first time this summer.

Andy Rooney - I've Learned....

Last year, Andy Rooney died at the age of 92. In his newspaper, magazine and "60 Minutes" editorials, he left us with many of his inner thoughts. He was a man who had the gift of saying so much...with so few words. Enjoy.

"I've learned....."

- that the best classroom in the world is at the feet of an elderly person.
- that when you re in love, it shows.
- that just one person saying to me, "You've made my day!" makes my day.
- that having a child fall asleep in your arms is one of the most peaceful feelings in the world.
- that being kind is more important than being right.
- that you should never say no to a gift from a child.
- that I can always pray for someone when I don't have the strength to help them in some other way.
- that no matter how serious your life requires you to be, that everyone needs a friend to act goofy with.
- that sometimes all a person needs is a hand to hold and a heart to understand.
- that simple walks with my father around the block on summer nights when I was a child did wonders for me as an adult.
- that life is like a roll of toilet paper. The closer it gets to the end, the faster it goes.
- that we should be glad that God doesn't give us everything we ask for.
- that money doesn't buy class.
- that it's those small daily happenings that make life so spectacular.
- that under everyone's hard shell is someone who wants to be appreciated and loved.
- that to ignore the facts does not change the facts.
- that when you are planning to get even with someone, you are only letting that person continue to hurt you.
- that love, not time, heals all wounds.
- that the easiest way for me to grow as a person is to surround myself with people smarter than me.
- that everyone you meet deserves to be greeted with a smile.
- that no one is perfect until you fall in love with them.
- that life is tough, but I'm tougher.
- that opportunities are never lost; someone will take the ones you miss.
- that when you harbor bitterness, happiness will dock elsewhere.
- that I wish I could have told my Mom that I loved her one more time before she passed away.
- that one should keep his words soft and tender, because tomorrow he may have to eat them.
- that a smile is an inexpensive way to improve your looks.
- that when your newly born grandchild holds your little finger in his fist, that you're hooked for life.
- that everyone wants to live on top of a mountain, but all of the happiness and growth occurs while you're climbing it.
- that the less time I have to work with, the more things I get done.

.....Thanks Andy

Stress Busters:

Editor's Note: Now retired and purging old work materials, I found a magnet that I had on my desk. Some of these might be too late for some of us...use the ones you still can. Enjoy!!

- don't go beyond your limits ● live within your means ● avoid that second job ● say no ● don't take on extra burdens ● be content with what you have ● practice patience ● laugh, even at yourself ● give yourself an extra 15 minutes ● go for a walk ● pet your dog ● Okay, cats are good too! ● read a short story ● compromise ● study, maybe you just need more information ● practice good health ● exercise ● rest, stretch ● know when to get help ● solve the problem ● don't tax your memory, make notes ● sing in the shower ● hug your kids, your dog, your mother-in-law ● close your eyes, think of something special to you ● watch the sun set ● listen to the birds ● learn to play a musical instrument, even if only by numbers ● change your routine ● go on, mix it up ● make a list of all your blessings ● say "thank you" often ● help a stranger ● dance ● wash your car ● talk to God ● smile ● don't give up ● Bar-B-Que ● be positive ● one thing at a time ● take the time now for that dream ● one word...chocolate ● shop ● browse in a book store ● drink hot tea ● inhale deeply ● count to 10 ● sleep in ● smell a flower ● call a friend ● talk less, listen more ● turn off the TV ● have a good cry ● take action ● walk away ● let go ● ask for help ● have faith ● be tolerant ● learn a clean joke ● avoid debt ● have a confidant ● make a new friend ● plant a tree ● swing ● clean out a drawer or closet ● don't watch the news

The President's Corner:

by Jacque LaValle

For many of us on the mid-east coast, we have been experiencing the mildest winter in years. In fact, if you live in the Dulles airport area, you've seen record breaking above normal temperatures. Of course with all this mild weather, we've had smaller heating bills, little shoveling duties and plenty of time to enjoy the warm weekends. With that being said, I know that we tend to put off those chores we would normally do when we're snow bound in our homes. One of those chores is writing a check for your annual dues to the VP-68 Alumni Association. Without your support, these award winning newsletters would not be possible as well as other Association events throughout the year. So please, take the time now to send Anna Gibson your annual dues and keep the Association alive.

