



VP-68 Hawk's Nest



Volume No. 44

VP-68 ALUMNI ASSOCIATION

March 2013

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), its 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



Happy Spring



2012 DUES NOW EXPIRED **SEND YOUR 2013 DUES NOW**

If your post card address label has an "M-12" after your name, your Association membership is now expired and you are no longer a member of the VP-68 Alumni Association.

We are currently in the planning phase of the next two years and you do not want to miss out on the fun.

Please mail your dues to Treasurer Fred Haynes.

See "Treasurer" on page 12 for more details.

Blackhawk Cruise Postponed

We have decided to postpone the Blackhawk Bermuda Cruise aboard Royal Caribbean Cruise Lines.

Several factors influenced our decision, the primary one being really not enough advance notice to the members. Many folks did expressed interest, but unfortunately most needed more time. The second reason is that in the fall, there is more chance of hurricanes so spring is much better time.

That said....we will plan another cruise for possibly April 2014. As with the last cruise, well in advance of the cruise, we will have representatives of the travel agency and cruise line present at one of our gatherings with full details.

Those of us who went on the last cruise had an absolutely phenomenal time (see Vol. 41, June 2012 Hawk's Nest) and so we want to assure another great cruise for the Blackhawks.

Questions & comments may be sent to Wyman Bailey:

baileymod@msn.com

"Spring Fling" – 27 APR 2013

The annual VP-68 Alumni Association "Spring Fling" picnic is scheduled for **Saturday, 27 APR 2013** at the NAS Patuxent River Beach House. 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.

(continued on page 2)

"Fall Muster" – 12 OCT 2013

The annual VP-68 Alumni Association "Fall Muster" picnic is scheduled for **Saturday, 12 OCT 2013**. It will be held at the "Club 9" Building located on Navy Recreation Center (NRC) Solomons Island, MD. "Club 9" is on the waterfront and has a large deck overlooking the Patuxent River.

(continued on page 2)

Last Hawk's Nest ??

In the Vol. 43, DEC 2012 issue we announced that Jim Rozycki is stepping down as the Editor of the Hawk's Nest and that we were in need of somebody to take over. Jim has offered to work with the new editor and had some residual articles and data to help print this issue.

Unfortunately, to date nobody has stepped forward so it is sad that we have to announce that this will probably be the last VP-68 Alumni Association Hawk's Nest newsletter.

If nobody assumes Editor, we will try to post occasional announcements on our website so monitor that for future event notifications. If you can help, contact Wyman Bailey at:

baileymod@msn.com

Blackhawk still Flies at VP-30

(submitted via VP-68 [Facebook](#) by Chris Kronz)

The Mighty Blackhawk still flies on the second deck wall of Hanger 30 in Jacksonville as do all the RESFORONS of old.



2013 "SPRING FLING" (continued)**27 APR 2013**

Cost: **\$5** Members paid & in good standing
\$5 Guests & non-members

Pavilion opens at 1100 - picnic begins about noon

Hot Dogs, Burgers, sodas and munchies will be provided.

In accordance with our bi-laws we will be conduct a general business meeting.

NOTICE: **VP-68 Alumni Association DOES NOT serve or provide any alcoholic beverages at our functions.**

If you desire your favorite "beverage"...
 Please **B.Y.O.B.**, coolers and ice.

Every year after the picnic, a bunch of us head out to a great local restaurant that evening for more camaraderie, laughs, fine food, laughs, drinks, laughs and fellowship.

BE THERE!!!

Remember...to get on base, current DOD ID cards are required....men, check your wallets and ladies check your purses.

If you do not have a DOD ID, contact Jacque Lavalley **BEFORE** Friday, 19 APR 2013 to get your name on a list at the base gate.

Contact Jacque at: jacque.lavalle@verizon.net

Spring Fling & Fall Muster Lodging

Now...you know that the Blackhawks do not party for just one day! We start the night before an event, all day and night of the event, then say our goodbyes after breakfast next day.

So, for those of you who want to stay the weekend, here are some Lexington Park and Solomons area accommodations contact information for you:

Navy Lodge

NAS Patuxent River
 Patuxent River, MD 20670
 1-301-737-2400

Holiday Inn Select

155 Holiday Drive
 Solomons, MD 20688
 1-410-326-6311

Super 8 Motel

22801 Three Notch Road
 California, MD 20619
 1-301-862-9822

Days Inn (Old Belvedere)

21847 Three Notch Road
 Lexington Park, MD 20653
 1-301-863-6666

Comfort Inn Beacon Marina

255 Lore Road
 Solomons, MD 20688
 1-410-326-6303

Sleep Inn & Suites

23428 Three Notch Road
 California, MD 20619
 1-301-737-0000

Hampton Inn (40-yr Reunion)

22211 Three Notch Road
 Lexington Park, MD 20653
 1-301-863-3200

Fairfield Inn by Marriott

22119 Three Notch Road
 Lexington Park, MD 20653
 1-301-863-0203

2013 "FALL MUSTER" (continued)**12 OCT 2013**

Cost: **T.B.A.**

NRC Solomons is a beautiful facility located about 65 Southeast of Washington D.C. and about 16 miles North of NAS Pax River near the confluence of the Patuxent River and the Chesapeake Bay.

NRC Billeting is walking distance from the party zone....hence, no driving after partying!!

Available NRC billeting accommodations include:

Six Classic Cottages
 7 Contemporary Cottages
 5 Log Cabin Duplexes
 4 Cozy Cabins
 21 Bungalows
 15 Apartments
 2 "Yurts"
 14 group campsites
 55 primitive campsites
 146 complete hookup sites
 158 electric & water only sites

Photos and information are located on the NRC website. Billeting rates are based on rank and since the event is occurring "Off-Season", rates are even more attractive.

