



# VP-68 Hawk's Nest



Volume No. 46

VP-68 ALUMNI ASSOCIATION

September 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 JUN - 15 SEP - 15 DEC

## **Hawk's Nest Editorial Request**

### **The Hawk's Nest is in urgent need of help from the Blackhawks!!**

We are in need of input from **YOU**...the VP-68 Blackhawks. This is **YOUR** newsletter!

We need **YOUR** "Sea Stories" that we hear told at our events. We need **YOUR** photos that we see in **YOUR** albums at our events. We need articles about **YOU**. What are **YOU** doing these days? What are **YOUR** children and **YOUR** grandchildren doing? Are **THEY** in the military?

We want to change our format focusing more on **YOU** the **BLACKHAWKS** than on general military news articles that you can read in newspapers and online yourself.

Thank You...John Benton, Editor [john.benton56@verizon.net](mailto:john.benton56@verizon.net)

### **"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.

NRC Solomons is a beautiful facility located about 65 miles 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.

The "Club 9" Building is on the waterfront and has a large deck overlooking the Patuxent River, and it is a fantastic setting for our event.

( more details on page 2 )

### **2014 "Spring Fling" – T.B.A.**

The annual VP-68 Alumni Association "Spring Fling" picnic will be held on Saturday, T.B.A. 2014 at the Beach House on NAS Patuxent River Beach.

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.

Normally about 80 Blackhawks and guests attend and the beautiful Southern Maryland weather is usually Pax-Perfect!

We began gathering around 1100 and started the picnic lunch which is followed by our business meeting in accordance to our bi-laws.

Every year after the picnic, a bunch of us head out to a great local restaurant for more camaraderie, laughs, fine food, laughs, drinks, laughs and more laughs and even new sea-stories.

**BE THERE !!!**

### **VP-68 Bahamas Cruise 2014**

We have replaced the Fall 2013 Blackhawk Bermuda Cruise with an 8-day Spring Bahamas Cruise aboard Royal Caribbean Cruise Lines from 28 March to 05 April 2014.

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.

On this cruise, we visit Nassau & Cococay Bahamas and also Port Canaveral and Key West, Florida. Plus, tons of fun activities aboard ship at sea.

Questions & comments may be sent to Wyman Bailey:

[baileymod@msn.com](mailto:baileymod@msn.com)

( more details on pages 13, 14, 15, )

### **May We Never Forget**

( submitted by Jim Rozycki )

September 11, 2001 will be with us forever. You will always remember where you were and what you were doing when the word of the attacks reached you.

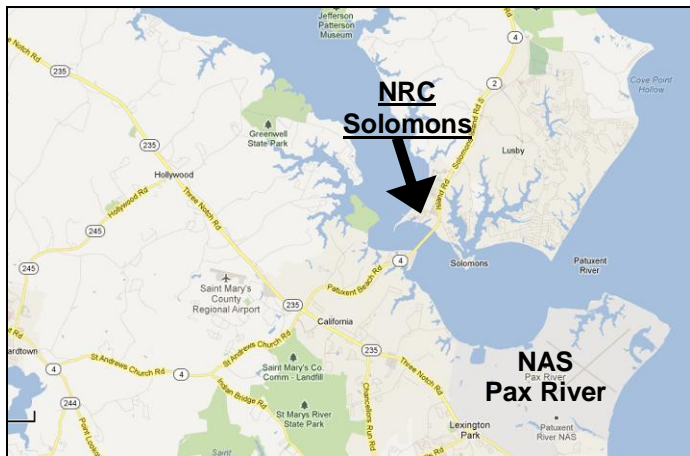
That terrible tragedy occurred 12 years ago yet it seems like just a few months ago in our hearts.

My wife Irene and I just visited the Flight 93 National Memorial in Shanksville, PA and what a powerful, sombering and emotional experience that was.

The memorial is out in the middle of beautiful country rolling fields and the first thing that you notice is the "deafening silence". There is no noise except for the wind, a distant bird or a plane far overhead. The nation's permanent memorial to the 40 passengers and crew of Flight 93, it is their final resting

( continued on page 3 )



**2013 Fall Muster (continued)****Lunch & Steak Dinner Picnic****"Club 9" Building****COST: \$10 per person****Navy Recreation Center (NRC) Solomons**

This is the indoor facility where we held our 2008 Pig Roast Fall Muster and the 2009 Grilled Steak Fall Muster.

**Grilled Steaks!!****( Thanks Tim Humphries )****Planned Schedule****SATURDAY, 13OCT12: Club "9"**

- 1100-1200 Board of Directors & Officers Meeting
- 1200-1300 Picnic Lunch served & Blackhawk Socializing  
(hot dogs, burgers, sodas & munchies provided)  
**(\*) BYOB, coolers & ice (\*)**
- 1600-1700 Business meeting
- 1700-1800 Grilled Steak Dinner & "fixins" served
- 1800-2300 More Blackhawk Socializing

**(\*) VP-68 Alumni Association does NOT serve or provide any alcoholic beverages at our functions. (\*)**

**REMINDERS:**

- 1) Bring your own alcoholic drinks, coolers and ICE!
- 2) Bring those photo albums and some VP-68 memorabilia.
- 3) Remember to bring those Military ID cards for base access.

**Questions ???**

contact Wyman Bailey at 1-410-960-2008 OR

**baileymod@msn.com**

**SEE Y'ALL AT THE  
FALL MUSTER!!**

**NRC Lodging**

For those of you who might desire to stay on base, NRC Solomons billeting accommodations include:

- |                                 |                           |
|---------------------------------|---------------------------|
| 6 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.cnic.navy.mil/solomons/index.htm](http://www.cnic.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! Should you not be able to get lodging there, here are some local motels:

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**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 more additional Lexington Park and Solomons area accommodations contact information for you:

**NOTE: Below names are links to their websites.**

**[Navy Lodge Pax](#)**

22148 Cuddihy Road  
NAS Patuxent River  
Patuxent River, MD 20670  
1-301-737-2400

**[Navy Gateway Inn Pax](#)**

22013 Mandt Road  
NAS Patuxent River  
Patuxent River, MD 20670  
1-301-342-3601

**[Days Inn \(Old Belvedere\)](#)**

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

**[Hampton Inn \(40-yr Reunion\)](#)**

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

**[Super 8 Motel](#)**

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

**[Fairfield Inn by Marriott](#)**

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

**[Holiday Inn Select](#)**

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

**[Comfort Inn Beacon Marina](#)**

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

**[Chesapeake Inn & Suites](#)**

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

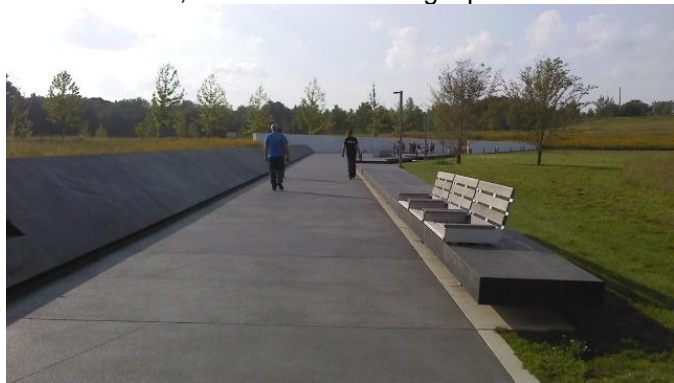
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## **Never Forget...(continued)**



place as their remains are still present. The parking lot and Visitors Center is about a 1/4 mile walk along a beautiful walkway to the crash site and the white marble Wall of Names, which follows the flight path.



