

VQ Association News Letter

Summer/Fall 2006

From the President

Once again our reunion coordinators have gone above and beyond to make our second trip to San Diego a memorable occasion. Led by the unshakable and persistent Frank Warren, we have located a great hotel in the heart of San Diego's Mission Valley minutes from downtown, next to Old Town, shopping centers, Balboa Park with all its museums and, of course, the world renowned San Diego Zoo. Through persistence we have the golf tournament scheduled for the popular Admiral Baker Golf Course and brunch at Tom Ham's Lighthouse on beautiful Harbor Island. Details can be found along with the application at the back of this newsletter. Thanks to all those who worked so hard to put this together, and a very special thanks to Frank who is the point man.

Dick McClellan, one of our newest board members, has volunteered to start and manage a VQ Small Stores where members will be able to purchase items of VQ memorabilia such as caps, pins, pictures, cups and other items as deemed desirable and available. Dick has stocked some items and is looking for ideas for souvenir items that would be nice to carry. If you have any ideas let him know, and if you have locations where the items may be purchased that would be helpful also.

As with many best laid plans, the attempt to hold the 2007 reunion in Durango, CO has proven to be unworkable. The staff, succumbing to the tribulations of high cost, poor transportation and limited hotels (did I mention cost?) decided to relocate to our second choice, the "Air Capitol of the World," Wichita, Kansas. Jim Gretszy has volunteered to head the committee for the reunion, and he said he would be happy to have anyone living in the area to lend a hand.

Nearly all of us have spent time in San Diego and I dare say, many of us have fond memories of this great Navy town. We invite you to come early and stay late as there is much to see and do and this reunion promises to be one of the best. Putt has his fantastic DVD of planes and people, and personal albums and literature will abound. There are always new friends among the old. Invite any colleagues you have contact with. Our mailing list is long but not nearly long enough for the largest squadrons in the Navy. We need your help! Tell your shipmates and plan a crew reunion along with the larger group.

Please send in those sea stories. Putt is doing a fantastic job with the newsletter, but he is always in need of relevant stories and articles.

The "Q" in San Diego 2006. Be there!

Clint



P-8A Multi-Mission Aircraft (MMA)

In June 2004, the United States Navy announced the selection of the Boeing Multi-mission Maritime Aircraft, 737 MMA, and awarded a contract to Boeing for the System Development and Demonstration phase of the program for the US Navy's next generation maritime surveillance aircraft. The aircraft was given the designation P-8A in March 2005. It is planned that up to 108 P-8A MMA aircraft are to be purchased by the Navy to replace the fleet of 196 P-3C Orion maritime patrol aircraft which are approaching the end of operational life.

The US Navy started a two-year requirement study in 1997 for the replacement of the Navy's P-3C Orion, and the Defense Acquisition Board initiated a number of concept studies during the period 2000 to 2002. An assessment of the proposals by the USN led to contracts being placed on Boeing and on Lockheed Martin in 2002 for the Component Advanced Development phase. Boeing submitted proposals based on the 737-700 aircraft and Lockheed Martin's proposal was based on the Orion 21, a new version of the P3. The industrial team led by Boeing includes Raytheon, Northrop Grumman and



Artist's rendition of Boeing P-8A

Smiths Industries.

Boeing constructed a 737 BBJ2 (Boeing Business Jet) technology demonstrator aircraft to demonstrate the aircraft and on-board systems capabilities. Two functional mission system consoles were installed on the aircraft. In December 2003, the aircraft completed a tour of US Navy bases and Naval Air Stations in Brunswick, Maine, Jacksonville, Florida, Norfolk, Virginia, Kaneohe, Hawaii, and Whidbey Island, Washington. The demonstrations included maximum power take-off and climb to 12,500m (41,000ft), manual reversion maneuvers with no hydraulics, maximum rate of descent at over 3,050m/min (10,000ft/min), tactical maneuvers at an altitude of 200ft, simulated single engine maneuvers and performance landing achieving a stopping distance of less than 610m (2,000ft).

The selection of the Boeing 737 MMA was announced in July 2004 with the contract award covering the manufacture of five trial aircraft over the next eight years. One aircraft each is to be allocated for airworthiness tests, static tests and fatigue tests, and two aircraft for testing the mission systems.