Make your lodging reservations to NRC at:

www.cnmc.navy.mil/solomons/index.htm

Lodging & Reservations – Bldg. 411
 13855 Solomons Island Road
 Solomons, MD 20688
 800-NAVY230
 410-286-7301
 410-326-4280 fax

We are encouraging folks to make lodging reservations at the Rec. Center to eliminate driving. There will be plenty of partying and fun the entire weekend...stay for it!

All I need to know...**I learned from the Easter Bunny!**

- Don't put all your eggs in one basket.
- Everyone needs a friend who is all ears.
- There's no such thing as too much candy.
- All work and no play can make you a basket case.
- A cute tail attracts a lot of attention.
- Everyone is entitled to a bad hare day.
- Let happy thoughts multiply like rabbits.
- Some body parts should be floppy.
- Keep your paws off of other people's jelly beans.
- Good things come in small, sugar coated packages.
- The grass is always greener in someone else's basket.
- To show your true colors, you must come out of the shell.
- The best things in life are still sweet and gooey.

Blackhawk People News

Rick Alcober

(submitted by Jim Rozycki)

Rick Alcober (TAR AW1) and I flew in the same crew with VP-68 and he was even one of my side buoys in my retirement ceremony in 1990. But, as so often happens, we lost touch a couple of years ago. Then, on [Facebook](#), Rick reappeared.

He had retired both Navy and civilian and moved from Chicago, IL to Tampa, Florida. My wife Irene and I went to Vero Beach, FL in February for a couple of weeks with my daughter, my son-in-law and his mother. We were staying at a house on Hwy A1A, about 2 blocks from the beach so we made plans to meet Rick and his wife Kathy.



Irene, Jim, Rick & Kathy

They drove across state and stayed with us for two days. Wow, what a great time we had re-living the "good ole days". The weather was absolutely great...sunny and around 80 during the day and in the 60's at night. Went to the beach each day, but the water was too cold to go in....so we drank!! There is a great beachfront bar called Mulligan's that we "adopted" and what better place than an Irish bar for a Navy Pollock and Navy Philippino to drink in. Oh yeah...they had food there too.



I wore my Blackhawk ballcap and Rick wore his awesome Navy "cowboy" hat he got at the PX at MacDill AFB. Rick says everyone wants to call him a "Hawaiian Cowboy" when he wears it. Lots of laughs though and we had fun with it.

Rick and I drove down to Ft. Pierce, FL and visited the National Navy UDT – Seal Museum. What a great place and so full of historical artifacts and information. As expected, we got so mesmerized that we were almost late for dinner!

(see Navy Seal Museum on page 5)

Two days of partying and fun went by way too fast but we promised to keep in touch. Rick said to say hello to all of his Blackhawk buddies and maybe he might make it north to one of our events. Find Rick on [Facebook](#) and give him a shout!

Darlene Hines

(submitted by "Doc" Durity)

As she was approaching a "special" birthday (I can't tell you which one but it is between 59 and 61) we tricked Darlene into thinking we were just meeting at the local Fleet Reserve in Goose Creek, SC as we sometimes do.



Well, when she walked in the door (above) you can see the surprise on her face. I was afraid we almost gave her a heart attack by the shock!! Anyway, a fun time was had and Darlene was honestly surprised.



Doc Durity, Darlene Hines & Pat Morretti

MK3 Andrea Yohn, USCG

(submitted by Nancy Yohn)



Nancy, MK3 Andrea & RMCM (ret) Jeff Yohn

My Daughter Andrea graduated from Basic Training May 2011 and my husband (her dad) RMCM Jeff Yohn (ret) presented her certificate at graduation. After basic she was sent out to the fleet and was assigned a buoy tender WLB-204 ELM out of Atlantic Beach, NC. She was attached to the engineering department as a Non-Rate for 8 months, went to Machinery Technician School Yorktown, Va. and graduated May 2012 as a MK3. Andrea is currently stationed at a small boat station in Wachapreague, VA eastern shore and is a qualified boat engineer on 45ft, 25 ft and 24ft vessels.

New Cyber Warrior Medals

(source: *Military.com* News 12 MAR 2013)

Defense Secretary Chuck Hagel on Tuesday halted production of the new Distinguished Warfare Medal for drone pilots and cyberwarriors, and ordered a review of its ranking above the Bronze Star with Combat "V" and the Purple Heart. Hagel announced the review following heated criticism from Congress and veterans groups such as the Veterans of Foreign Wars. No servicemember has received the medal thus far, said George Little, the Pentagon's chief spokesman.



The defense secretary directed Army Gen. Martin Dempsey, the chairman of the Joint Chiefs of Staff, to conduct the review of the medal's position in the "order of precedence" for military decorations and report back to him in 30 days, Little said. In addition, "production of the medal as designed has been stopped" pending the review by Dempsey, Little said. In one of his last acts as Pentagon chief, former Defense Secretary Leon Panetta last month announced that the Distinguished Warfare Medal was being created to recognize "the changing character of warfare" in the Internet era in which servicemembers sitting at consoles in the United States can directly impact the outcome of battle with an enemy overseas. Panetta said that as CIA Director and then Pentagon chief he had "seen first-hand how modern tools like remotely-piloted platforms and cyber systems have changed the way wars can be fought, changed the course of battle even from afar."

But the medal's ranking, just below the Distinguished Flying Cross and ahead of the Bronze Star with Combat "V" and the Purple Heart, provoked a firestorm of criticism in Congress and among veterans groups who charged that the new medal was a disservice to those who earned their decorations directly in harm's way.