They have a number you call on your cell phone and a narration of the site and days events is played. There are also volunteer guides giving stories and accounts.

## **Delta Tribute**

( submitted by Brad Kirley )

The below link is to a tribute to fallen heros conducted at Atlanta Airport by the Delta Airlines Honor Guard.

Try watching this without getting a lump in your throat.

[http://www.youtube.com/embed/c\\_VGxfmDmEo](http://www.youtube.com/embed/c_VGxfmDmEo)

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## **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.

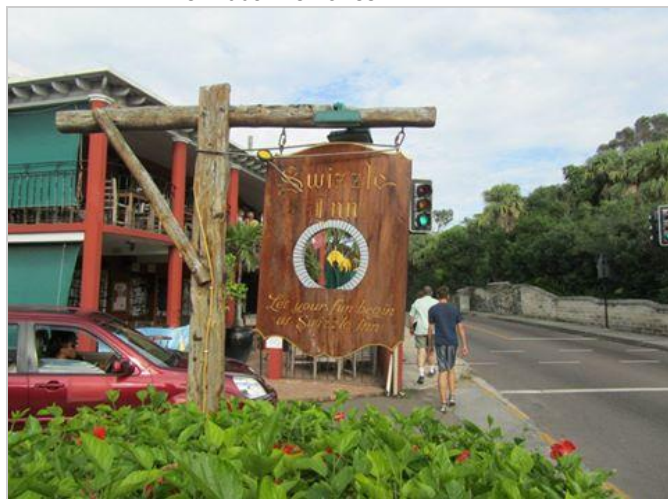
[www.facebook.com/YearofMilitaryWomen](http://www.facebook.com/YearofMilitaryWomen)

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## **Swizzle Inn...Swager Out!**

( submitted by Nancy Yohn )

Ahhhhh....Bermuda memories!!



Nancy recently posted this photo on [Facebook](#) and we thought we would share it with y'all old enough to remember the VP-68 Bermuda Cruises.....thanks Nancy.

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Lajes 1975 – Brad Kirley photo

## **Blackhawk People News**

### **AWC on a LST**

( submitted by Jim Rozycki )

As an example of "Blackhawk" stories we are searching for...I submit my own account of a Navy "adventure" I had.

Thirty years ago, back in SEP 1983, (temporarily forgetting that NAVY stands for **N**ever **A**gain **V**olunteer **Y**ourself) I accepted very "special" "special" SPECAC orders.

The Soviets had just shot down Korean Airlines Flight KAL 007 near their Sakhalin Island with the loss of all 269 souls on board including a U.S. Congressman. International tensions were very high. Everybody and their brother were looking for KAL 007 parts, survivors, bodies and the "black box." The Soviets were stating that the plane was over their territory and spying on them....the U.S. stating that it wasn't! A tense time!

I received a phone call from the CNO's Master Chief Joe Stewart (a former AW1 with our squadron) stating that he was in immediate need of some "special" folks for a "special" mission and that I was his man. I asked what kind of mission...he said "I can't tell ya!" I then asked where it was... he said "I can't tell ya!" I asked what would I be doing... he said "I can't tell ya!" I asked more questions to the same reply. When I finally asked for just a hint, he started whistling "Anchors Aweigh" and I thought carrier duty, OK, I've done that. He then said, just trust me...are you my man or not?...I then said OK.

The next day the FedEx envelope arrived with airline tickets and orders to report immediately aboard the U.S.S. Bristol County, LST-1198 in San Diego. I called the Master Chief stating that I think I received the wrong orders. After a few moments of laughter he said that I had indeed received the correct orders and that "immediate" means immediate!! Finally he said that, I know you and flew with you...just go do what you do best. Ya know that feeling when someone is blowing smoke up your butt??

Well, still having no idea what this was about, and what I was getting myself into, I had the squadron fly a complete JEZ bag out there and turn custody of it over to the ship's CO. Packing was a mess. Not knowing where I was going, I had to shipboard pack for anything and everything....whites, blues, khakis, warm & cold weather clothing and some civvies...lot's of years since I had to do that!! One seabag, one parachute bag, one briefcase...that was it.

I drank the flight across the country and sobered up immediately when the cab dropped me off at the pier at midnight. What do I say?...What do I do?...Then I puckered it up and went aboard acting like a Chief should!! "Reporting for duty Sir...have somebody take my bags to the Goat Locker." (and it worked!).



It was not the friendly environment I was expecting. They had just been home for less than a month from deployment and were being sent back out "somewhere". I, being part of this mission, represented that "somewhere". When asked what this was all about and where we were going....well, you know the drill here...I said I can't tell ya!! I was immediately in enemy territory and being Polish and an Airdale didn't help any either. Very uncomfortable until some NISC Chiefs showed up the next day!!

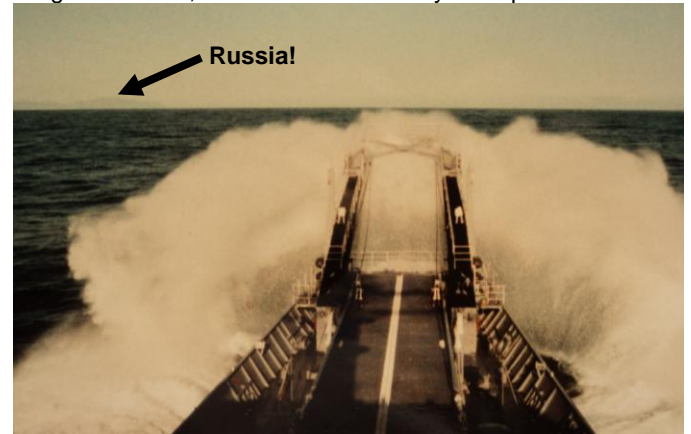
We only had a couple of days until we deployed. They brought aboard a special operations trailer (our home) and tied it down in the belly of the landing deck. An AQA-5 was the only familiar gear in there to me. We were sent to get outfitted with severe cold weather clothing (why did I bring shorts?) and survival gear. We loaded hundreds of sonobuoys (finally, something familiar) and tied them down inside.

When the "team" had all arrived, I was the only AW and east-coast sailor aboard. You talk about two different Navies??? But, STG or AW...Jez is Jez (or so I thought). When the ship's CO turned over the Jez bag to me...these shipboard guys almost had an orgasm! The HP-57 and programs was a huge hit.

Then the ship started crawling with UDT/Seal guys...WTF, if you know what I mean. They were everywhere and brought tons of their own equipment. Along with our "team" we had a couple of trailers strapped down on the fantail full of CT's and other Intelligence guys. So there we were...they wouldn't talk to anybody...we wouldn't tell ship's company anything...the Seals wouldn't tell us anything...nobody telling nobody anything...didn't anybody ever hear of "scuttlebutt"??