The Preliminary Design Review (PDR) was successfully completed in November 2005. Critical Design Review is planned for early 2007. Initial low rate production is scheduled to start in 2008 and full scale production, at a rate of 12 to 18 aircraft per year, in 2012. The planned Initial Operational Capability (IOC) date is 2013.

The aircraft design is based on the proven fuselage of the 737-800 and the wings of the 737-900. The P-8A aircraft has increased gross weight capability compared to the 737-800.

In June 2005, Boeing announced that the design of the P-8A's wing-tips has been changed from the blended winglet to a backswept wingtip.

The internal weapons bay is installed beneath the forward section of the fuselage. The 737-900-style wings are constructed with hardpoints for carrying air-to-surface missiles.

The 737 MMA will be built at the Boeing production facility in Renton, Washington. The 737 fuselage will be built in Wichita, Kansas, then transferred to Renton where all the unique 737 MMA aircraft structural features will be incorporated in sequence during fabrication and assembly. The quality and performance acceptance flight testing of the aircraft will be conducted from Renton Field and final installations and checkout of the mission system and special flight test instrumentation will be conducted at the Boeing Field. The aircraft will then ferry to Naval Air Station at Patuxent River, Maryland, for flight test.

The flight management system and the stores management system has been developed by Smiths Aerospace. The Smiths Aerospace flight management system is based on an integrated open architecture that will be

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compatible with the installation of future upgrade systems.

The cabin is fitted with up to seven operator consoles. Northrop Grumman Electronic Systems in Baltimore has developed the aircraft's electro-optical and infrared sensors. The electronic warfare suite includes a Raytheon towed decoy, a Northrop Grumman directional infrared countermeasures (DIRCM) set and Northrop Grumman electronic support measures (ESM).

The aircraft is equipped with the upgraded APS-137D(V)5 maritime surveillance radar and signal intelligence SIGINT system developed by Raytheon. The APS-137 radar is installed on the enlarged nose fairing. The APS-137D(V)5 radar provides Synthetic Aperture Radar (SAR) mode capability for imaging, detection, classification and identification of stationary ships and small vessels and for coastal and overland surveillance, and high resolution Imaging Synthetic Aperture Radar (ISAR) mode for imaging, detection, classification and tracking of surfaced submarines and small, fast moving vessels that operate in coastal waters. The SAR provides multiple resolution strip map and spot SAR operation, and allows high resolution for target identification, battle damage assessment and for weapons targeting. Periscope detection uses high scan speeds, high pulse repetition frequency, high resolution mode with advanced sea clutter rejection.

Raytheon is offering the new Global Positioning System Anti-Jam, Integrated Friend or Foe and Towed Decoy Self Protection suites along with a Broadcast Information System (BIS) and secure UHF satellite communications. The P-8A will also be fitted with the CAE Advanced Integrated Magnetic Anomaly Detection (MAD) System. The aircraft will carry a rotary sonobuoy launcher with pneumatic ejection, being developed by EDO Corporation. The data links are being developed by Northrop Grumman Information Technology Division in Herndon, Virginia,

The integral bomb bay will carry free fall bombs, Raytheon Mark 54 torpedoes and depth charges. Air-to-surface missiles will be installed on the underlying hardpoints.

The aircraft can cruise at high altitude at nearly 926km/hr (500 knots) and loiter at a speed of 333km/hr (180 knots) over the sea at a low altitude of 60m.

The aircraft has two CFM International CFM56-7B27A high-bypass turbofan engines, each rated at 120kN. The same model CFM56-7 engines power the Boeing 737 Airborne Early Warning and Control (AEW&C) Aircraft, in production for Australia and Turkey, and the US Navy's C-40 Clipper transport. The engine has logged more than 30 million flight hours and maintains a proven high reliability figure of merit of 0.003% in-flight shut down rate per 1,000 hours of flight.

Additional fuel tanks are installed in the aft baggage hold providing a total maximum fuel capacity of 34,096kg.

Our thanks to Bud Montgomery for providing this information. Editor



From the Pacific Stars and Stripes

Amid the daily rumble of F-18s taking off at the Naval Air Facility, Misawa, Japan, the Navy directs a mission that spans multiple time zones and oceans. A job description might read: Spying on insurgents in Iraq and Afghanistan, deterring ship pirates off the Horn of Africa, hunting submarines or searching for a lost fisherman in the vast Pacific Ocean.