The initial Pentagon response was to defend the medal's placement in the "order of precedence," but Little made clear that Hagel, himself the recipient of two Purple Hearts for service as an Army sergeant in Vietnam, had given serious thought to the critics. "He has heard their concerns," Little said, and in the E-ring corridors of the Pentagon "there has been considerable discussion on the creation of the Distinguished Warfare Medal. As recently as March 8, Hagel wrote a letter to the VFW in which he said he was satisfied with the ranking of the new medal. "I have discussed at length the reasoning and process leading up to establishing the DWM with the [service secretaries and chiefs] and accept their judgment that the award is at the appropriate level," Hagel said in his letter.

However, Hagel has since changed his mind and opened up a review of the medal. "In light of the concerns, a review of the order of precedence and associated matters" involving the medal was ordered by Hagel, Little said. Hagel has not spoken to Panetta about his decision to review the medal's standing, but "former Secretary Panetta has been advised of the decision to conduct the review," Little said. In a statement, the Veterans of Foreign Wars, which has lobbied to change the medal's ranking, said Hagel's action was encouraging "but demoting the medal below the Purple Heart is not yet a done deal, which is why the VFW will continue to urge the White House and Congress to force the Pentagon to do the right thing for our combat forces." In voicing his opposition to the new medal, VFW Commander John Hamilton said that "this is a policy disagreement over the placement of the new medal, not whether drone operators, cyber warriors and others don't deserve to be properly recognized for the tremendous impact they are bringing to the battlefield in real-time."

In a posting on his website Monday, Sen. Pat Toomey (R-Pa.) said: "While I fully support appropriate recognition of all military personnel whose extraordinary actions make a difference in combat operations, I am concerned about this decision and the new medal's ranking in DOD's order of precedence." "Pennsylvania's veterans and others have told me of their concerns with ranking the new medal above some combat valor medals, such as the Bronze Star Medal with valor device," Toomey said.

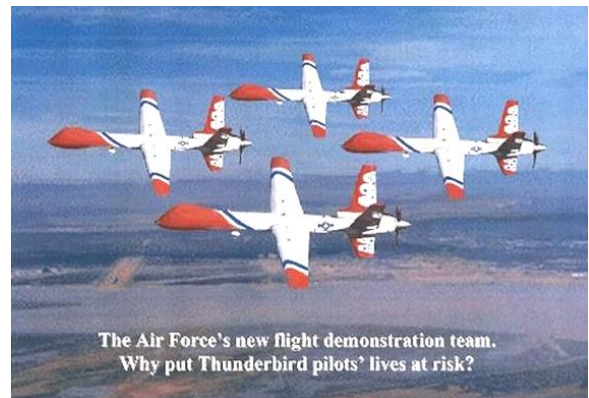
Modern Service "Wimp" Medals

(submitted by Rex Lake)



New Air Force Demo Teams

(submitted by Fred Haynes)



Master Chief's Heart Attack

Ole Master Chief suffered a serious heart attack while shopping in a store. The store clerk called 911 when they saw him collapse to the floor. The paramedics rushed him to the nearest hospital where he had an emergency bypass surgery.

He awakened from this surgery to find himself in the care of 6 nuns at the Catholic Hospital. This nun was seated next to his bed holding a clipboard loaded with several forms, and a pen. She asked him how he was going to pay for his treatment. "Do you have health insurance?" she asked. "No health insurance." Master Chief replied in a raspy voice.

The nun asked, "Do you have money in the bank?" He replied, "No money in the bank." "Do you have any relative who could help you with the payments?" asked the irritated nun. He said, "I only have a spinster sister, and she is a nun."

The nun became agitated and announced loudly, "Nuns are not spinsters! Nuns are married to God."

Ole Master Chief replied, "Perfect...send the bill to my brother-in-law!"

2013-2014 Year of Military Women



From April 2013 to March 2014 the United States Navy Memorial will spotlight "Year of the Military Women," honoring all women who have served, past and present.

Please take a moment to "Like/Share" their [Facebook](#) page and learn more about military women.

www.facebook.com/YearofMilitaryWomen

National Navy UDT - Seal Museum

(submitted by Jim Rozycki)

In February while on a trip to Vero Beach, Florida, I not only hooked up with my former crewmember and SS3 Rick Alcober, we took a day trip and visited the National Navy UDT / Seal Museum located in Ft. Pierce, Florida.



Ft. Pierce is where the U.S. Navy chose a then-desolate beach to form a training base for the establishment of the UDT or Underwater Demolition Team. Prior to that and during WWII they were simply referred to as "frogmen". Soon, the individual underwater advantage was recognized as a vital part of warfare. Hence the establishment of the Navy Seals.

This is also where the divers were trained in the recovery of NASA space capsules and the astronauts.

The museum has both outdoor and indoor displays. Walking through the museum we not only got to see some fantastic displays, there were videos throughout showing the training the SEALs go through along with some of the "special ops" missions they have participated in.

A lot of the specialized equipment that they use is displayed but as our guide noted....not "all" of it was on display!



"Frogman" Rick suited up (well...stood behind the cardboard photo) so I could get a shot of him ready for action.

Throughout the museum were tributes to UDT and Seal Medal of Honor recipients.

There is one to Master Chief Randy Bausch. You may remember him as the oldest contestant on the "Survivor" series. He served in the U.S. military for 45 years, initially as a UDT Frogman, then becoming one of the first Naval Special Warfare "operators" upon creation of SEAL Team TWO.

From 1968-1970, Boesch completed two combat deployments to Vietnam. In 1967, Randy Boesch was promoted to the rate of Master Chief Petty Officer.

During and after his service in Vietnam, Boesch was designated the "Chief SEAL" (a.k.a. "Bullfrog"), and set physical and operational standards at SEAL Team TWO.

Master Chief Rudy Boesch retired from the U.S. Navy after completing over 45 years continuous activity. He was honorably discharged on August 1, 1990. After his honorable discharge, he was the oldest competitor on Survivor: Borneo at 72 years of age, where he finished in third place. He set the record again when he competed on Survivor: All-Stars at 75.

