

“Orders to Pearl Harbor”

by Helen Ann (Sederquist) Eglett | Exodus 20:12

Dedicated to Mom, Dolores Irene (Main) Sederquist, and the “Greatest Generation – heroes of WWII”

Two War Diaries - for Patrol Wing 7 & Patrol Wing 8, and the War History of VP-71 are included after this story.

In March 1934, at 18 years of age, Kenneth Alfred Sederquist enlisted in the US Navy. He was given the rating of Apprentice Seaman, and went through boot camp at the Naval Training Station (NTS) in Norfolk, Virginia. Ken was still under instruction when he was assigned to the USS Dent (DD-116) Destroyer. He was transferred to the USS Buchanan (DD-131) Destroyer in December, and by May 1935, he had advanced to Seaman 1st class.

In November 1935, he was transferred to Fleet Air Base (FAB) Coco Solo in the Panama Canal. Ken became an airplane mechanic and advanced to the rating of Aviation Metalsmith. This might have been what started his path to becoming a pilot.

On January 16, 1936, Ken’s father, Emil Homer Sederquist, died of pneumonia at the age of 56. Ken was not granted leave to go home to Iowa for the funeral, and he never understood why. That is the way the military works – orders are issued and followed. It was probably hard for Ken to cope with the situation and memory.

On a few strategic occasions, Ken requested to attend the *Naval Aviation Pilot (NAP)* Flight School training program for enlisted personnel at Naval Air Station (NAS) Pensacola, Florida, but Ken’s requests were denied.

In March 1938, after his 4-year commitment to the Navy was fulfilled, he received an Honorable Discharge. However, the very next month Ken reenlisted, with the agreement that the Navy would send him to Flight School. “Our military knew war was imminent and they would need pilots,” per Dolores. While waiting for an opening to Flight School, he served aboard the USS Lexington (CV-2) Aircraft Carrier for several months under Captain Elliot Buckmaster, per Ken’s Continuous Service Certificate. (Elliott Buckmaster was the Captain of the USS Yorktown (CV-5) Aircraft Carrier, the flagship of Admiral Frank Jack Fletcher, at the pivotal battle of Midway in June 1942.) Ken also served at NAS San Diego for a few months.

In April 1939, Ken was finally sent to Flight School, advanced to Aviation Chief Metalsmith, and was trained on seaplanes, ocean currents and weather patterns for a year. He graduated in March 1940, earned his *Navy Wings of Gold*, and was assigned to Squadron VP-51. (VP was the designation for *fixed-wing* aircraft.)

Per Ken’s *Change of Duty Request* memo dated 17 May 1944 (see pg 7), he was with VP-51 in the Caribbean for a year. Ken said that they searched for, and reported the locations of Nazi U-boats and ships to our allies for destruction. VP-51 also provided convoy-escorts from North America to England – per the *War Diary: Patrol Wing 7*.

The Squadron flew PBY-5 seaplanes and protected our shores, by traversing the North Atlantic *Neutrality Patrol*. It was established September 5, 1939, immediately after Hitler started WWII on September 1st by attacking Poland. The Neutrality Patrol covered the expanse of ocean along our eastern coastlines, the Gulf of Mexico, the Caribbean, Greenland, and grew as needed. PBY-5’s were ideal long-range reconnaissance aircraft and, as such, helped disrupt enemy vessel operations, in order to keep the supply line open to England.

The United States was officially neutral until December 7, 1941. When the USA was no longer neutral, we officially became part of the more expansive *Battle of the Atlantic*, a name designated by Winston Churchill on March 6, 1941. It was the British term for the Neutrality Patrol, which the USA also used eventually.

In July 1941, VP-51 was redesignated to VP-71. Ken started documenting his own flight logs then, at about age 26. His assignments and locations were listed in the *Remarks* column of his first and second flight logs.

PBY-5’s did not have landing gear, and pilots had to understand ocean currents and weather patterns. Pilots

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would alight (set down) the planes and take off (1) in the middle of the ocean to rescue downed pilots, and (2) in warm, cold or freezing harbors at Naval Air Stations. When PBY-5's alighted at NAS's, *Towing Crews* went down seaplane ramps into the harbors to connect cables and dollies to the planes, tow them up the ramps for fueling and maintenance, and the flight crews would disembark. For take-off, the flight crews would board, the Towing Crews lowered the planes down the ramps into the water, and the cables and dollies were disconnected. It was a very dangerous, slippery job and the oil and fuel exhaust from the planes floated in the water as the Towing Crews worked. Per Ken, they cleaned up using kerosene and soap. Ken flew the amphibious PBY-5A for the first time in 1943, according to his second flight log.