Rear Adm. Arthur J. Johnson directs the Navy's 5th and 7th fleet maritime patrol and reconnaissance operations over an area extending from Wake Island in the Pacific Ocean to the Persian Gulf.

It's a huge challenge considering the aging P-3 Orion arguably is more in demand than ever. "The mission has evolved," said Johnson, a P-3 aviator for 27 years. "We have taken on more and more roles over time." "Anti-submarine warfare used to dominate the unit's existence," he said. "Now, while it's still No. 1 on our plate, there are other things that are fairly important."

The P-3s, as agile over land as water, have lent a hand to ground troops in the war on terror. Just as the aircraft can extend a ship's visual range at sea, it also can act as eyes and ears for soldiers on land. "You have an airborne asset providing you a picture a little bit further down the road, day or night, all-weather capable," Johnson said.

Assets from his command today support military and humanitarian operations in locations as diverse as the Persian Gulf, Horn of Africa, Afghanistan and the Philippines. The job over the Horn of Africa involves helping the 5th Fleet and coalition forces suppress pirating, Johnson said, noting attacks on ships in the area have increased recently. "The problem stems from too few established functioning government entities that can deter that type of activity," he said. "And with submarines proliferating around the globe, and getting quieter, the P-3s are just as busy in the Asia-Pacific region," he said. "A submarine is an equalizer," he said, "and as such, anti-submarine warfare training is on the rise in the region." "Not very many nations could challenge a large military power, particularly a maritime power," Johnson said. "But he who has a submarine throws a very large unknown into the equation.

"Diesel submarines are among the most capable and hardest to track," said Rear Adm. Brian C. Prindle, Patrol and Reconnaissance Group commander. Reportedly more than 140 diesel subs, which when submerged run quietly on batteries, now operate in the Pacific. "The submarines have gotten very quiet because of noise-reduction technology," Prindle said.

The heart and soul of Patrol and Reconnaissance Force 7th/5th Fleet, also called Task Force 72 and 57, are its squadrons, which deploy to the region for six months at a time from Washington state, Florida, Hawaii and Maine.

Two-plus squadrons of about 400 sailors each are deployed under Johnson now, the "plus" representing detachments of other maritime patrol aviation assets, such as EP-3 electronic reconnaissance aircraft. "The squadrons each bring about a dozen aircraft to the region," he said.

"Within Task Force 72, the deployed squadron typically operates out of Kadena Air Base on Okinawa and rotates its planes through Misawa for planned maintenance. A portion of the squadron is deployed in support of Operation Enduring Freedom, Philippines," Johnson said. "Crews also deploy for short periods to support other operations and about 50 exercises per year in the region."

One change on the horizon is replacing the P-3, the Navy's oldest fixed-wing airplane flying today. The new P-8A MMA (multimission aircraft) will be equipped with improved maritime surveillance and attack capability, including advanced anti-submarine warfare sensors, according to GlobalSecurity.org.

"We're designing this follow-on platform and aligning our force to be able to employ this new capability when it comes on line in 2013," Johnson said. "Meanwhile," Johnson said, "his patrol and reconnaissance forces will continue to be in demand."

A P-3 can be anywhere in the world the same day it's called upon, as when sent to assess damage and search for survivors in the aftermath of the 2004 Southeast Asian tsunami.

"Despite a busy pace," Johnson said, his sailors routinely help with search and rescues. "In some places where folks may be in peril at sea," he said, "the U.S maritime patrol aircraft may be the only thing that can get there in a timely fashion."

Our thanks to Don Gibbs for this input. Editor



The Mystery of the "Patch," "Aircraft" and "Dog."



VW-1 Patch



VW-1 Det A



"Boozer," the Shemya dog



Navy PB-1W (B-17) assigned to Naval Patrol Unit, NAF Port Lyautey in the early 50s.

Putt,

I got the "Winter Spring News Letter" the other day and it is outstanding reading, as usual. I noticed the "Mystery Patch." It appears to be very similar to the early 1960s VW-1 patch, which I have attached. This patch depicts Paul Revere on the winged white horse and spreading the (early) warning (you remember, "the lantern in the Old North Church, one if by land and two if by sea"). I could provide you with a much better picture of the patch if you would like. Lyle Fisher

Our thanks to Lyle for his input. Editor

Putt,

I have a little "feedback" for you on the current News Letter, page 6, Mystery material. This is almost too easy!