In March 2013, Columbia pictures will release a movie starring Tom Hanks as Capt. Richard Phillips, the Captain of the "Maersk Alabama" held captive by Somali pirates and rescued by Navy Seals. Shown below is the actual bullet-marked



lifeboat. Fearing that the Captain was about to be killed by the 3 pirates in the lifeboat, they were killed by 3 Seal snipers with 3 single simultaneous shots at 100' in rolling seas from fantail of the Navy destroyer USS Bainbridge in darkness. A great video reenacts the rescue.

To get more info about the museum and to take a virtual tour, please go to:

www.navysealmuseum.com

John LeNard's SV-2B

(photo & email submitted by Dan Smith)



Dan Says: I found this while cleaning out our attic getting ready to move to Pensacola FL next week. John, do you want it? Carrie, can you stop by and rescue it in the next couple of days?

John Says: Hi Dan, OMG, it brings back great memories--each piece of dirt on it represents the hard work of the ground pounders and the flight crew that brought the plane back safely after a successful mission. Unfortunately, there is no room for any more souvenirs and it is much too heavy and bulky to use in my Cessna 172. We won't mention that I have grown too and it would not fit me anymore. But thanks for the picture. I am going to forward this e-mail to Jim Rozycki for the next Hawks Nest.

Jim Says: I was thinking that since John doesn't want it....try the Smithsonian or drop it off at the Naval Air Museum when you get to Pensacola. I can smell the JP fumes from here, but look how clean the inside is! Seriously though...we do have some VP-68 nostalgia items we use at reunions...if we can add it to them it would be neat.

Carrie Says: I'll be picking up the vest tomorrow. OK, so I guess it goes on my garage with the rest of the boxes. And it comes out every now and again!

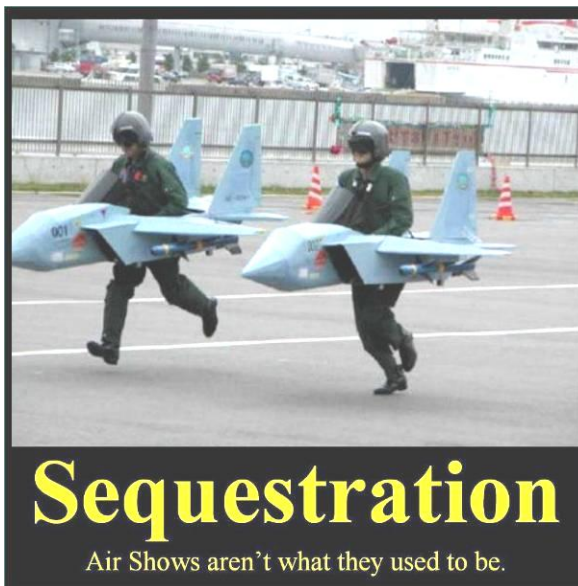
Dan Says: I will be volunteering at NNAM in Pensacola. Their "Warehouse 13" is already overflowing with donated items such as this. What I would appreciate is a VP-68 item suitable to display at an "O Club" that I could smuggle into the Cubi Point Bar at the museum. Any thoughts?

Jim Says: I think I still have a few small VP-68 "zap" stickers if that will do? Maybe even a regular larger one? Anybody else out there have any "donations"??

Whose Job Is It?

This is the story about four people named **Everybody**, **Somebody**, **Anybody** and **Nobody**.

- There was an important job to be done and **Everybody** was sure that **Somebody** would do it.
- **Anybody** could have done it, but **Nobody** did it.
- **Somebody** got angry about that because it was **Everybody's** job.
- **Everybody** thought that **Anybody** could do it, but **Nobody** realized that **Everybody** would not do it.
- It ended up that **Everybody** blamed **Somebody** when **Nobody** did what **Anybody** could have done.

Sequestration?(submitted via VP-68 [Facebook](#) by Tina Lynn)**Sequestration**

Air Shows aren't what they used to be.

Sequestration(source: [Military.com News](#))

Commissaries will close on Wednesdays as the spending cuts known as sequestration go into effect March 1, according to a Feb. 21 memo to all commissary officials obtained by Military.com. The Wednesday closures would begin the week of March 31 and last through September. The closings would impact all stateside commissaries and most commissaries overseas, according to the memo.

Closing the commissary on Wednesdays will furlough every commissary employee once a week for up to 22 days, the memo says. The move is the result of the Defense Department's decision to furlough all DoD civilian federal employees -- including those who work at the commissaries.

(continued on page 7)

Five Star Hotel at Angra(submitted via VP-68 [Facebook](#) by Mary Ellen White)

The first and only 5 star hotel opened in Terceira...
Angra do Heroísmo, Azores.

For more information and booking follow this link:

<http://www.azores.com/hotel?uid=87>

Sequestration (continued)

Just some of the many examples expected to touch a vast range of government services are:

- Aircraft carrier USS Harry S. Truman and guided-missile cruiser USS Gettysburg deployment to the Persian Gulf delayed along with others ships delayed or cancelled.
- The Navy also began plans to gradually shut down four of its air wings - which include 50 to 60 aircraft each and are assigned to the carriers.
- Furlough notices will begin going out later this month to about 800,000 defense department civilians, who will lose a day's pay each week for more than five months.
- Veterans' funerals at Arlington National Cemetery could be cut to 24 a day from 31.
- More than half of the nation's 2.1 million government workers may be required to take furloughs if agencies are forced to trim budgets.
- Coast Guard rescue aircraft will fly fewer hours and cutters will patrol the seas for fewer hours.
- There could be an estimated 2,100 fewer food safety inspections and increased risks to consumers.
- Hospitals, doctors and other Medicare providers will see a 2 percent cut in government reimbursements.
- The nation's busiest airports could be forced to close some of their runways, causing widespread flight delays and cancellations and could have delays of up to 90 minutes during peak hours because fewer controllers will be on duty.
- More than half of the nation's 2.1 million government workers may be required to take furloughs
- More than 3.8 million people jobless for six months or longer could see their unemployment benefits reduced by as much as 9.4 percent.