On Saturday, December 6th, 1941, according to Ken's flight log, VP-71 was stationed in Newfoundland at NAS Argentia – out patrolling the ocean, to report the locations of Nazi U-boats and ships to our allies, so they could destroy the vessels. VP-71 was thousands of miles and several time zones away from Pearl Harbor.

The roots of the attacks go back decades. Ongoing discussions at attempting to negotiate peace occurred at the White House between President Franklin D. Roosevelt and two Japanese ambassadors, prior to and when the armada left Japan on November 26th until the attacks. No wonder a loss of trust in the Japanese transpired.

On Sunday morning, December 7th, 1941, at 7:48 a.m. (Hawaiian time), Imperial Japan ruthlessly attacked Pearl Harbor for an hour and 15 minutes, using planes equipped with machine guns, and bombs that were specifically-engineered and designed for the shallow-waters of Pearl Harbor. Honolulu residents were caught in the crossfire. Military bases all over Oahu were attacked. People on Oahu and in Washington DC were horrified, outraged, and shocked.

U. S. NAVAL COMMUNICATION SERVICE
U. S. S. WASP

Norfolk Navy Yard—12-17-40—50,000
7 DEC 1941 JR

NSS 5 2 0F2 1030 0F3 0F4 1F0 0

U R G E N T

AIRRAID ON PEARLHARBOR X THIS IS NOT DRILL

**INCOMING RADIO

TOR: 1936/TW/17.8
TOR: 1536 SHIPS TIME

CAPT NOTIFIED
EXEC NOTIFIED

STATION FILE

From:	Action To:	Info. To:	Release			
COM PACIFIC FLT	COMATLANTIC FLT COMASIA TIC FLT OPNAV					
Capt.	Air.	1st Lt.	Sup.	CWO	Chap.	Duty Cdr.
XO	Gun.	Nav.	Med.	OOD	AXO	
Comm.	Eng.	Radio	Marine	Ship Sr.	Ship Sec.	

Telegram to all major navy commands and fleet units from Admiral Husband E Kimmel, Commander in Chief of the US Pacific Fleet (CINCPAC)

Caption: AIRRAID ON PEARLHARBOR X THIS IS NOT DRILL' radio message received by USS Wasp, 7 Dec 1941. WASP was anchored at Bermuda at the time. – Source: ww2dbase.com - United States Navy. Added By: David Stubblebine. Licensing: Public Domain. According to the United States copyright law (United States Code, Title 17, Chapter 1, Section 105), in part, "[c]opyright protection under this title is not available for any work of the United States Government".

2,403 people were killed during the *one hour and fifteen-minute* Japanese surprise rampage on Oahu. Those who perished: 2,008 Navy personnel, which included 1,177 killed aboard the USS Arizona (BB-39) battleship; 109 Marines, 218 Army soldiers, and 68 civilians. Five of the 8 US battleships, plus 2 other types of ships, were

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sunk or destroyed. The Japanese also destroyed 169 U.S. Navy and Army Air Corps aircraft on military bases throughout Oahu. Runways, tarmacs and hangars were rendered useless. Wreckage was everywhere.

It was Sunday afternoon at 1:48 p.m. (Eastern time) in Washington DC when the Pearl Harbor attacks started. President Roosevelt was at the White House, but it was the weekend and offices were not fully staffed. Urgent phone calls were made to everyone to get to the White House and War Department offices immediately. (The Pentagon had only broken ground for construction a few months earlier, on September 11, 1941.)

The Joint Chiefs of Staff and the Secretary of War commenced making plans to get men, equipment, supplies, planes and ships to Pearl Harbor as soon as possible. A Japanese occupation of the Territory of Hawaii was a *genuine threat*. The US Navy Pacific Fleet Headquarters was established in Pearl Harbor on February 1, 1941. In just over an hour, 2,403 people were killed and the Fleet was decimated. Fear and anger were widespread.