Finally, we pulled out of San Diego and the "team" got our briefing. We were off to Adak, Alaska to top off the fuel tanks, take on some supplies then off to the coast of Russia under cloud cover to avoid satellite detection. Oh, by the way, the UDT/Seal guys....we were briefed that there would never be another "Pueblo" incident (1968) hence the ship and "special" equipment (our trailers) were rigged with explosives. Great!!

On the way to Adak, and then to Russia, we familiarized ourselves with and qualified on the special equipment and set up watch teams. We also practiced GQ and Scuttle/Abandon-Ship a lot!! A couple of days out of Adak, in crappy seas and nasty weather we were told we would see our last "friendly" and a P-3 flew over us. A real case of being down here wishing I was up there!! I got a photo of it but against the grey sky it was just a silhouette. I wish I knew what squadron it was as I'll bet they took photos of us. Then, we were on our own. If we got in trouble, there would be nobody to help us.



The weather then got real nasty. Twenty foot seas on a flat-bottomed ship would rival any amusement park ride!



Fortunately, being aircrew with lots of hours, I didn't have a problem, but noticed a bunch of ship's company wearing the "patch" behind their ears. Even some of my new "buddies" in the Goat Locker had them. It gave me a chance to get back at a few...."did ya cut yourself shaving there Chief?" (can't print the reply)

Finally, we came out from under the nasty weather cloud cover and saw the coast of the Soviet Union...and got "company"....a KGB boat! Here, they guarded the coastline. Then we were joined alongside by some Soviet Navy vessels and I'm sure under us also.

To this day I can't say, and won't say, where we were and what we were doing, but it sure attracted tons of Soviet ships and aircraft. Hell, it was like having a personal video of Jane's Fighting Ships!!! We practiced "Silent GQ" all the time as the KGB boat was alongside of us a lot scanning us with strange antennas. We barely spoke more than a whisper when they were there.

Forty-five days of this can be both tense and boring but, it was very challenging and interesting too. Our trailer became an ASWOC of sorts and I became a Polish sonobuoy launcher.

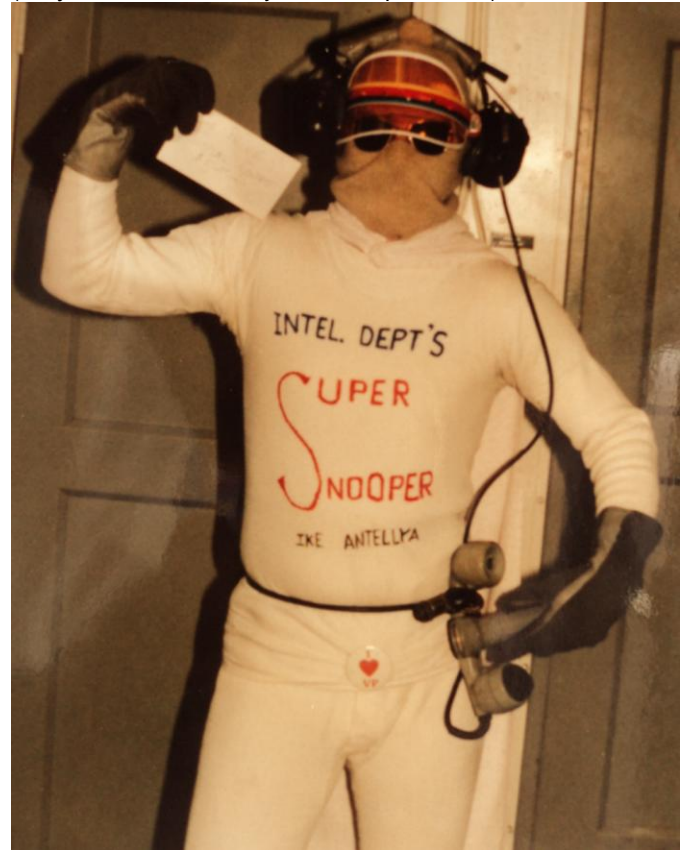


We would position the LST with the Soviets to one side and throw the sonobuoys over the other side. The NISC guys brought some really interesting equipment that we would have loved to have on the P-3's. We were right in the middle of some intense Soviet naval operations and didn't miss a thing!

We really only had one very, very tense near-incident with the Soviets. We were cruising just outside their legal boundary. One time as the coastline curved sharply we had to turn out to sea. The Soviets had three Krivaks box us in and they were headed straight. Our Captain issued "silent" GQ, and prepare to scuttle/abandon ship. Everyone walked to their GQ stations and got ready. He then signaled the Krivak on our starboard side that we were preparing to turn hard starboard in 60 seconds...no reply. Then, he issued the message "turning hard starboard...now...now...NOW! At that point the LST shook, and listed very hard Port as we turned Starboard right in front of the Krivak. They must have hit emergency full astern because this huge wall of water went up in front of them and got us both all wet. Needless to say...some of the wet on some of us was not seawater! But, no incident occurred and we got out of there.

Now, on the other side of the coin, the ship had its lighter moments. Since it was now October, to keep moral up, the ship had a Halloween costume party!! (I didn't pack one of those!) But, remembering my Chief's initiation, I rose to the occasion. Wearing some cold weather thermals, covering my

face with a Navy cold-weather wool (very itchy) face mask, sunglasses, wearing my "I Love VP" button while carrying a flashlight and carrying a sonobuoy, I entered the contest. ( Hey...who's that skinny kid in the picture?? )



I wrote the name of my character with marker across my chest...Intel. Dept. Super Snooper... "Ike Antellya" (pronounced what else... I can't tell ya!). Damn if I didn't win the most original category and a \$10 gift voucher to the ship's store....candy for the trailer!

I was hoping that this special duty would help my chances for Senior Chief but, the boards never got to see anything about it. I guess somebody said to them...I can't tell ya!!

But, that all said, it was probably the most challenging and interesting thing I did in my 26 years in the Navy. Let me tell you though, I absolutely could not wait to get back into a P-3 and would have even volunteered for a Mad-comp flight.....no...I didn't believe that either!

Have a fine Navy day! Keep 'em flyin'....Jim Rozycki

( Blackhawk People News continued on page 6 )

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## **US Navy Ceremonial Honor Guard** **Silent Drill Team**

( 2010 email from Vince Apostolico )

In 2010 our U.S. Navy Ceremonial Guard Silent Drill Team was invited to compete in the International competition in Norway. The Navy competed against military units from all over NATO and won first place. I think when you watch this video you'll see why they won. Click the below link to view:

**[US Navy in Norway](#)**

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## **Blackhawk People News (continued)**

### **Fred & Judy's Dream!**

( submitted by Fred Haynes )

After 15 years and about 90,000 miles of motorcycle touring, we still love the romance and adventure of seeing new places and things. However, we have lost interest in riding wet and drying our gloves and clothes with hand dryers located at various McDonalds and Sheets stations. Riding in temperatures above 80 and below 70 degrees Fahrenheit no longer holds our fancy.

We thought about returning to sail or powerboat cruising, but the thought of scraping barnacles, applying bottom paint, and varnishing teak negated that idea. We thought about a beach home; but we live a 3.5-hour drive from the beach, and hurricanes and flood insurance made that a no-go! Next we thought about a place in the mountains; but those too were a 4-hour drive.