The patch is VW-1. Before VQ-1 was established, the Special Electronic Search Project became VW-1, Det A. So the patch is part of VQ-1's history. Det A was for the period from about the summer of 53 to the summer of 54. Then, VQ-1 was designated VW-3, Det A, for another year. Then VQ-1 was established in about June 55. In May 71, VQ-1 absorbed VW-1!! The first VQ-1 Duty Officer when the first watch was set was LTJG Dean North. Dean lives near-by in Virginia. Sadly, Dean just lost his wife, LaVon, of 52 years. The first skipper was LCDR Eugene Hall, USN, an old friend of Al Holt. I joined the squadron a few months later (Sept 55) while they were still in the Philippines before the move to Iwakuni. Also, the squadron insignia was approved by OPNAV in that fall of 55. Incidentally, that design has migrated from the original OPNAV approved edition which displayed only an unidentifiable land mass rather than the islands of Japan as has now become the case.

The airplane is of course a Navy PB1W (B-17). I do not know what the "XD" is on the tail. VW-1 used "TE." When VW-1 was established in about 51/52, at NAS Barbers Point (I believe), this is what they were flying until the WV-2 arrived in about 1954/55. They were well established on Guam by that time of course and included Det A noted above. They may have had the WV-1 after the PB1W? Note the search radome between the main gear. I am not all that sure of my VW-1 history even though I was just across the way at Hickam (VR-8) at the time they were starting up.

No Dog info?

Norm Bull

Our thanks to Norm for his input. Norm had several tours in VQ-1. He was also CO of VW-1 in 1971 when it was combined with VQ-1. Editor

The Patch

The patch shown in the Winter/Spring newsletter was the logo for VW-1 Det A at Sangley Point, RP in the early 50s. The patch shown was given to the association by Stuart Schaffel (VQ-1 52-54). A recollection of Ron Paul, an early VQ-1 person, was that Detachment Able came up with the Paul Revere design and it was then adopted by the parent squadron, VW-1.

The Aircraft

The aircraft shown is a PB-1W (B-17) and the picture was taken at Naval Air Facility, Port Lyautey, French Morocco in the early 50s. The aircraft was assigned to the Naval Patrol Unit and the tail designation XD is consistent with other aircraft operated by the patrol unit. John J. McIntyre, an early member of VW-2A and VQ-2, provided the photo and he seems to recall that the airplane had an ECM role.

Bob Bublitz, an early member of Special Projects Division, the fore-runner of VQ-1, recalls getting a tour of a PB-1W that was attached to VC-11 at NAS Miramar, California in 1951. The four P4M Mercators that would go

to Sangley Point, RP were also attached to that squadron at the time. His recollection was that the PB-1W wasn't used for ECM.

The picture of the dog was taken at VQ-1 Detachment, Shemya, Alaska in the late 50s. Bill Wiegand (VQ-1 58-60) provided the pictures and he also recalled that the dog's name was "Boozer" and that he belonged to the Air Force. Obviously, he was a very discerning canine as he preferred to "hang" with the Navy troops. This may have been partly the result of the Navy indulging his penchant for beer.

As we have said in previous newsletters, at reunions, or, wherever else we can find an attentive/captive audience, we are always seeking stories (sea types are fine!) and tales about your VQ experiences. We need them so we can document them for posterity and use them in future issues of the association news letter.

Some of the stories we have in the "hopper" are an early account of flying radioman on P4M aircraft (Pete Bohley) and the VQ effort in Vietnam from the perspective of an Intelligence officer (Doug Sherburne). Our VQ-2 members have been pretty quiet lately. I know there are a lot of stories to be told, and we would sure like to get some!

We also need photos of aircraft and people. Photos over the internet are great. If you're not on the net, you can send in a photo and we will make a copy and return it you! We now have about 1000 photos of the VQ experience. Please send inputs to Allan "Putt" Prevette, 3232 Village 3, Camarillo, CA 93012 or email to pierreputt@earthlink.net.