When the attacks on Pearl Harbor started at 7:48 a.m. (Hawaiian time), it was about 3:18 p.m. at NAS Argentia (Newfoundland time). VP-71 might have been out patrolling the ocean and would have received the shocking news shortly thereafter. Suddenly they were anxious about Atlantic and Pacific battles, but their training to follow orders held them steady. They were probably ordered to return to base immediately.

On Monday, December 8th, President Roosevelt gave his profound and powerful “*Day of Infamy*” speech, and the United States Congress voted (unanimously minus one) to declare war on Imperial Japan. The Japanese rampage continued on December 8th, attacking the Philippines, then Guam, Midway Island, Wake Island, Malaya, and Hong Kong, and Imperial Japan controlled the Pacific within a week, for several years. The Japanese destroyed islands throughout the South Pacific and the combined military forces of the United States, Great Britain, the Netherlands, and Australia.

The life of our nation was at stake. America was severely wounded and had been brought to her knees. Churches around the country were filled with those praying for our nation, for military personnel that were in harm’s way, and for those signing up to join the fight. Our military leaders began issuing orders.

Ken’s VP-71 detachment was to depart NAS Argentia on December 9th. They were to stop at: NAS Quonset Point, NAS Norfolk, NAS Pensacola, NAS Corpus Christi, NAS San Diego and meet at NAS Alameda with other VP’s and detachments to stage the work on their planes and departures, and then head to Pearl Harbor.

Per the *War Diary – Patrol Wing 8*, other squadrons and detachment(s) were to stop at NAS Jacksonville, Lake Fort Worth, TX, and Salton Sea, CA, on different dates than Ken’s, to keep traffic moving.

PBY-5 #2295 was piloted by Ken, and when needed, 2 others. Ken said that the planes of VP-71 were worked on and prepared for the unknown at each NAS. There were 8 planes in the squadron, per the *War Diary – Patrol Wing 8*. Their propeller-driven PBY-5’s received whatever was needed to ensure that the planes were combat-ready when they arrived at Pearl Harbor. Per Ken, these improvements included additional armor plating around the cockpit to shield the pilots, and 4 additional fuel tanks that were mounted on each PBY-5. Other items may have included additional armament, improved communications equipment, engine enhancements, combat flight training, and food storage and hygiene upgrades, depending on the NAS.

The trip from the North Atlantic to Pearl Harbor in December 1941 was recorded on the 6th month in the first of Ken’s flight logs. Upon arrival in Pearl Harbor, their 17-day journey covered close to an astonishing 7,000 miles from Newfoundland to Hawaii. It was undoubtedly an unforgettable, devastating and dangerous month that transformed his life. The attacks affected and changed many lives all over the world.

FOLLOWING THE ORDERS TO PEARL HARBOR

On December 9th, the first leg of the trip was an 8-hour flight from NAS Argentia to NAS Quonset Point in Rhode Island, known as *the birthplace of the U.S. Navy*. The well-known “Quonset Hut” was developed there - which became an integral part of U.S. military buildings on bases, and housing needs, during WWII and beyond. At that time, NAS Quonset Point was on the cutting edge of research regarding airborne radar and electronics systems. VP-71 was there for 5 days. The avionics, radio communications, and electronic navigation systems were possibly improved in the PBY-5's.

On Thursday, December 11th, the Nazis declared war against the United States – only 4 days after the Pearl Harbor attacks. Hitler took advantage of Japanese Emperor Hirohito's devious assault on Oahu. Hitler's last stop in Europe was to be the takeover of England before he could execute an invasion on the USA. Our country was forced into WWII when the Nazis declared war on us, yet the USA was then officially able to supply England with the troops, ships, planes and equipment they desperately needed. U-boats were sinking British merchant ships at an alarming rate, and they even infiltrated the Gulf of Mexico. Suddenly, the USA was forced to deal with wars on both sides of the planet. The men in VP-71 undoubtedly worried about their North Atlantic patrols, but they had a new set of orders now: reach Pearl Harbor – combat-ready.

On Sunday the 14th, the squadron made the 3-hour flight to NAS Norfolk in Virginia, where additional work on the planes took two more days. The Assembly and Repair crews were well-prepared experts at overhauling aircraft engines and fuselages at NAS Norfolk. From there, they flew nearly 6 hours to NAS Pensacola and stayed only one day, Tuesday, December 16th.