Living in Florida again is Fred's dream, but Florida has changed so much since 1989 when we last lived there, we could not go back. Our immediate family is here in NC, and we really do enjoy living here in Youngsville with many really good friends.

We tried ocean cruising, on three major cruise lines, in the Caribbean and to Alaska. Although we enjoy that very much, our waist lines expanded well beyond reason from the terrific food and desserts; each cabin started to look the same, the customs agents at FT Lauderdale called us by our first names, and we started seeing the entertainment and entertainers start repeating in the cruise ship shows. Thus, we were in a quandary as to how to resolve this dilemma?

After a ton of research, countless hours on the internet, reading all we could, and talking with experienced people who have been there and back, we finally found what we believe is the answer to our late-in-life crisis. We decided to get something to allow us to experience all those places we wanted to be and still allow our roots to remain here in Youngsville, near our family. We now have room to have quality time with our children, their spouses, and our grandchildren, yet still be able to get to the beach, mountains, and to all parts of Florida.

So, "Ta da"! Below is our newest pride and joy!



New car smell galore!!! We took delivery 25SEP, and the owner's handbook has more pages than in the P-3 NATOPS. I wonder if there is a VP-30 for motor homes?

Now I know what I will be doing at night for the next 6 weeks. Oh well, a new challenge is what keeps us all young.

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### **Who knows what this is...?**

( submitted by Brad Kirley )



Email Question: submitted by Brad Kirley.

Airplane...who knows what this is?

Email Answer: submitted by Fred Haynes.

My guess would be 237,874 parts flying in close formation!

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### **Are you a Pilot?**

( submitted by Wyman Bailey )

You think you have lived to be 80 plus and know who you are, then along comes someone and blows it all to hell!

An old Navy pilot sat down at the Starbucks, still wearing his old leather USN flight jacket and ordered a cup of coffee.

As he sat sipping his coffee, a young woman sat down next to him. She turned to the pilot and asked, Are you a real pilot?

He replied, 'Well, I've spent my whole life flying planes, first Stearmans, then the early Grumans. Flew a Wildcat and Corsair in WWII, and later in the Korean conflict, Banshees and Cougars. I've taught more than 260 people to fly and given rides to hundreds, so I guess I am a pilot, and you, what are you?

She said, 'I'm a lesbian. I spend my whole day thinking about naked women. As soon as I get up in the morning, I think about naked women. When I shower, I think about naked women. When I watch TV, I think about naked women. It seems everything makes me think of naked women.'

The two sat sipping in silence.

A little while later, a young man sat down on the other side of the old pilot and asked: "Are you a real pilot?"

He replied, 'I always thought I was, but I just found out I'm a lesbian.'

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**2013 Fall Muster - 12 OCT 2013**

**Bahamas Cruise - 28 MAR 2014**

**2014 Spring Fling - T.B.A. 2014**

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## **X-47B UCAS**

( submitted by Vince Apostolico )

The below link is to a Northrop-Grumman video about the Navy X-47B UCAS (unmanned combat air system) as it demonstrates how to successfully takeoff and land from the deck of a moving aircraft carrier, the USS George H.W. Bush CVN 77 in May and July of 2013. (photos from video)



[http://www.youtube.com/watch?v=WC8U5\\_4lo2c&sns=em](http://www.youtube.com/watch?v=WC8U5_4lo2c&sns=em)



In the video, you see the two actual pilots on the flight deck with the remote controls working the plane.

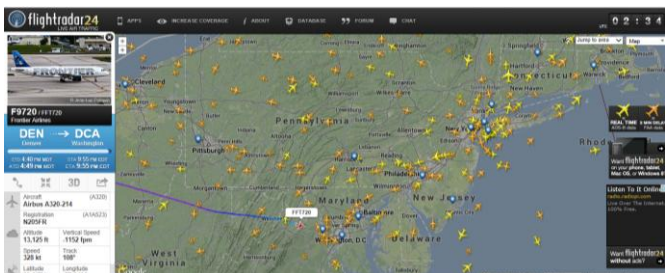
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## **Flight Tracker**

( submitted by Nick Schaus )

This is pretty amazing. It is worldwide.

<http://www.flightradar24.com>



Click in the box on the upper right to go to any part of the world. North America has some pretty crowded skies!

After you click on an airplane, on the left side of your screen all the info will come in.

Have you ever wondered where that plane flying over head is going? I just watched on my laptop the plane whose vapor trail I could see overhead and was blown away by all the information and also the view.

This is definitely a keeper. Planes in Flight It will tell you who is flying and where they are going. These are all the aircraft in the air right now. In the left hand column, there is a box called "planes." The number in the box is the number of aircraft airborne. This view is what the traffic management people see for planning purposes at the various airports.

Every day you see planes in the sky, sometimes very high, with or without con-trails. We ask ourselves questions : What type of plane, Airbus A320,330,350? Boeing, or other. Where does it come from, where is it going, what altitude, what speed, what company etc.

You can see all the information instantly on your screen.

Some tricks:

On the map you will see all the planes in the air. To view your region or town, you can zoom in by tapping with your mouse.

Click & hold on the map to move it left or right, up & down.

Click on an airplane, and on the left screen you will get all the info, airline, type, speed, altitude in real time, re calculated every 10 seconds.

On some you can also click on 'view from the cockpit'.

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## **Naval Aviators!**

( submitted by Brad Kirley )

**WORDS THAT ARE DIFFICULT FOR A NAVAL AVIATOR TO SAY WHEN DRUNK:**

1. Innovative
2. Preliminary
3. Proliferation
4. Cinnamon

**WORDS THAT ARE VERY DIFFICULT FOR A NAVAL AVIATOR TO SAY WHEN DRUNK:**

1. Specificity
2. Anti-constitutionally
3. Passive-aggressive disorder
4. Transubstantiate

**WORDS THAT ARE DOWNRIGHT IMPOSSIBLE FOR A NAVAL AVIATOR TO SAY WHEN DRUNK:**

1. No thanks, I'm married.
2. Nope, no more booze for me!
3. Sorry, but you're not really my type.
4. No thanks, I'm not hungry.
5. I'm not interested in fighting you.
6. Thank you, but I won't make any attempt to dance. I have no coordination and would hate to look like a real fool!
7. Oh no, I must be going home now as I have to work in the morning.

.....But then...you knew that.

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## **Navy P-3 Orion Tribute Video**

( submitted by Bob Smith )

Ah, remember when...

<http://www.youtube.com/watch?v=FxpP-Sak8QU&feature=related>

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## **Tomb of the Unknown Soldier**

( submitted by Wyman Bailey )

On Jeopardy, a question was "How many steps does the guard take during his walk across the tomb of the Unknowns".

---- All three contestants missed it! --

This is really an awesome sight to watch if you've never had the chance. Very fascinating.

### **Tomb of the Unknown Soldier**

**Q) How many steps does the guard take during his walk across the tomb of the Unknowns and why?**

**A)** 21 steps: It alludes to the twenty-one gun salute which is the highest honor given any military or foreign dignitary.