Squadron to deploy with P-8

(submitted by Ed Stanfield from Navy Times)



The P-8 Poseidon is faster, has better sensors, can carry more weapons and is more comfortable than its predecessor, the P-3 Orion, and the "War Eagles" of Patrol Squadron 16 are getting ready to take it on deployment with them.



Cmdr. Molly Boron, commanding officer of Patrol Squadron (VP) 16, and Rear Adm. Sean Buck, Commander of Patrol and Reconnaissance Group, receive the keys to a P-8A Poseidon while celebrating the War Eagles successful transition to the P-8A Poseidon.

The Jacksonville, Florida-based squadron will deploy in December to the Western Pacific and fly patrols out of Kadena Air Base, Japan with 12 aircrews and six P-8s.

"Initially, these first few deployments with the P-8 will operate a traditional P-3 profile," said Rear Adm. Sean Buck, head of the Patrol and Reconnaissance Group, during a 22FEB13 news conference at Joint Base Andrews, MD.

That means they will keep busy with antisubmarine, anti-surface and intelligence, surveillance and reconnaissance missions lasting nearly 11 hours, just like with the P-3. But the P-8 is faster than its predecessor and has better sensors, allowing it to collect large amounts of intelligence quickly from broad areas; both Buck and VP-16's aircrews said that it is easy to become overwhelmed by the volume of data the plane gathers.

And while the mission may be similar to the P-3 for now, expect changes over the next decade, Buck said. For example, while the P-8 won't initially carry mines, it has that capability. It is also built for airborne refueling, which is expected to begin in 2015, when those squadrons that have already transitioned to the P-8 should be properly trained for this capability.



Additional improvements will allow it to climb higher to optimize its sensors, search a broader area and drop weapons from higher altitudes than before.

Buck said they are developing a concept of operations to integrate the "MQ-4C Triton", an unmanned patrol plane, into P-8 missions. It will be at least a decade before a Triton is flown by an operator sitting in a Poseidon, he said.

The P-8, which carries 120 sonobuoys, or 36 more than the P-3, is entering operations as the world's submarine fleet grows. The naval analysis firm AMI International expects 281 new submarines to be built worldwide by 2030, more than every other warship construction except for amphibians and patrol craft. Of those new subs, the vast majority will belong to Asia-Pacific countries, with China and India expected to add 30 to 40 subs apiece. Japan, Australia, Indonesia, Vietnam and South Korea are also expected to strengthen their navies by five to ten submarines each.

The Navy plans to buy 117 Poseidon aircraft, with the last one procured in 2018 and delivered by 2020. The last P-3 flight with an active-duty aircrew is expected in 2020, 61 years after the Orion first flew.

The War Eagles made history in January, becoming the first operational squadron to fly the Poseidon after completing its safe-for-flight inspection. The squadron had returned from its last P-3 deployment in June 2012 and turned in its aircraft. It began training on the Poseidon in July with the Navy's only maritime patrol fleet replacement squadron, VP-30.

Last year, Navy officials outlined the squadron training plan as follows: VP-5, then VP-45 and then the remainder of Jacksonville-based VP squadrons. Training would next involve the three squadrons at Kaneohe Bay, Hawaii, and then wrap up with the three at Whidbey Island, Washington. Transitions are estimated at six months per squadron.

Ole Master Chief and 3 Lieutenants

(submitted by Ron Stevens)

One day, Ole Master Chief went to the Officer's Club with his Captain to eat lunch. When they entered the main dining room, they found the place was crowded. They did notice three Lieutenants sitting at a table with two empty chairs, so the Captain asked them if they could join them. They promptly invited them to join them. They ordered lunch and joined them in conversation as they ate.

At one point, Ole Master Chief mentioned he had observed characteristics about many officers from which he could determine the sources of their commissioning. The Lieutenants were eager to hear about this and asked if he could tell how each of them had been commissioned.

Ole Master Chief turned to the Lieutenant on his left and said he went through ROTC. The Lieutenant confirmed that was correct and asked how he had noted this. Master Chief replied that the Lieutenant, through his conversation, seemed to have a strong academic background but limited military experience.

Ole Master Chief then told the LT on his right that he had gone through OCS with previous enlisted service. The Lieutenant confirmed this was correct and also asked how he had determined this. Master Chief said, again through his conversation, that the Lieutenant seemed to have a firm military background and a lot of common sense.

The Lieutenant across the table from Ole Master Chief asked if he had determined his source of commission. The Master Chief replied that the Lieutenant had graduated from the United States Naval Academy. The Lieutenant stated that was correct and asked if he had noticed his high level of intelligence, precise military bearing, or other superior qualities acquired at the United States Naval Academy. Ole Master Chief replied that it was none of these that led to his determination. He had simply observed the Lieutenant's class ring while he was picking his nose.

Navy Pilots are truly honorable!

(submitted by Fred Haynes)

One day, while a Navy Pilot was cutting a branch of a tree above a river, his axe fell into the river. When he cried out, the Lord appeared and asked, "Why are you crying?" The aviator replied that his axe had fallen into water, and he needed the axe to make his living.

The Lord went down into the water and reappeared with a golden axe. "Is this your axe?" the Lord asked. The pilot replied, "No."

The Lord again went down and came up with a silver axe. "Is this your axe?" the Lord asked. Again, the Navy Pilot replied, "No."

The Lord went down again and came up with an iron axe. "Is this your axe?" the Lord asked. The Navy Pilot replied, "Yes." The Lord was pleased with the Navy Pilot's honesty and gave him all three axes to keep, and the pilot went home happy.