On Wednesday the 17th, VP-71 made a 4.5-hour flight to NAS Corpus Christi, Texas. In 1941, a staff of 800 instructors provided training for more than 300 student pilots per month at NASCC. After the bombing of Pearl Harbor, that training rate nearly doubled to approximately 1,600 instructors and 600 student pilots, per the History of NASCC.¹ For three days, the crew may have acquired additional combat flight training.

From NASCC, they took to the air again on Saturday morning, the 20th, and headed for NAS San Diego. After the one-night stay, the squadron took off for NAS Alameda on Sunday, the 21st. Per Ken's flight log, thirty-five miles west of San Francisco, at the craggy shores of the Farallon Islands (lacking seaplane ramps), they made a “forced landing,” possibly due to bad weather but we don't know exactly why, or if all of the planes in VP-71 had to make the forced landing. There were attacks by and on Japanese submarines around the Bay area, per the *Chronology of 1940-1941 San Francisco War Events*.²

On Monday, December 22nd, they made the short one-hour trip to NAS Alameda, where they stayed for three days. Four additional fuel tanks were installed on each PBY-5, to hold enough fuel for the most challenging part of their trip: the arduous 18.3-hour flight from San Francisco Bay to Pearl Harbor. And, they had no idea if they might encounter Japanese ships, submarines or planes along the way over the dark Pacific Ocean.

On Christmas night, December 25th, they departed NAS Alameda after their hot holiday meal and lots of prayers. They departed late so they would arrive at Pearl Harbor during daylight hours, and not be mistaken for enemy aircraft. This was a very real possibility, as it was only a few weeks after the attacks. Just after becoming airborne, the Golden Gate Bridge was seen directly across the San Francisco Bay. The extra weight from the added shielding, fuel tanks, and fuel greatly inhibited their rate of climb. But, the tremendous height and span of the Bridge allowed each aircraft to fly underneath comfortably. What a sight to imagine.

¹ Article included after story, or at <https://cnrse.cninavy.mil/Installations/NAS-Corpus-Christi/About/History/>

² December 7 – 31, 1941 article included after story, or more is at <https://sfmuseum.org/war/40-41.html>

Next stop: Pearl Harbor, and for the duration of the 18.3-hour flight, the 3 pilots and 4 passengers of PBY-5 #2295 rotated between duties and sleep. The pilots flew with a compass, calculated the cross winds, and used only instrumentation to guide them over the vast dark ocean to their destination. Because of the distance, the propellor-driven planes were flown at an altitude of around 10-15,000 feet above sea level, at a slower cruising speed of approximately 105 to 125 miles per hour. It was a solemn flight, as there was only bad news on the Armed Forces Radio Network. Ken said that they never received the radio transmission to fly into NAS Kaneohe Bay, but VP-71 was *not* identified as enemy aircraft by mistake as they flew into Pearl Harbor.

As Pearl Harbor came into view on December 26th, Ken said that they saw oil fires still smoldering from the attacks. It must have brought a vast array of emotions to the Squadron’s flight crews seeing the destroyed, sunken ships, and the obliterated planes scattered on the runway at Naval Station Ford Island. What they saw would have been heartbreaking and infuriating. Ken’s efforts in getting into Flight School, how proud his family was when he became a Naval Aviation Pilot, and then being forced to witness a bird’s eye view of his beloved Navy blown apart was surely more than horrifying and devastating.

The pilots alighted their PBY-5’s in the oily waters of Pearl Harbor near the seaplane ramps at the lower tip of Ford Island. The Towing Crews assisted them up to dry land. Oil was up to 20 feet deep in places, especially amongst the carnage of nearby “*Battleship Row*.” And, the last of the victims knocking below decks was heard around that time, trapped in sunken, destroyed ships in their eternal watery graves to this day. Japanese bullets from their *Zero* planes hit the airplane hangars windows first, and the strafing holes can still be seen.

VP-71 was in Pearl Harbor for two days. The men may have been given some time to regroup after the 18.3-hour flight from San Francisco Bay, and the planes were probably given a thorough maintenance check.

The last entry in Ken’s flight log for December was on Sunday, the 28th. VP-71 was relocated to NAS Kaneohe Bay, which was also severely bombed, and the NAS was beleaguered with demolished planes, hangars and runways. It was a blessing that PBY-5’s were seaplanes, alighting and taking off in the ocean, and seaplane ramps were used for managing the planes and flight crews. (The Seaplane Ramps NAS Kaneohe Bay are now a National Historic Landmark, per Historic Hawaii ³. They are historic sites at many other NAS’s.)