**Q) How long does he hesitate after his about face to begin his return walk and why?**

**A)** 21 seconds for the same reason as the answer above.

**Q) Why are his gloves wet?**

**A)** His gloves are moistened to prevent his losing his grip on the rifle.

**Q) Does he carry his rifle on the same shoulder all the time and, if not, why not?**

**A)** He carries the rifle on the shoulder away from the tomb. After his march across the path, he executes an about face and moves the rifle to the outside shoulder.

**Q) How often are the guards changed?**

**A)** Guards are changed every thirty minutes, twenty-four hours a day, 365 days a year.

**Q) What are the physical traits of the guard limited to?**

**A)** For a person to apply for guard duty at the tomb, he must be between 5' 10" and 6' 2" tall and his waist size cannot exceed 30.

The guards must commit 2 years of life to guard the tomb, live in a barracks under the tomb, and cannot drink any alcohol on or off duty for the rest of their lives. They cannot swear in public for the rest of their lives and cannot disgrace the uniform or the tomb in any way.

After two years, the guard is given a wreath pin that is worn on their lapel signifying they served as guard of the tomb.

There are only 400 presently worn. The guard must obey these rules for the rest of their lives or give up the wreath pin.

The shoes are specially made with very thick soles to keep the heat and cold from their feet. There are metal heel plates that extend to the top of the shoe in order to make the loud click as they come to a halt.

There are no wrinkles, folds or lint on the uniform. Guards dress for duty in front of a full-length mirror. Every guard spends five hours a day getting his uniforms ready for guard duty.

The first six months of duty a guard cannot talk to anyone nor watch TV. All off duty time is spent studying the 175 notable people laid to rest in Arlington National Cemetery.

A guard must memorize who they are and where they are interned. Along with John F. Kennedy, some other notables are: President Taft, Joe Lewis {the boxer} Medal of Honor winner Audie L. Murphy, the most decorated soldier of WWII and of Hollywood fame.

*ETERNAL REST GRANT TO THEM O LORD,  
AND LET PERPETUAL LIGHT SHINE UPON THEM.*

In 2003 as Hurricane Isabelle was approaching Washington, DC, our US Senate and House took 2 days off with anticipation of the storm. On the ABC evening news, it was reported that because of the dangers from the hurricane, the military members assigned the duty of guarding the Tomb of the Unknown Soldier were given permission to suspend the assignment. They respectfully declined the offer, "No way, Sir!" Soaked to the skin, marching in the pelting rain of a tropical storm, they said that guarding the Tomb was not just an assignment, it was the highest honor that can be afforded to a service person. The tomb has been patrolled continuously, 24/7, since 1930.

\*\*\*\*\*

## **Aero Union P-3's**

( submitted by John Benton )

Aero Union was the outfit based at the old McClellan AFB in Sacramento that operated a bunch of P-3A's as fire bombers. Aero Union had their contract pulled by the US Forestry Service a couple of years ago because all P-3's needed the wing replacements and other structural upgrades to stay flying. So Aero Union went out of business.

Anyway, I just read online last night that a scrap dealer won the bid for the aircraft and they will all be scrapped. I will try to determine what all the Bu# were tonight and get back to you. I know for a fact that most of them were former reserve squadron aircraft. Very likely some of these birds were VP-68 assets at one time or the other. Sad.

\*\*\*\*\*

## **God Bless Navy Chiefs**

( submitted by John Benton )

A Navy Commander was about to start the morning briefing to his staff. While he was waiting for the coffee machine to finish its brewing, the Commander decided to pose a question to all assembled.

He explained that his wife had been a bit frisky the night before and he failed to get his usual amount of sound sleep. He posed the question of just how much of sex was "work" and how much of it was "pleasure?"

A Lieutenant Commander chimed in with 75-25% in favor of work.

An Ensign said it was 50-50%.

A Lieutenant responded with 25-75% in favor of pleasure, depending upon his state of inebriation at the time.

There being no consensus, the Commander turned to the Chief who was in charge of the Officer's Mess. What was HIS opinion?...

Without any hesitation, the Chief responded, "Sir, it has to be 100% pleasure."

The Commander was surprised and, as you might guess, asked why.

"Well, sir, if there was any work involved, the officers would have me doing it for them." The room fell silent.

God Bless Navy Chief's!!

\*\*\*\*\*

## **CIRCLE YOUR CALENDARS**

**Fall Muster - 12 OCT 2013**

**Bahamas Cruise - 28 MAR 2014**

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## **From Orion to Poseidon – The MPRF Way Ahead**

( story from Navy.mil website - submitted by Dick Fickling )

[http://www.navy.mil/submit/display.asp?story\\_id=76437](http://www.navy.mil/submit/display.asp?story_id=76437)

By Lt. Cmdr. Gabe Mauldin, Commander Patrol and Reconnaissance Group (CPRG)/CPRG Pacific NORFOLK (NNS) -- The Maritime Patrol and Reconnaissance Force (MPRF) is transitioning into a new type/model/series (TMS) for the first time in 50 years.

To make this transition a success, the Naval Aviation Enterprise (NAE) and industry leaders are working to sustain the legacy P-3C and EP-3E while the P-8A TMS is being introduced to the fleet.

The last time the MPRF Community transitioned to a new TMS was in 1962 with the delivery of the first P-3A to Patrol Squadron (VP) 8. As in the past, the key to a successful transition is constant communication and cooperation across all levels of the NAE and industry. The following highlights are evidence of the success of these efforts.

The fleet transition to the P-8A Poseidon is progressing well and on schedule. In Jacksonville, Fla., the Fleet Replacement Squadron, VP-30, MPRF Weapons School and P-8A Fleet Introduction Team have been busy facilitating the transition of the first three fleet squadrons from P-3C to P-8A. VP-16 achieved Safe for Flight (SFF) in January 2013 and is progressing through the Inter-Deployment Readiness Cycle (IDRC) in preparation for the first P-8A deployment in December. VP-5 achieved SFF and began their IDRC in the beginning of August, and VP-45 just started transition upon returning from their last P-3 deployment in June.

Over the last year, Air Test and Evaluation Squadron 1 successfully completed P-8A Initial Operational Test and Evaluation supported by multiple detachments, exercises and real-world operations. As expected, the aircraft (based on the Boeing 737) has been extremely reliable. The mission systems have performed well and the aircrews are rapidly becoming more adept at flying and employing the aircraft while the maintenance team is developing the skills required to repair and maintain this modern aircraft.

The supply chain is expanding to meet the demands of a new aircraft and the community is constantly learning to ensure that the P-8A is poised for success when it deploys this winter. While there have been many challenges as the P-8A executes test and fleet introduction simultaneously, the P-8A program continues to be a model of effective planning and execution.

The airframe and mission systems are a significant technological leap forward and provide commanders with a reliable platform hosting advanced technology sensors.

### **Legacy Platforms:**

As the P-3C and EP-3E continue their trek toward the end of their life cycle, many challenges need to be overcome, including parts obsolescence, increased levels of support for legacy components, and a shortage of flight line assets. In 2007, MPRF "red stripe" events, which grounded aircraft due to "fatigue tracking metrics beyond acceptable limits," left the community with 49 mission aircraft to support the high operational demand across the globe and at home.