Sometime later the Navy Pilot was walking with his wife along the riverbank, and his wife fell into the river. When he cried out, the Lord again appeared and asked him, "Why are you crying?" "Oh Lord, my wife has fallen into the water!"

The Lord went down into the water and came up with ANGELINA JOLIE. "Is this your wife?" the Lord asked. "Yes," cried the Navy Pilot. The Lord was furious. "You lied! That is an untruth!"

The pilot replied, "Oh, forgive me, my Lord. It is a misunderstanding. You see, if I had said 'no' to ANGELINA JOLIE, You would have come up with CAMERON DIAZ. Then if I said 'no' to her, you would have come up with my wife. Had I then said 'yes,' you would have given me all three.

Lord, I am a poor old man, and am not able to take care of all three wives in a way that they should be, so THAT'S why I said 'yes' to ANGELINA JOLIE."

The moral of this story is: Whenever a Navy Pilot lies, it is for a good and honorable reason, & for the benefit of others.

That's my story, and I'm sticking to it!

Difference in Aviators...

(submitted by Brad Kirley)

The Naval Aviator

On a carrier, the Naval Aviator looks over at the Catapult Officer ("Shooter") who gives the run up engines signal by rotating his finger above his head. The pilot pushes the throttle forward, verifies all flight controls are operational, checks all gauges, and gives the Cat officer a brisk salute, continuing the Navy/Marine tradition of asking permission to leave the ship. The Cat officer drops to one knee while swooping his arm forward and pointing down deck, granting that permission. The pilot is immediately catapulted and becomes airborne.

The Army Aviator

If you've ever seen an Army helicopter pilot preparing for takeoff, you will note that the pilot gives the ground guy a thumbs up before he is given hover and takeoff signals. There are two theories about the origin of this gesture. One is that it is to show that the pilot has identified which of his fingers is the thumb so that he will be able to properly operate his controls. The most compelling theory says that this is to show the ground crewman that the pilot indeed knows which direction is up.

The Air Force Pilot

We've all seen Air Force pilots at the air force base look up just before taxiing for takeoff and the ground crew waits until the pilot's thumb is sticking straight up. The crew chief then confirms that he sees the thumb, salutes, and the Air Force pilot then takes off. This time-tested tradition is the last link in the Air Force safety net to confirm that the pilot does not have his thumb up his ass.

Flyin' and Lyin'

(submitted by Nick Schaus)

(story attributed to former CNO ADM Jim Holloway, USN)

"One thing about Air Force pilots is that they lie a lot. You simply can't trust them at all. We had an argument one night at the Belvedere Inn, across from the main gate at NAS Pax River. A bunch of our F-14 Tomcat pilots at Strike were arguing with some F-15 Eagle drivers from Langley about who was better at what and which airplane was better.

Well, we decided to settle it the next morning in the restricted area over the Chesapeake Bay. This is where we found out how much Air Force pilots lie!!"

"We all agreed to meet nose on at 35,000 and settle it once and for all. Don't you know those lying, sneaky b**tards showed up at 40,000. God, what a bunch of lying low-lifes those Air Force types were, showing up with a 5,000-foot altitude advantage. Hell, if we hadn't been at 45,000, those lying Air Force dirtbags would have had us for breakfast!"

More than one VP-68 ?

Amazing what you can find out there when you do a [Google](#) search. You would think that only the Blackhawks would show up under VP-68.....think again!

In our search we found a link to "[VP-68 photos](#)" and we checked it out.....below are some of the results...

How about a VP-68 Premium Vacuum Pump Oil ?



Yes, Pro-Lube™ company makes a premium vacuum pump lube oil and it is called VP-68.

Now, shame on any of you Blackhawks out there who work with vacuum pumps using any other type of lube oil than VP-68 type.

How about a VP-68 Wireless Microphone ?

At the next VP-68 Association business meeting when you can't hear what is being said...tell 'em to use the VP68 mike!



The Shure Americas Company makes the Model FP25/VP68 Handheld Wireless System. Features VP68 Capsule. System Includes. FP2 Handheld Transmitter · FP5 Portable Receiver · RPW124 / VP68 Omni-directional Capsule.

Enough counterfeits....now the real thing!

How about a VP-68 Alumni Association website ?



Well now...y'all better know about this one! Our official VP-68 Alumni Association webpage is managed by Nevins Frankel and is a great source of information.

Visit our site often at:

www.vp68.org

How about a VP-68 photo of the "Bears" ?



Yes, you can have your very own copy of VP-68 Crew 2 of the 70's featuring the Brunswick "Bear" Crew. In the back row far left is Ken Winter, second from right is Chris White and wait a minute....OMG....lower right is "Packy" Jones in red hat.

Other familiar faces (my memory fails me on their names) but I do know that is not a P-3 they are in front of.

Any help out there with names and type of plane????

How about a VP-68 Radar Operator & Maintenance ?



Now this one looks really familiar...could that be our very own aircrewman Rick Alcober and maintenance Ed Huffman?

How about a VP-68 P2-V in flight?



How about a VP-68 P2-V taxiing?



Now..these warm the heart of us older Blackhawks!

GO CIRCLE YOUR CALENDARS

Spring Fling - 27 APR 2013

Fall Muster - 12 OCT 2013

VP-68 Squadron Awards

(Compiled by AWC Ed Stanfield)

Below is the list that I have "unofficially" compiled a list of the awards received by VP-68 and predecessor squadron.

Please send any additions / corrections to me at:

edwin.stanfield@gmail.com

1963-1968 = VP-662

- Noel Davis Golden "E" (Battle Excellence)
- Gold is for five (5) consecutive years. (can't find any other unit that has ever done that before or since.)