Per Ken’s *Change of Duty Request* memo dated 17 May 1944, VP-71 “...Conducted search, patrol and anti-sub operations from Oahu, Midway, Johnson, and Canton Islands...” (See also the *War History of VP-71*, page 6)

Ken was promoted to Officer/Ensign and Naval Aviator in April 1942, at the same time that VP-71 was transferred to the South Pacific for two tours of duty in the Pacific War. The items that tell Ken’s WWII history include the first two of Ken’s flight logs, his Official Military Personnel Files, his comments, as well as an official WWII War History and the two WWII War Diaries, many historic online resources, and museums. Some time periods in his flight logs are not documented, and one reason is that he could have been told to help by using his Aviation Chief Metalsmith skills. That is where other resources may fill in some gaps. The goal was always, “Win the War and worry about the paperwork later,” per Dolores.

While Ken was in the South Pacific, on October 4, 1943, his younger brother, 2nd LT Donald Leroy Sederquist, B-24 Co-Pilot, 8th Air Force, 392nd Bomb Group, 579th Bomb Squadron, 3rd combat mission, was shot down, and the entire flight crew was MIA/KIA over the North Sea. It is unknown exactly when Ken got the heartbreaking, shocking news and how awful it was for him being so far away. He followed orders and kept fighting and flying. It was yet another hard-to-cope-with situation and memory, as with his father’s death 7 years earlier.

The 8th Air Force was based in England. Their mission was two-fold: 1) destroy the Nazi Luftwaffe; and

³ Article included after story, or at <https://historichawaii.org/2014/08/18/kaneohe-naval-air-station/>

2) bomb/destroy the Nazi war machine (factories, railroads, and communications), which they accomplished in less than 3 years, and empowered D-Day, June 6, 1944, to succeed, per the *Eighth Air Force History* ⁴.

Uncle Donald left the very best legacy. He met Dolores Irene Main through her sister, Barbara Ann, shortly before he deployed to England on September 2nd, 1943. Donald contacted Ken and said “*you have to meet Dolores; she looks like Judy Garland!*” Ken contacted Dolores, they became pen-pals, and were married a year after the only time that Donald met Dolores. Ken kept Donald’s memory alive and very meaningful.

Per the *War History of VP-71*, on March 6, 1944, VP-71’s tours of duty concluded in the Pacific War (VP-81 took over). VP-71 returned Stateside to NAS San Diego in March. The men were given leave to prepare for reforming the squadron (new planes, a great deal of training, and recommissioning on April 25th).

Ken contacted Dolores, they met in person, and he proposed to her on their second date and a number of times thereafter. He was promoted to Lieutenant jg on April 1st. Ken requested a Change of Duty and was transferred from VP-71 to Headquarters Squadron 14-1 – Fleet Air Wing 14, to report to NAS Seattle within 15 days. He sent bouquets of roses to Dolores from NAS Seattle and NAS Quillayute, WA, flying to NAS San Diego when possible, and showing up at Dolores’ door in South Gate, CA, with roses for her.

When Dolores said, “*What if I say no?*” to Ken’s proposals, he replied, “*Then I will go back to the War.*” Dolores didn’t want that, so she finally said, “*Yes!*” Ken and Dolores were engaged in the late spring, he sent the *Change of Duty Request* memo dated 17 May 1944, and they married on the evening of August 20th in a beautiful, formal, military-themed wedding, which included a family of servicemen in, or headed to the War.

The four groomsmen were all US Naval Aviators from NAS San Diego. Dolores’ sister, Barbara Ann, was the Maid of Honor. She hadn’t met her future husband yet, Staff Sergeant Hugh D. Hagerty, Jr., who served from 1942-1945, and was a B-25 Mitchell Tail Gunner with the 15th Air Force, stationed in the Philippines at the time. Ken’s two sisters, Dorothy Anna and Marjorie Mary, were Bridesmaids. Dorothy’s daughter, Barbara Anne, was at the wedding, but Dorothy’s husband was probably not, as just a little more than 2 months earlier, Corporal Kenneth E. Way, US Army, had landed on Omaha Beach on D-Day (June 6th) and was fighting in Europe at the time. He served from 1941-1945. Marjorie was married to Gordon R. Chastaine and they had a son, Alan Roger, who were both probably at the wedding, too. Uncle Gordon would serve from 1945-1946 as a Seaman 1st Class aboard the USS Hansford (APA-106) in the Pacific War.