April 14th is fast approaching so please mark those calendars for the 2012 Spring Fling. You will not be disappointed. I've ordered the perfect weather for Pax River and know that it will be a warmer time then last year. We are also planning a return evening engagement at the Ruddy Duck and this time I've made the reservations well in advance so that we will have the back room to ourselves. Please remember to sign up at the Spring Fling so I can get an accurate head count.

April 29th will be the start of the ocean going VP68 cruise. For those attending, you should have received your bill from the travel agency and already received your passports. Due to unforeseen events, Chris and I will not be able to attend but our hearts will be with you. PLEASE make sure there are plenty of pictures taken and make the Sky Pigs proud! Again, many Kudos to Wyman for bringing this event to reality.

There was also a renewed interest during 2012 to have a VP-68 Alumni Fly-In, but I've received no input as to where, when and how long. So at this stage I will return to my suggested fly-in in conjunction with the World War II Air Show at Reading, PA the first weekend of June. You can view the details at <http://maam.org/maamwwii.html>. My Facebook account has pictures from last year's event so check it out! If you haven't been there before, it's well worth trip. Remember to dress in the era! Please let me know via email so we can begin the planning process.

See you all at the Spring Fling!

From the Editor:

Jim Rozycki

As always, I would like to thank all of the VP-68 Blackhawks who called, mailed and emailed me contributions for this issue of the Hawk's Nest newsletter.

I am always in need of material so please don't be shy. What are you up to these days? Working? Retired? What is new with your family? Again, this is **YOUR** newsletter and we want to include everybody in it.

Photos....please send me photos, especially if you have ones from the "early" years of the squadron.

**Hawk's Nests will be published in:
March – June – September – December**

Email me at: rozyckijim@aol.com

Call me at: 412-487-5854

Mail to me at: VP-68 Hawk's Nest
2414 Rolling Farms Road
Glenshaw, PA 15116-2564

From the Secretary

If you move and change your mailing address please let me know as that is the only way we can keep track of you. Send your address information to:

wright_kathleen@bah.com

or mail to: VP-68 Alumni Association
4924 25th Street S
Arlington, VA 22206

From the Treasurer

Members who have not renewed their dues by March of each year will be dropped from our roster, lose their membership rights and no longer receive Association mailings. Please consider converting to a Life Membership and never have to write us another check.

Annual dues is \$10, Life Membership is \$100 unless you are over 75 and then it is only \$25.

All dues payments and financial matters are to be mailed to:

NOTE NEW ADDRESS
VP-68 Alumni Association
8095 Silver Fox Way
Chesapeake Beach, MD 20732

Make checks payable to: **NOTE NEW PHONE NUMBER**
VP-68 Alumni Association

contact Anna Gibson at: **410-257-2460**
or email at: amchief@yahoo.com

Former Blackhawks

When you are calling or sending emails to your Blackhawk friends, ask them if they are members in the VP-68 Alumni Association. If not...please ask them to join! There are many former Blackhawks out there who still do not know of our Association. Give them our website or bring them to the next function.

Color Copies of Hawk's Nest

Color copies of current and past Hawk's Nest newsletters may be downloaded and printed in pdf format from our website: www.vp68.org

Membership Committee

The Membership Committee, headed up by Dick Perkins, is still searching for former Blackhawks who are not yet members of our Alumni Association. If you know of anybody please forward their names and contact info to Dick via e-mail at vp68co@yahoo.com

Membership applications may be downloaded from our website: www.vp68.org

Missing Blackhawks

We have a few "lost" Life Members who haven't told us of their move! If you know them or where they are please help us get their newsletter to them....have them contact Kathy Wright.

Alfredo Arroyo, L-98

2011 & 2012 Association Officers

- President **Jacque LaValle**
jacque.lavalle@verizon.net
- Vice-President **Wyman Bailey**
baileymod@msn.com
- Secretary **Kathy Wright**
wright_kathleen@bah.com
- Treasurer **Anna Gibson**
amchief@yahoo.com
- Historian **Ed Stanfield**
edwin.stanfield@gmail.com

**SEE YOU AT THE
2012 SPRING FLING PICNIC
14 APRIL 2012
N.A.S. PATUXENT RIVER
LEXINGTON PARK, MD**



anchors aweigh....

**Patron 68 Cruise 2012
29 APR – 06 MAY 2012**

Are you part of the "Crew"???