1967 = VP-662

- ASW (Anti-Submarine Warfare) Force Atlantic (ASWFORLANT) "A" for ASW Excellence

1968 = VP-68A1

- Chief of Naval Operations (CNO) Aviation "S" (Safety) Best Reserve Squadron in the Navy

1968 = VP-68A2

- Noel Davis "E"
- ASWFORLANT "A"

1971 = VP-68

- Chief of Naval Reserve (CNAVRES) "S"

1972 = VP-68

- CNO Safety Award "S"

1974 = VP-68

- CNO Safety Award "S"

1978 = VP-68

- CNAVRES Safety "S"
- Liberty Bell (Crew 2) Best tactical crew in the reserve patrol

NOV 1979 = VP-68

- 9 years and 45,000 accident free flight hours

1980 = VP-68

- Liberty Bell Award (Crew 2)

1981 = VP-68

- CNO Safety "S"
- 11 years and 50,000 accident free flight hours
- Crew 12 Top Commander Reserve Patrol Wing Atlantic (COMRESPATWINGLANT) Crew of the Quarter

1982 = VP-68

- CNO Aviation Safety "S"
- 12 years and 56,000 accident free flight hours
- Noel Davis "E"

SEP 1983 = VP-68

- 13 years and 60,000 accident free flight hours
- Crew 5, Top COMRESPATWINGLANT Crew of the Quarter

1984 = VP-68

- CNO Aviation Safety Award "S"
- Liberty Bell Award (Crew 2)
- "Blood Hound Award" (Crew 2) awarded for Torpedo Delivery Excellence

NOV 1985-FEB 1986 = VP-68

- US Coast Guard Meritorious Unit Commendation for counter drug operations in the Caribbean

NOV 1986 = VP-68

- 16 years and 73,000 accident free flight hours

NOV 1987 = VP-68

- 17 years and 77,000 accident free flight hours

1988 = VP-68

- Liberty Bell Award (Crew 2)
- Noel Davis "E"
- Commander Sixth Fleet (COMSIXFLT) Hook-'Em Award for ASW Excellence
- Crew 14 COMRESPATWINGLANT Crew of the Quarter

1990 = VP-68

- 20 years and 90,000 flight hours accident free
- Noel Davis "E"

1991 = VP-68

- "Golden Wrench" Commander Naval Air Force (COMNAVAIRFOR) AVCM Donald M. Neal Award for Excellence in Aircraft Maintenance

1994 = VP-68

- 24 years and 100,000 accident free flight hours

1995 = VP-68

- Liberty Bell Award (Crew) ?

1996 = VP-68

- 26 years and 107,000 accident free flight hours

Noel Davis Trophy

The Noel Davis Trophy is presented annually to the squadron in each reserve aviation community achieving the highest level of mobilization readiness as recognized by winning the Battle "E" competition.

The trophy is named in honor of LCDR Noel Davis, USNR, who commanded the first station for Naval Reserve aviation in 1924 and later took command for all Naval Reserve flying. On April 27, 1927, LCDR Davis was killed as NAS Norfolk in preparation for a flight that was, 24 days later, completed by Charles Lindbergh when he landed the "Spirit of St. Louis" in Paris. The trophy itself was donated to the Navy Department by Harry F. Guggenheim and was first presented in 1927.

Liberty Bell

The Liberty Bell Award is presented to the superior Tactical Aircrew in the Reserve Patrol Community each fiscal year. Established by the Naval Reserve Association, the award recognizes the Reserve P-3 Anti-Submarine Warfare (ASW) crew attaining the highest grade on special advanced ASW exercises. Patrol Squadrons may nominate only one crew to participate in the competition each year. The competition has been in existence since 1976 when the first trophy was presented at NAS Willow Grove, Pennsylvania.

MCPON 2012-2013 CPO 365 Guidance

Master Chief Petty Officer of the Navy, Mike Stevens, in addressing the age-old tradition of putting on Chief's anchors, has issued new guidelines called "CPO 365" to the Chief Petty Officers' Mess.

Please use the below links to read the 13-page instruction and watch the MCPON video on the new CPO 365.

CPO 365 INSTRUCTION:

www.navy.mil/features/MCPON%202012-13%20CPO%20365%20GUIDANCE%20FINAL.pdf

MCPON VIDEO:

<https://s3.amazonaws.com/Customer-delivery/MCPON%20CPO%20365.zip>

Hardest part of being Editor...

(by Jim Rozycki - author unknown)

WORDS!

- 01) The bandage was wound around the wound.
- 02) The farm was used to produce produce.
- 03) The dump was so full that it had to refuse more refuse.
- 04) We must polish the Polish furniture.
- 05) He could lead if he would get the lead out.
- 06) The soldier decided to desert his dessert in the desert.
- 07) Since there is no time like the present, he thought it was time to present the present.
- 08) A bass was painted on the head of the bass drum.
- 09) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell down into a sewer line.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) Upon seeing the tear in the painting I shed a tear.
- 19) I had to subject the subject to a series of tests.
- 20) How can I intimate this to my most intimate friend?

Let's face it - English is a crazy language. There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat. We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? If the plural of tooth is teeth, why isn't the plural of booth, beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices?

Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

Sometimes I think all the English speakers should be committed to an asylum for the verbally insane. In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell?

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill out a form by filling it in, and in which an alarm goes off by going on.

English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

PS. - Why doesn't 'Buick' rhyme with 'quick'?

Easiest part of being Editor...

(by Jim Rozycki – author also unknown)

SPELL CHECK!

I have a spelling checker,
it came with my PC.
It clearly marks for my review,
mistakes four me to sea.
I've run this poem threw it,
I shore you please two no.
It's letter perfect in its weigh,
my checker tolled me sew.

Seamanship Test

(submitted by Ron Stevens)

One time during the underway watch the OOD decided to test a Chief Petty Officer's seamanship. "Chief, what would you do if the forward watch fell off the side of the ship?"