Ken and Dolores had 8 daughters while transferring from coast-to-coast during the first 18 years of their marriage; 7 were born on Naval Air Stations, and the first 7 were born while Ken was on active duty.

In 1945, WWII finally ended in Europe on May 8th – *Victory in Europe, or VE Day*, and the Pacific War finally ended on August 14th – *Victory over Japan, or VJ Day*. The USA held a magnificent show-of-force Pacific War surrender ceremony in Tokyo Bay on September 2nd, 1945. *Operation Magic Carpet* ⁵ was launched to get the troops stateside. It took a year of sending huge Navy ships, sometimes carrying only a handful of passengers out to the war zones in both war theaters, to pick up our heroes from all over the world and bring them home.

To date, Pacific Historic Parks announces (on social media) that the remains of our military heroes who were killed on December 7, 1941, are still being identified. The families are given the remains, and military funerals are held throughout the United States at hometown or National Cemeteries. The Pearl Harbor attacks’ aftermath continues.

Thank you to our Greatest Generation WWII Heroes for saving the world from tyranny.

⁴ Brief articles included after story, or at <https://www.mightyeighth.org/>

⁵ <https://www.nationalww2museum.org/war/articles/operation-magic-carpet-1945>

"Orders to Pearl Harbor"

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REPLY:
COMMANDING OFFICER
U. S. NAVAL AUXILIARY AIR STATION
QUILLAYUTE, WASHINGTON

**U. S. NAVAL AUXILIARY AIR STATION
QUILLAYUTE, WASHINGTON**

NAAS14/P16-3/00
(JSJ:dn)
Serial 462

17 May 1944

RECEIVED
MAY 22 2 07 PM '44
COMMANDANT'S OFFICE
NAVAL AIR CENTER
SEATTLE, WASH.

To: Chief of Naval Personnel.

Via: (1) Commanding Officer.
(2) Commandant, Naval Air Center, Seattle.
(3) Commandant, Thirteenth Naval District.
(4) Chief of Naval Operations (DCNO(AIR)).

Subj: Change of Duty - Request for.

1. It is requested that I be detached from my present station and that I be given duty with an operational training unit for either multi engine land or seaplanes at the Naval Air Center, San Diego, California.

2. The reasons for this request are as follows:

(a) All of my flying time since graduating from Pensacola, Florida have been in multi engine planes consisting of PBV-1, PBV-5 and PBV-5A type planes. My total pilot time is 3,500 hours. My experience cannot be utilized to the best advantage at this station or in Naval Air Center, Seattle due to the fact that there are no duties involving flying in the type of planes with which I have had experience.

(b) My primary interest in Naval Aviation is in heavy multi engine land or seaplanes of combat types. It is believed that my experience could be used to better advantage by the Navy in an air center with operational training units for such planes.

3. My services in the Navy to date have been as follows:

(a) Enlisted March 21, 1934 and completed training at NTS, Norfolk, Virginia. Eighteen months aboard destroyers of Pacific Fleet as a seaman in deck force. Then transferred to aviation at NAS, Coco Solo, C.Z., for two years. Applied for NAP training and agreed to reenlist in order to be eligible. Reenlisted April 1938. Served six months aboard USS LEXINGTON in "V" Division and transferred to NAS, Pensacola, Florida for NAP training. Completed course March 1940 and transferred to Patrol Squadron 51 for flying neutrality patrol in PBV's in Caribbean area for one year. Squadron was transferred to NAS, New York, May 1941 and operated from advanced base Argentia, Newfoundland until war was declared. Squadron then ordered to Proceed to Pearl Harbor, arriving December 26, 1941. Conducted search, patrol and anti-sub operations from Oahu, Midway Johnson and Canton Islands plus two tours of duty in South Pacific. Returned to United States March 15, 1944.

Kenneth A. Sederquist
KENNETH A. SEDERQUIST
#148986, Lieutenant, U. S. Navy

Reason 4. Dolores Said Yes!