

I can't think of any other notable events that occurred during the deployment. VP-46 limped across the Pacific and relieved us in July. The story of their Transpac will have to be related by others. An amusing incident occurred during our first return leg to Guam. I noticed the skipper squirming and fidgeting in the left seat while reaching into all the pockets on his flight suit. Finally it came out as he said weakly, "I've left my wallet in Sangley." However, Chief Gray, the radioman contacted Sangley and got word to the Exec to bring it along. Also, we landed at Kwaj on the Fourth of July, just in time for their celebration. The next day, on to Johnston Island, arriving on the Fourth of July, just in time for their celebration! Finally, back to San Diego and the next training cycle.

We got a new Skipper, Cdr. Winton Sharpe, and Exec, Cdr. Shelby Gass. Other transfers took place with Elmer Daily becoming Ops Officer assisted by Russ Roberts on the schedule board. Jack Little reported aboard along with Maynard "Pappy" Kounce, Steve Darras (?), (?) Lemert, Jack O'Meara, Chuck Enderle, Carl Hausler, Bishop Myrick, and many others. Most of the recalled Reservists left us as did many of the Reserve first tour pilots. I was designated a Patrol Plane Commander on March 10, 1955, and given Crew 7 and P5M-1 BuNo 130300. Henry Abe was first pilot with Jack O'Meara and Chuck Enderle as navigators. Petty Officer First Class Stewart was Plane Captain, Bill Bryant was radioman, and Wilder was radar operator. I can't recall the other crewmen's names. We were the junior crew in the squadron and proud to be so selected.

The Transpac was a little different this time with the month of April scheduled in Ford Island for training and an Operational Readiness Inspection before continuing on to Sangley. As I recall, FAW 6 was the inspector and we came out with excellent grades on our exercises. Then on across the Pacific with stops at Johnston, Kwaj, and Guam. The flight over Luzon down into Manila Bay was just as if we had been there yesterday rather than ten months previously. The base hadn't changed but we occupied a different BOQ, further from the runway. My log book doesn't reveal any noteworthy events, only routine patrols. This time the "Charlie" night patrol up and down the Formosa Strait was either not flown or assigned to some other unit, for it was not in our repertoire. For some unknown reason, I received orders in July to report to the U. S. Naval Academy for duty, thus my last Marlin flight was as first pilot in BuNo 127717 on what the log shows as a 4.9 hour navigation flight.

Thus, from March of 1953 through July of 1955 I logged some 1180 hours in the P5M-1 Marlin aircraft and held the qualification of Patrol Plane Commander.