"Easy, sir, I'd call 'Man Overboard' and follow the Man Overboard procedures."

"What would you do if an officer fell overboard?"
"Hmmm," the Chief said,....."Which one, sir?"

President's Corner

Wyman Bailey

They say that the older you get the faster life moves forward. It's hard to believe that I have served four years as the VP-68 Alumni Association Vice-President already. Now I am putting on my new hat as the President of this wonderful organization.

I always knew that one day my time in the squadron would end but it seemed to be always far off in the distant future. I wish that there was a way I could slow down this phenomenon so I could enjoy everything twice as much. Obviously I am being very philosophical about something I can't do a thing to towards realizing this wish.

So what is all this mumbo jumbo all about? Well, first off I am proud to be able to serve as your President for the next two years. Secondly, it's my desire to work with my fellow officers and board of directors to provide as many meaningful experiences for everyone as possible.

I am looking for new ideas from everyone so that we can all have a say in how we will keep the freshness and the excitement in our organization to enhance and perpetuate the enthusiasm we have come to expect when we come together bi-annually.

In our first officers meeting we will be looking at ways to make our Spring Flings and Fall Muster more memorable and knowledge based.

We are presently planning a cruise presentation for spring 2014 for the Caribbean. The TRADEWINDS TRAVEL agent, Libby, will be taking reservations.

I am looking forward to seeing all of you at this year's Spring Fling on April 27th.

2013 & 2014 Association Officers

President Wyman Bailey
baileymod@msn.com
 Vice-President Nancy Frey
monroviadame@yahoo.com
 Secretary Kathy Wright
wright_kathleen@bah.com
 Treasurer Fred Haynes
cruzintogther@earthlink.net
 Historian Ed Stanfield
edwin.stanfield@gmail.com

From the Secretary

Kathy Wright

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:

Email me at: wright_kathleen@bah.com

Call me at: 1-703-867-8604

Mail to me at: VP-68 Alumni Association
 4924 25th Street S
 Arlington, VA 22206

From the Treasurer

Fred Haynes

Members who have not renewed their dues by March of each year will be dropped from our member 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 Membership = \$10 yearly

Life Membership = \$100 one-time
 (\$25 one-time over age 70)

Make checks payable to:

VP-68 Alumni Association

Mail all dues payments & financial matters to:

VP-68 Alumni Association
80 Falling Leaf Drive
Youngsville, NC 27596

Email me at: cruzintogther@earthlink.net

Call me at: 1-919-761-8845

NOTE NEW ADDRESS, EMAIL & PHONE NUMBER

Membership Committee

Dick Perkins

The Membership Committee is still searching for former Blackhawks who are not yet members of the VP-68 Alumni Association. If you know of anybody please forward their names and contact info to Dick via e-mail at:

vp68co@gmail.com

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.

Applications may be downloaded from our website:

www.vp68.org

(or use the one on page 13 of this issue)

From the Editor:

(*) **currently vacant** (*)

This is **YOUR** newsletter and we want to include everybody in it. We are 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? Are any of your children or grandchildren in the military?

We want to print Navy and especially Blackhawk news. We need you to send us jokes, photos (especially if you have ones from the "early" years of the squadron), videos, power-points, internet links, etc....anything and everything you can to help us produce this Hawk's Nest newsletter.

Email me at: _____

Call me at: _____

Mail to me at: VP-68 Hawk's Nest

Hawk's Nests will be published in:

March – June – September – December

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:

Did you know.....?

When you view issues of the Hawk's Nest on our website and see links to other websites or folks email addresses these are actually hyperlinks and all you have to do is "click" on them and you will go to that site directly rather than have to type it all over yourself...TRY IT!!

www.vp68.org

2013 SPRING FLING

27 APRIL 2013

NAS PAX RIVER

2013 FALL MUSTER

12 OCT 2013

NRC SOLOMONS

**VP-68 Alumni Association
80 Falling Leaf Drive
Youngsville, NC 27596
1-919-761-8845**

2013-2014 MEMBERSHIP APPLICATION

(please print)

name: _____

address: _____

city: _____

state: _____ zip code: _____

home phone: _____

cell phone: _____ (optional)

e-mail : _____

when in VP-68?: _____

rank / rate / dept: _____

1) I hereby apply for the following membership (CHECK ONE):

☐ \$100 = Life Membership (one-time fee)

☐ \$25 = Life Membership **70 or older** (one-time fee) **DOB:** _____

☐ \$10 = Regular & Associate Membership (Annually - 01Jan to 31 DEC)

NOTE: Make checks payable to: "VP-68 Alumni Association",
mail check and completed membership application to above address.

2) I would be interested in serving on the following committee(s):

<input type="checkbox"/> Membership	<input type="checkbox"/> Nom. & Elections	<input type="checkbox"/> Audit / Budget
<input type="checkbox"/> Fund Raising	<input type="checkbox"/> Reunions	<input type="checkbox"/> Newsletter
<input type="checkbox"/> Constitution & By-Laws		

The VP-68 Alumni Association was chartered in 1998 in the state of Maryland for the sole purpose of uniting in a central organization all former members of Navy Patrol Squadron 68 (VP-68), it's parent and supporting Navy squadrons, and those interested in preserving the name and history of Navy Patrol Squadron 68 (VP-68).

The Alumni Association shall conduct programs to perpetuate the memory of Navy Patrol Squadron 68 (VP-68) and to provide social and recreational activities for its membership. Life & Regular Membership includes: voting privileges; quarterly "Hawks Nest" newsletter; attendance at annual events; reunions and other functions.

Privacy Statement: The VP-68 Alumni Association holds membership information strictly confidential and does not sell, disburse or distribute this information and uses it solely for Association purposes.

signed: _____

date: _____