More than 50 percent of the P-3 fleet was out of reporting (OOR) due to the red stripe. Massive sustainment efforts have been made and we are beginning to see a real return on our investment as aircraft are returned to service. In FY14, we plan on reducing the amount of our P-3C inventory OOR for depot-level sustainment events and technological modifications

by more than 10 percent, and we plan to reach P-3's required number of Primary Aircraft Assigned by the end of FY15. We expect to have sufficient ready-for-tasking assets to meet deployment and training requirements until platform sundown, but P-8A delivery must proceed as planned to ensure there is no gap in coverage for Global Force Management.

Our cost savings efforts have been effective and multiple cost reduction initiatives have allowed the aging force to operate efficiently and effectively. Recently, initiatives to improve Engine Driven Compressor maintenance and place our APS-137 Receiver Exciter Processor and Transmitter under a Performance Based Logistics contract with Raytheon have helped reduce cost by 11 percent. With more than 50 years of faithful and dedicated service complete, the mighty P-3C Orion is prepared to finish its service to the Navy at full speed.

### **Manpower:**

One of the most complicated pieces of the MPRF transition is manpower. When the transition is completed, the MPRF community will consist of the P-8A Poseidon teamed with the MQ-4C Triton unmanned aircraft system. The P-8A/MQ-4C combination will be responsible for all the missions currently covered by VP, Fleet Air Reconnaissance Squadrons (VQ), and Patrol Squadron Special Projects Unit (VPU) today.

The MPRF transition is a unique manpower story and a challenge - the P-3C is being replaced by two new TMSs - but all manpower is being sourced from within the legacy community. The restructuring has already begun with the consolidation of the VQ and VPU last year, and the continued transition of P-8A squadrons in Jacksonville. Unmanned Patrol Squadron 19, the first MQ-4C squadron, is currently scheduled to begin its standup with an officer-in-charge in late FY14.

### **Conclusion:**

The MPRF Community has almost fully recovered from the 2007 red stripe and is quickly transitioning to the new P-8A. The successful turnaround since 2007 can be directly attributed to the NAE and industry leaders working towards a common goal of recovery and eventual transition to the next generation of maritime patrol aircraft, both manned and unmanned.

For more news from Naval Aviation Enterprise, visit

[www.navy.mil/local/NAE/](http://www.navy.mil/local/NAE/).

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## **Hawk's Nest Feature Here's Why...# 11**

( submitted by Ed Stanfield - source: *Navy Times* )

Ever wonder what the "V" in squadrons names mean? In abbreviations for aviation squadrons, such as HSM for Helicopter Maritime Strike squadron or VP for patrol squadron, "H" clearly stands for helicopter, but what does "V" stand for?

In General Order 541, "Standard Nomenclature for Naval Vessels," issued in 1920, two types of naval aircraft were identified: Lighter-than-air types were identified by the letter "Z", and heavier-than-air types were assigned the letter "V".

Those letters were combined with abbreviations for the purpose of the craft, such as "VP" for patrol planes, "VF" for fighting planes, "ZK" for kite balloons & "ZR" for rigid dirigibles.

When the Navy accepted its first helicopter in 1943, designators were forced to expand. The heavier-than-air helicopter was categorized with an "H", while the fixed-wing heavier-than-air models kept the "V".

\*\*\*\*\*

## **Ole drunk Master Chief**

( submitted by Lou Abbott )

Ole retired Master Chief was out and about, drunk and feeling his oats after a night of drinking and decided to pop into a Biker Bar.

After another drink or two he sees three bikers sitting at a corner table. He gets up, staggers over to the table, leans over, looks the biggest, meanest biker in the face and says: "I went by your grandma's house today and I saw her buck-naked. Man, she is one fine-looking woman!"

The biker looks at him and doesn't say a word. But his buddies are confused because he is one bad biker and would fight at the drop of a hat.

Ole drunk Master Chief leans on the table again and says: "I got it on with your grandma and she is good, the best I ever had!" The biker's buddies are starting to get really mad but the biker still says nothing.

Ole drunk Master Chief leans on the table one more time and says: "I'll tell you something else boy...your grandma liked it!"

At this point the biker stands up, takes Ole Master Chief by the shoulders, looks him square in the eyes and says....  
"Grandpa.....Go Home!!!"

\*\*\*\*\*

## **Hawk's Nest Feature** **Here's Why...# 12**

( submitted by Ed Stanfield - source: Navy Times )

Ever wonder why the Navy's prior-enlisted officers are often referred to as "mustangs"? They received the label based on the horse of the same name.

Mustangs are wild animals, but they can be saddle-broken and tamed with the help of a competent trainer.

Some say that Navy mustangs are different from fellow officers, who have "thoroughbred" careers spent entirely in the officer corps, according to the service.

The mustang horse is supposed to have better survival instincts because of its time in the wild.. Similarly, the Navy mustangs are expected to provide candid feedback using their enlisted background to help solve issues.

\*\*\*\*\*

## **Letter to the Editor**

( submitted by Fred Haynes )

Great idea on focusing on the Blackhawks. International news is interesting, but at this stage in my life, I leave all that stuff to the younger generations and tend to, remember the good times I had during my lifetime.

After all, the new aircraft will never have the pleasant sounds of a P-3 with 4, 3, or 2 T-56-14s humming, and the enchanting aroma JP-5 from the FE's flight suit.

Imagine these young whippersnappers coping with Julie, reading an AQA 4, 5, and 7, plotting a calibrated baseline with the NAV's ellipse computer, doing offset bombing, flying MAD comps, loading buoys in a freefall chute, or actually computing, shooting, and plotting a local apparent noon celestial fix!

Yes, I want to hear more from and about the Blackhawks!

\*\*\*\*\*

**Fall Muster - 12 OCT 2013**

\*\*\*\*\*

## **2,700 pages of Health Care... explained in 1 paragraph!!!**

( submitted by Lou Abbott )

This is coming to everyone in one way or another very soon and this will give you an idea of what to expect from Medical Insurance. Nobody can sum it up better than Trump!

Let me get this straight....

We're going to be "gifted" with a health care plan we are forced to purchase and fined if we don't. Which purportedly covers at least ten million more people, without adding a single new doctor, but provides for 16,000 new IRS agents, who have recently demonstrated their objective and professional integrity, written by a committee whose chairman says he *doesn't understand it*, passed by a Congress that *didn't read it*, but *exempted themselves* from it, and signed by a President who *smokes*, with *funding* administered by a Treasury Chief who *didn't pay his taxes*, for which we'll be taxed for four years before any benefits take effect, by a government which has already bankrupted Social Security and Medicare, Fannie Mae and Freddy Mac, and the Post Office all to be overseen by a Surgeon General who is *obese*, and *financed* by a country that's *broke!!!!* 'What the hell could *possibly* go wrong?'

\*\*\*\*\*

## **President's Corner**

Wyman Bailey

Who would have thought that it was time for our VP-68 Alumni fall outing already? It seems like we had the Spring Fling yesterday. But that being said, it's great to know that we'll be seeing each other soon so we can share the many adventures we've each experienced since our last encounter.

My biggest thrill this summer was attending the VX-1 Change of Command and subsequently going aboard the P-8 Poseidon followed by a walk through the P-3 Orion bashfully sitting behind the P-8. A range of feelings ran through my mind and body thinking about what a fantastic time in my life I'd had in VP-68. And then realizing I would never have the chance to experience the additional excitement of being a crewmember on the P-8. I know all of you can relate to what I'm saying!