VQ-2 P2V-3

More on VQ-2 P2V-3, "Toonerville Trolley"

I remember her well. I had the pleasure of rewiring her auto pilot and ARN-6 radio compass. LT John Shattuck asked me to correct the problems. After receiving the parts it took a full week to complete the task. Chief Nelson was plane captain, Griffin and Chimchuck were crew members. I flew many flights as radio/radar.

After repairs LT Shattuck and Rankin made a Med. liberty cruise. We had the above crew and myself along with an admin type. Our first stop was Libson, Portugal. As we approached our landing both pilots were talking about CDR D.C. Richards landing a P4M at the wrong field. As they kept flying I tried to inform them runway 25. Well to make a story short, we heard the tower say, "Navy 122973, you have landed at the wrong field!" The crew was treated to many beers for that one! We then flew to Barcelona with no problems. Our next leg was to Naples and this was a classic. The admin type requested to sit in the radio position. With switches in intercom LT Shattuck aired the following: "Navy 973 This is ROMA Control, what is your position?" We gave the admin type a response for him to air. He radioed (over the intercom), "ROMA Control, ROMA Control this is Navy 122973 in Passan Alley approaching Naples, over." Minutes later he wanted to sit in the cockpit so he moved to the left seat. LT Shattuck moved to the radio seat. Again on intercom, Shattuck, with an Italian accent, kept calling, "Navy 122973 what is your position?" There was no response from cockpit. The question was asked again, "Navy 122973, what is your position?" This was repeated several times. The copilot turned to the admin type and asked if he was going to respond. He looked at the LT and said, "What do you think I have a copilot for?"

From Naples we went to Venice and then Athens. Those trips are another story I will relate later. My years in VQ are still the best in my thirty year career. Chief Musco, USN (Ret)

Our thanks to Tony Musco for his recollections. Editor

VQ-1 Bat Logo Displays a Long History

By LTJG Karie Johnson, World Watchers reporter

Fleet Air Reconnaissance Squadron One (VQ-1) carries on a long tradition of electronic warfare squadrons using a bat in their insignia.

The U.S. Navy first used a bat on its official squadron insignia in the 1920s. The Observation Squadron, VOS-3S, flew the Vought O2U-1 Corsair, which was poorly suited for the mission and caused the crew to complain that they were "blind as bats". The bat insignia caught on and was used by the squadron as it changed designation until it was disestablished in 1937. During World War II various patrol and reconnaissance squadrons, including the predecessors to VQ-1, used bats on their insignia to symbolize the type of flying they did.

These flights were flown when the moon was not full and often in stormy weather to provide cover. This was back when most countries did not have radar and aircraft intercepts were done visually.

Coincidentally the navigation equipment used at the time used aural tones to provide direction, similar to the way a bat finds food. As you flew towards a navigation station the tone would get stronger and as you flew away the tone would get weaker, with a cone of silence directly over the station. This allowed crews to locate foreign stations and it worked as well at night as it did during the day.

All of this added to the use of a bat as official squadron insignia. As the squadron was redesignated and new platforms were introduced the use of the bat was continued. The bat represented the electronic countermeasures origin without depicting what the aircrews did.

VQ-1 adopted the bat as their insignia after being established as Electronic Countermeasures Squadron One in 1955. A stencil of a bat was often taken on deployment and little bats would spring up wherever they landed.

After VQ-1 moved to NAS Agana, Guam in 1971, they kept a live fruit bat in the hangar as a mascot. His name was Barney and he was the responsibility of the squadron duty officer. He was kept in a cage located near the squadron's snack bar, so everyone passing by kept him very well fed. Unfortunately after he passed away the squadron was unable to replace him, however the legacy of the bat lives on.

Our thanks to LTJG Johnson for providing this article. Editor



EP-3E BUNO 159893 leaving Modification Center at Waco, Texas after conversion from P-3C. 2006

P3-C Conversion to EP-3E

The above is the first completed P-3C to EP-3E conversion aircraft, BUNO159893, shown taking off from the L-3 Communications modification facility in Waco, TX. This aircraft is the replacement for Ranger-26, which was damaged in Souda Bay, Greece in 1997, and is the first of 5 P-3C to EP-3E conversion aircraft that will be delivered this year to the Fleet. Aircraft 893 represents the culmination of 6+ years of work, effort and support by you, and all of the engineers, managers, logisticians, artisans, and team who designed, built, financed, tested and supported this aircraft. The aircraft ended its P-3C life as a VP-30 FRS bird and was taken out of AMARC in June 2000 for the EP-3E

conversion process. It hosts the newest EP-3E JMOD Common Configuration ForceNet equipment suite - a follow-on to SSIP 4.0 and the replacement Spiral 1 modification from the JMOD program. The Spiral 1 program just completed OPEVAL and is awaiting the OT Report from VX-1 and COTF. The aircraft was picked up by a VQ-2 crew and was flown to NAS Pax River for continued testing and fleet training.