Moving on from all this nostalgia, I want and hope you have blocked off October 12<sup>th</sup> to attend the fall outing. We are going to be in the Club 9 building this year so as not to be hampered by Mother Nature like last year. Somehow trying to enjoy a beautiful steak while your teeth are chattering just isn't fun. If you know how to contact any "O's" you flew with or that you worked with in maintenance why don't you give them a personal invite. I, myself, miss this aspect of our socials as it represents a missing leg on our sturdy stool.


Next I want to remind everyone that we will have reservation material available for our spring cruise aboard the beautiful Grandeur of the Sea. It has got to be one of the best cruise deals ever because Royal Caribbean International (RCI) has dropped the cost \$215 to \$280 per person. The final amount due will be January 4, 2014. The cruise is at the perfect time of the year for the Caribbean since the weather is perfect for enjoying the tropics. Be prepared to sign on for a fabulous time.

Everyone be safe and plan on attending our fall reunion at Solomon's Recreation Center.

\*\*\*\*\*



## **2013 & 2014 Association Officers**

President Wyman Bailey  
[baileymod@msn.com](mailto:baileymod@msn.com)  
 Vice-President Nancy Frey  
[monroviadame@yahoo.com](mailto:monroviadame@yahoo.com)  
 Secretary Kathy Wright  
[kywright32@gmail.com](mailto:kywright32@gmail.com)   
 Treasurer Fred Haynes  
[cruzintogther@earthlink.net](mailto:cruzintogther@earthlink.net)  
 Historian Ed Stanfield  
[edwin.stanfield@gmail.com](mailto: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: [kywright32@gmail.com](mailto:kywright32@gmail.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](mailto:cruzintogther@earthlink.net)

Call me at: 1-919-761-8845

\*\*\*\*\*

### **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](mailto: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](http://www.vp68.org)

( or use the one included in this issue )

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### **From the Editor:**


John Benton

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: [john.benton56@verizon.net](mailto:john.benton56@verizon.net)

Call me at: 215-442-0569

Mail to me at: VP-68 Hawk's Nest  
 383 Marilyn Road  
 Warminster, PA 18974 

**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 you 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](http://www.vp68.org)

\*\*\*\*\*

## **2013 FALL MUSTER**

**12 OCT 2013**

## **NRC SOLOMONS**

\*\*\*\*\*

## **2014 BLACKHAWK CRUISE**

**28 MAR 2014**

## **8-DAY BAHAMAS**

\*\*\*\*\*

**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):**

☐ Membership      ☐ Nom. & Elections      ☐ Audit / Budget

☐ Fund Raising      ☐ Reunions      ☐ Newsletter

☐ 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: \_\_\_\_\_



( continued from page 1 )



Once again the Officers and Board members of Patrol Squadron VP68 Alumni Association are preparing a cruise for the beautiful islands of the Bahamas; this time aboard the beautiful, newly enhanced **Grandeur of the Seas**.

We will be departing Baltimore on **Friday, Mar 28, 2014** for eight night fun week and returning **Saturday, Apr 5, 2014**.

This is an opportunity for those of you who couldn't make our 2012 cruise to sign up for this one. Can you think of a better way to spend 8 days? You'll enjoy quality time to relax and reminisce about all the many wonderful squadron cruises we went on with VP-68.

You will dine together in luxurious surroundings, enjoying the finest selection of meals. You will meet many new and wonderful fellow cruisers, try your luck in the casino, and take in spectacular Broadway style shows, specialty acts and comedians. You can participate in or just enjoy others trying karaoke. You can pamper yourself in the spa, explorer two wonderful & colorful islands of the Bahamas, two stops in Florida, or just soak up some rays. Do it all or perhaps do nothing at all! Your choice; your vacation! You'll return home with wonderful stories that will generate many new memories.

Your Alumni Officers and Board Members are looking forward to this exciting cruise.

**Don't let the ship set sail without you!!!!**

### **DETAILS:**

**All rates are per person (based on double occupancy) and include ( all inclusive of ):**

Accommodations as selected, port charges, govt. tax and security fees, all meals and entertainment onboard.

Group amenities (to be determined) and a Private Meet & Greet Coffee/Danish Breakfast Meeting will also be included.

<b>Rates:</b>	<b>Interior Stateroom:</b> <del>\$ 875</del> <b>\$ 675</b> = Category M:	Deck 2 mid-ship, Deck 3 mid-ship, Deck 4 forward
	<b>Ocean View Stateroom:</b> <del>\$1,050</del> <b>\$ 770</b> = Category I:	Deck 2 mid-ship
	<b>Large Ocean View Stateroom:</b> <del>\$1,060</del> <b>\$ 780</b> = Category H:	Deck 3 mid-ship
	<b>Large Ocean View Stateroom:</b> <del>\$1,070</del> <b>\$ 790</b> = Category G2:	Deck 4 mid-ship & forward

The above rates are group rates. Please be aware that Royal Caribbean offers a wide range of promotional with varying prices. Promotional rates may be lower than group rates, please call to discuss if a lower rate is available at the time of booking.

### **OPTIONS TO CONSIDER:**

- 1) Above are our Group Promotional Categories - Other Categories are available – contact Libby for details.
- 2) You may elect to add Travel Insurance, starting at \$59 per person (based on cabin category selected)
- 3) Pre-Paid Gratuities of \$96 per person includes stateroom steward and dining room wait staff.
- 4) Dining Room Preference: 6:00 PM, 8:00 PM **OR** "My-Time Dining" (\*)=\$96/person gratuity automatically added.
- 5) A \$250 per person deposit is required at the time of booking to secure your stateroom
- 6) Final payment will be due on or before **January 4, 2014**
- 7) Proof of citizenship will be required for travel. Currently you may cruise with your certified, state issued birth certificate and photo ID; however, a passport is highly recommended.

**Check out Royal Caribbean Website at: [www.royalcaribbean.com](http://www.royalcaribbean.com)**

### **For additional information and to join the group contact:**

**TRADEWINDS TRAVEL**  
 Libby @ 1-301-317-4548  
 email: [trwindstvl@aol.com](mailto:trwindstvl@aol.com)  
 website: [www.tradewindstravelinc.com](http://www.tradewindstravelinc.com)

12800 Frederick Rd - Suite 203A  
 P. O. Box 222  
 West Friendship, MD 21794

### **For other questions please contact:**

**WYMAN BAILEY**  
 1-410-465-8884  
[baileymod@msn.com](mailto:baileymod@msn.com)

**ONLY 16 GROUP  
ROOMS RESERVED**

**Reduced  
Rates**

(continued from page 13)

**Royal Caribbean - "Grandeur of the Seas"****DECK 2 – Category M & I**

**SYMBOL LEGEND**

- △ Stateroom with sofa bed.
- \* Stateroom has third Pullman bed available.
- † Stateroom has third and fourth Pullman beds available.
- ↓ Connecting staterooms.
- ⬇ Indicates accessible staterooms.
- ◆ Stateroom with sofa bed and third Pullman bed available.
- ‡ Stateroom has four additional Pullman beds available.