We thank Jim Baratta for this information which was sent out in an email. Jim is a former CO of VQ-2.



Navy Log Offered Free to Sea Service Members, Veterans

WASHINGTON (NNS) — Now through the end of July 2006, all members and veterans of the Sea Services – active duty and reservists – are able to enroll in the U.S. Navy Memorial's Navy Log without charge and without any obligation.

The U.S. Navy Memorial, located on Pennsylvania Avenue, in Washington, D.C., is a national memorial that honors those who served, and are serving, in America's Sea Services – Navy, Marine Corps, Coast Guard and Merchant Marine, but the heart of the U.S. Navy Memorial is the Navy Log.

"The Navy Log is the heart and soul of the Navy Memorial because it represents people not hardware," said Retired Master Chief Navy Counselor (SW) David Michael, the director of the Navy Log. "They're the backbone of the Navy. The Navy is people, not ships and aircraft."

The Navy Log is the permanent public registry where Sea Service members and veterans can record their service information – name, duty stations, awards, photos and memories. Family members and friends can record service information for veterans who are deceased or those who are unable to record their own information.

The Navy Log may be viewed at the U.S. Navy Memorial, or via the Internet at www.lonesailor.org. The goal of the Memorial is to record the service history of all eligible uniformed individuals and veterans.

"The real reason to enroll in the Navy Log is to show Navy pride and to record your service for history," said Michael.

To enroll your information or to enroll family members simply enter the appropriate information at www.lonesailor.org. If you have any questions, please contact the Navy Log Department of the U.S. Navy Memorial, at 1-800-NAVY LOG (1-800-628-9564).

There were many association members who sent in this information. Our thanks to "one and all!" Editor



Association "Small Stores"

Due to recent increases in postal rates there are new prices in effect for association ball caps. Hats without "Scrambled Eggs" are now \$19.00, while hats with the "Scrambled Eggs" are \$20.00. Requests for hats should be mailed to Dick and Sandy

McClellan, 773 Woodcock Road, Henrico, NC 27842. Please specify type aircraft (P4M, A-3, EC-121, EP-3) and make check payable to the VQ Association. Please, no email or phoned in orders and please print clearly name and address!

There is also a limited supply of EP-3E posters. These posters show a EP-3E in flight and are suitable for framing. We will mail you one in a tube, priority mail, for a paltry \$10.00 which includes shipping.

Finally, if anyone has any ideas about what to stock in Small Stores, let us know.

Mac McClellan

VQ Association Reunion, San Diego, CA , September 21-24, 2006

The VQ Association will host the 2006 reunion in the sparkling, "City on the Bay," San Diego, CA, September 21-24. Frank Warren, with able assistance from Dale Clark and Bill Langland, is giving a VQ effort to make this reunion a memorable occasion. We pretty much guarantee there will be no hurricanes to bedevil you, so plan on San Diego in September!



**950 Hotel Circle North
San Diego, California 92108
619-298-0511
www.handlery.com**

The association has made arrangements at the Handlery Hotel and Resort. This hotel touts a family history of genuine hospitality dating back to 1954 when they went into the hotel business. This popular San Diego hotel located in Mission Valley provides beautiful accommodations and is particularly well suited for the vibrant VQ Association reunion, with a wide selection of hotel amenities and an unbeatable location that's close to all that San Diego has to offer.

Situated in the heart of San Diego there is easy access to all of San Diego's sights and attractions.

- * 6 miles to the San Diego Aircraft Carrier Museum (USS Midway)
- * 10 minute walk to San Diego Trolley and Fashion Valley
- * Adjacent to Riverwalk Golf Course (27 holes with preferred tee times and rates)
- * 6 miles to San Diego Airport and sunny San Diego beaches
- * 4 miles to Sea World and San Diego Zoo.

Accommodations include: Refrigerators in room, high speed Internet access throughout entire hotel, hair dryers, coffee/tea brewers, iron and ironing boards, computer modem hook-up, non-smoking rooms and pay-per view movies.

Other hotel features include, Postcards American Bistro (breakfast, lunch and dinner), Enterprise Car Rental, Business Center, Room Service and Postcards Lounge, Hair Salon, Barber, Gift Shop, Entertainment Ticket Outlet (concerts, sports, etc.), Heated Swimming Pool and Spa, Secured Parking (\$5.00/day). There are also many restaurants within walking distance of the hotel.

The negotiated rate for the hotel is \$99.00 per night plus local taxes. If you would like to spend a week a special rate of \$600.00 is offered. Reservations will be accepted until Tuesday, August 22, 2006. After that it will be on a space available basis. Reservations can be made by the following:

On-line at www.Handlery.com

Fax to 619-298-9793

Call reservations at 800-676-6567 or 619-298-0511

Please remember, members are responsible for making their own reservation and when contacting the hotel, be sure you mention the Group Promotional Code VQA.

Dinner and Lunch

On Saturday night, the 23rd of September, the Handlery staff will pull out all stops for the reunion dinner. Hand carved Prime Rib Au Jus, Grilled Salmon with Lemon Beurre Blanc, plus a host of accompaniments that include: Crisp Garden Salad, Sliced Tomatoes, Buffalo Mozzarella and Chopped Basil drizzled with Extra Virgin Olive Oil, Rice Pilaf, Herb-Roasted Red Potatoes, market vegetables, Rolls and Butter, Chef's Dessert Table and Brewed Coffee, Decaffeinated Coffee and Tea.

Wayne Newton has been asked to appear at the dinner. If that falls through our fall back is stand up by our own Clint Epley. The price for this delightful repast is \$38.00 per person.

For the Sunday event, the association has chosen Tom Ham's Lighthouse. Tom Ham opened his restaurant for business in 1971. He incorporated an actual functioning Lighthouse, known as Beacon #9, into the design. The result is one of San Diego's best known architectural landmarks. Besides the Lighthouse, Tom Ham's is also famous for its eye-catching vistas of the San Diego Bay, the Coronado Bridge and the San Diego Skyline. Today the restaurant is operated by a second generation of Hams who continue the tradition of fine dining and exceptional service.

For the VQ Association reunion a sumptuous brunch will be featured on Sunday, 24 September. Conjure up visions of succulent Virginia Baked Ham, Sauteed Chicken Breast, Eggs, Sausage, Bacon, Spanish Fried Potatoes, Cheese Enchiladas, Muffins, Croissants, Orange Juice, Coffee, Tea and Milk and Salad bar and Desserts. Salad bar includes: Seasonal Fresh Fruit, Waldorf Salad, Potato Salad, Tossed Green Salad, Bananas in Sour Cream Sauce, Strawberry Mousse.

Rest assured, you will not leave this establishment hungry! The price for all this is \$29.00 per person.

Other Events

Knowing that the reunion dinner and lunch will only take up a small portion of your San Diego visit, the reunion committee has come up with several novel ideas that the members may enjoy.

On Friday morning, September 22, those members interested will be escorted to the Marine Corps Recruit Depot in San Diego to witness a graduation ceremony. The young men and women taking part will have concluded a grueling regimen and will proudly march as new Marines. This will be a good chance to show respect and pride in our young servicemen and women, especially this proud component of the Naval Establishment.

On Saturday morning, the dashing Don of San Diego, Senor Bill Langland, will lead whoever is interested on a shopping tour to Tijuana, Mexico. There are many things to see and do in TJ, and it is a good place to get those reasonably priced souvenirs for the folks back home. One thing to remember, make sure you have a picture ID Card with you when you make the trip.