**OUTSIDE**

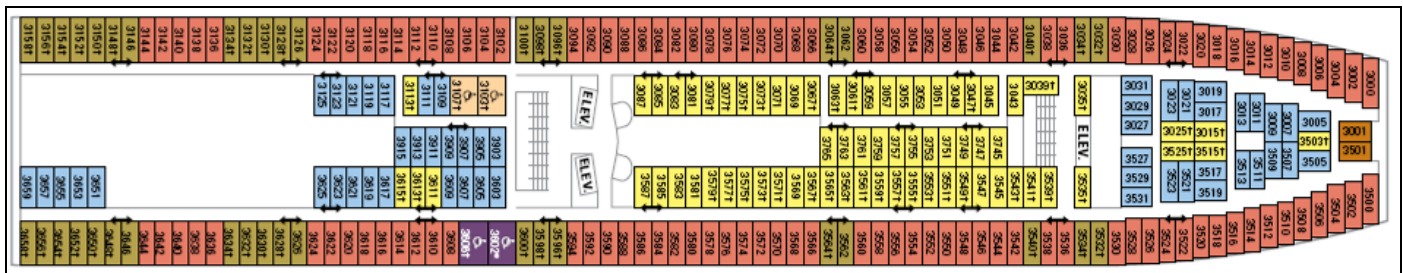
**F I Oceanview Stateroom**  
Two twin beds (can convert into queen-size), sitting area with sofa, vanity area and a private bathroom. (151 sq. ft.)  
Please note: Staterooms 2008-2014 & 2508-2514 have two portholes instead of a window.

**AY Accessible Outside Stateroom**  
Two twin beds (can convert into queen-size) with open bed frames, wider entry door, turning spaces, sitting area with lowered vanity, closet rods, and safe, and a private bathroom with a wider door, roll-in shower, grab bars, fold-down shower bench, hand-held shower head, raised toilet, and a lowered sink. (262 sq. ft.)

**INTERIOR**

**M N Q Interior Stateroom**  
Two twin beds (can convert into queen-size), vanity area, and a private bathroom. (136 sq. ft.)

**AZ Accessible Inside Stateroom**  
Two twin beds (can convert into queen-size) with open bed frames, wider entry door, turning spaces, sitting area with lowered vanity, closet rods, and safe, and a private bathroom with a wider door, roll-in shower, grab bars, fold-down shower bench, hand-held shower head, raised toilet, and a lowered sink. (252 sq. ft.)

**DECK 3 – Category M & H**

**OUTSIDE**

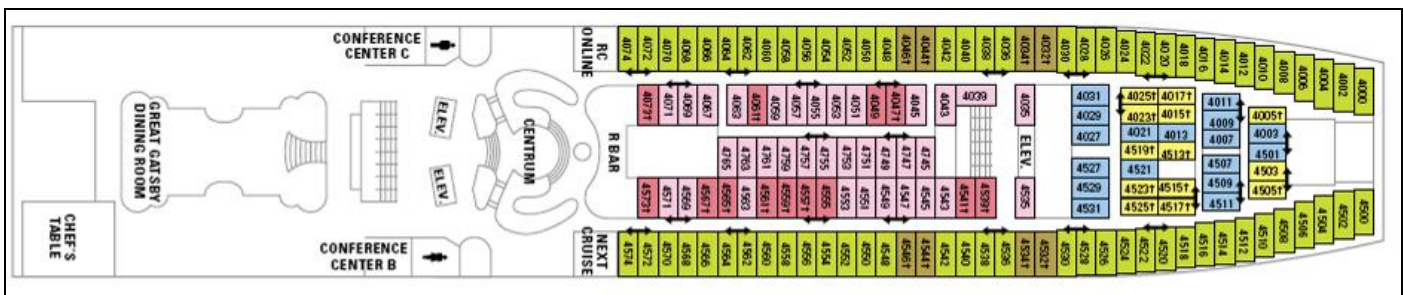
**F H Large Ocean View Stateroom**  
Two twin beds (can convert into queen-size), sitting area with sofa, vanity area and a private bathroom. (151 sq. ft.)  
Please note: Staterooms 3000-3014 & 3500-3514 have two portholes instead of a window.

**AY Accessible Outside Stateroom**  
Two twin beds (can convert into queen-size) with open bed frames, wider entry door, turning spaces, sitting area with lowered vanity, closet rods, and safe, and a private bathroom with a wider door, roll-in shower, grab bars, fold-down shower bench, hand-held shower head, raised toilet, and a lowered sink. (262 sq. ft.)

**INTERIOR**

**M N Q Interior Stateroom**  
Two twin beds (can convert into queen-size), vanity area, and a private bathroom. (136 sq. ft.)

**AZ Accessible Inside Stateroom**  
Two twin beds (can convert into queen-size) with open bed frames, wider entry door, turning spaces, sitting area with lowered vanity, closet rods, and safe, and a private bathroom with a wider door, roll-in shower, grab bars, fold-down shower bench, hand-held shower head, raised toilet, and a lowered sink. (252 sq. ft.)

**DECK 4 – Category M & G2**

**OUTSIDE**

**G F Large Ocean View Stateroom**  
Two twin beds (can convert into queen-size), sitting area with sofa, vanity area and a private bathroom. (151 sq. ft.)

**INTERIOR**

**K L Large Interior Stateroom**  
Two twin beds (can convert into queen-size), vanity area and a private bathroom. (145 sq. ft.)

**M N Interior Stateroom**  
Two twin beds (can convert into queen-size), vanity area, and a private bathroom. (136 sq. ft.)



**VP68 GROUP BOOKING FORM****Sailing: 3/28/14****GROUP BOOKING #: 3345439****Royal Caribbean Grandeur of the Seas**

Booking Date: \_\_\_\_\_ CF # \_\_\_\_\_

Category: \_\_\_\_\_ Cabin: \_\_\_\_\_

Dining Preference: 6:00 PM \_\_\_\_\_ 8:00 PM \_\_\_\_\_ **OR** My-Time (\*): \_\_\_\_\_ (\*) = **auto \$96 gratuity added/person**

Guest(s): \_\_\_\_\_ DOB: \_\_\_\_\_

Guest(s) or Sharing with: \_\_\_\_\_ DOB: \_\_\_\_\_

Guests(s) or Sharing with: \_\_\_\_\_ DOB: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: w / h/ c \_\_\_\_\_

Email: \_\_\_\_\_

Credit Card # \_\_\_\_\_ Exp: \_\_\_\_\_ Sec # \_\_\_\_\_

**THIS SECTION FOR AGENCY USE ONLY:**

Cost (per person/per cabin): Base \$ \_\_\_\_\_ Tax : \$ \_\_\_\_\_ Total = \$ \_\_\_\_\_

Insurance: No \_\_\_\_\_ Yes \_\_\_\_\_ = \$ \_\_\_\_\_ Pre Paid Gratuities at \$96 / person x \_\_\_\_\_ persons = \$ \_\_\_\_\_

Payments: Total Booking (per person/per cabin) = \$ \_\_\_\_\_

Date Received / Date Deposited (ck / mo / cash / cc)	FOP	Amount	Balance:
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Comments: \_\_\_\_\_