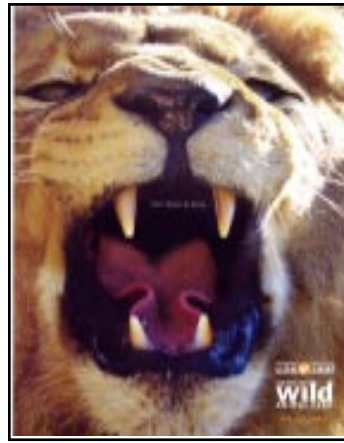
Also on Saturday morning, as with every reunion, a golf tournament has been set up. The links chosen this year is the Admiral Baker Golf Course, located a relatively short distance from the hotel. This will be a reasonably priced outing for those opting to swing a club (hopefully not too many times) and will feature prizes and good fellowship. Pairings, handicaps and such will be established at the reunion and posted in the Ready Room. The fee is \$38.00 that includes golf, a cart and a prize pool.

As with every reunion we will have a Ready Room up and running where camaraderie, memorabilia and low cost drinks will be in abundance. You might even be able to hear a "Sea Story" or two! The Handlery is providing a good sized meeting room that will be ours for the duration of the reunion.

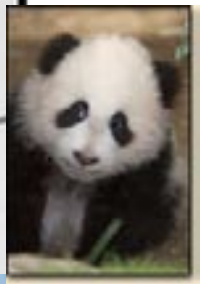
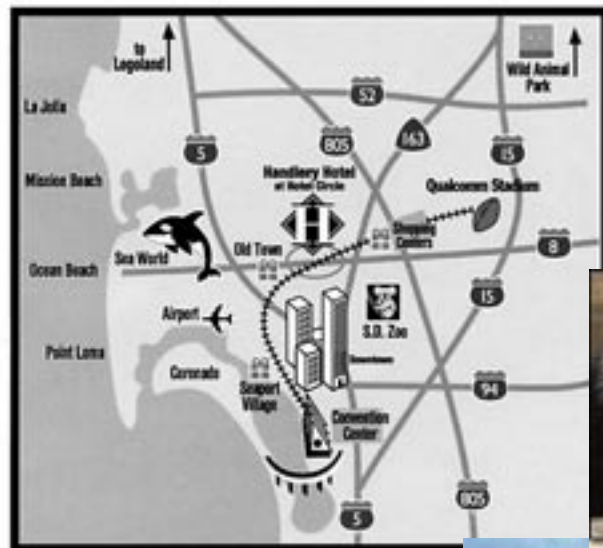
Finally, there are many things to see and do in San Diego. Sea World, San Diego Zoo, Wild Animal Park, the USS Midway, Old Town and shopping are all minutes away from the hotel. The Handlery has a travel office on the premises that offers discounted rates to all the attractions plus the hotel will provide transportation free of charge within a certain radius of the hotel!

The trolley stop is located at Fashion Valley Center, a ten-minute walk from the hotel. The trolley offers transportation to Old Town, Downtown, Qualcomm Stadium and Tijuana. The open air Fashion Valley mall has two levels of over 200 shops, 20 restaurants, six department stores and the AMC 18 Cineplex.

So, all that remains is for you to be ready to come to the West Coast, be ready to come if you are on the West Coast and be ready to contact that shipmate and tell them to come to the West Coast!
See you there!!!

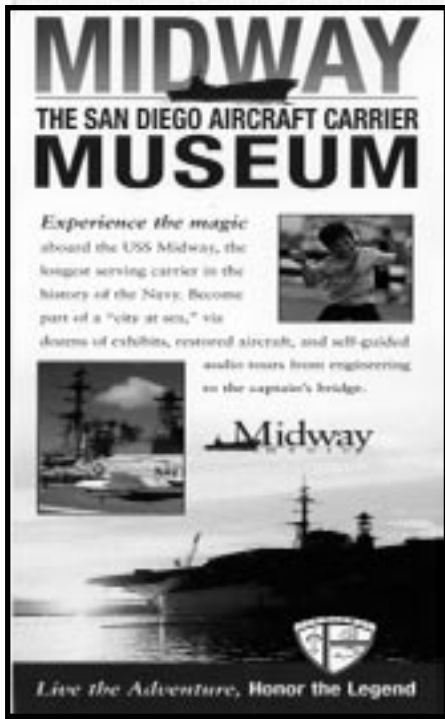


Wild Animal Park San Diego Zoo



Sea World Old Town





**Come join us in San Diego,
September 21-24, 2006**

**Visit the VQ Association Website at www.centurum.com/vq
and www.vqnavy.com**

VQ Association
Allan Prevette, Secretary
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