

VQ Association News Letter

Winter/Spring 2007

From the president

What a show! For those of you who made the reunion in San Diego you can appreciate the comment. For those who missed it you will never know. Our man on the scene, Frank Warren, with his able assistants Dale Clark and Bill Langland, did a fantastic job. Trips to TJ, shopping, Marine Corps graduation, the USS Midway, a fantastic dinner at the hotel, a wonderful breakfast at Tom Hams Lighthouse right on the bay were all set up, but most of all it was the people who attended who made it such a fine event. Over two hundred participants provided great conversation, new friendships, questionable sea stories and great fun.

What I saw at this reunion was a much more blending of the attendees from different generations, those flying and working on different platforms all getting together, meeting and thoroughly enjoying the company. Putt's unbelievable DVD's kept people glued to the monitor waiting for more. The golf outing, as did all the events, benefited from the beautiful San Diego weather and the course at Admiral Baker was everything it was purported to be. Many thanks to Frank for his persistence in obtaining this venue for the golfers, and to Don Martin for his coordination of the event. There are too many people to thank to get them all on this page and no doubt I would forget someone, much to my embarrassment. I will just say thanks to all who made this such a great event from the bartenders, to the guests, cooks (especially Frank's wife Eiko), tour guides, bus drivers, and all those who brought pictures, books, and especially themselves. Get ready for a great follow on in Wichita, KS in 2007 and Pensacola in 2008.

Our squadron mates continue to provide the fleet with the best intelligence from ever improving platforms. I want to thank those who are keeping us informed of the current capabilities and operations. Our website continues to draw comments and once again, for those who didn't realize the URL for our website has changed, we are now located at <http://www.centurum.com/vq>. Visit us often and stay in touch.

Congratulations to our newly elected board members, Dick McClellan and Keith May, both returning for another hitch. Dick has also volunteered to be our reunion coordination chairman in addition to his Small Stores manager duties. Keith has offered to be our liaison with the active squadrons. Thanks to both for their continued service and to the rest of the staff for their continued support. Putt does his usual great job of keeping the newsletter on track, but to provide meaningful stories he needs your inputs. Keep the sea stories coming and don't despair if they don't make the next issue; they will get printed.

Clint



Association Dues

Dues are due in October and are \$15.00 yearly or \$25.00 for two years. Money taken in is used for the benefit of all. We depend on your personal honor in the matter of dues payment. Checks should be made out to VQ Association and sent to the secretary, Allan Prevette, at 3232 Village 3, Camarillo, CA 93012. If you don't know your dues status, please check the number following your name on the address label on your newsletter. The number indicate the year your dues expire. If in doubt, please contact secretary/editor.

Navy's Upgraded EP-3 Aircraft Goes to Full Rate

Production Post on July 26, 2006:

By Renee Hatcher PMA-290 Public Affairs

The first completed P-3C to EP-3E conversion aircraft departed from the L-3 Communications modification facility in Waco, Texas in March, and headed to Naval Air Station Patuxent River for testing and fleet training. This aircraft hosts the newest EP-3E JMOD Common Configuration spiral one ForceNet equipment suite.

The Program Executive Office for Air ASW, Assault and Special Mission Programs granted full rate production approval June 29 for the EP-3E Joint Airborne Signals Intelligence Architecture Modernization Common Configuration (JCC) Program spiral one aircraft.

The Navy's Operational Test and Evaluation Force performed the operational evaluation (OPEVAL) of the spiral one aircraft and reported June 26 that it was "operationally effective and suitable." The EP-3 team is fielding this aircraft two months ahead of the Office of the Chief of Naval Operations targeted initial operating capability (IOC) date, and eight months ahead of the required IOC date.

"This is another significant increase in capability that we are providing for the Navy's Fleet Air Reconnaissance Squadrons," said Capt. Joe Rixey, NAVAIR's Maritime Patrol and Reconnaissance Aircraft Program manager (PMA-290).

The aircraft, delivered by L-3 Communications Integrated Systems (L-3 IS) in Waco, Texas, brings ForceNet (Joint Worldwide Intelligence Communications System, and Secret Internet Protocol Router Network), Hostile Forces Integrated Targeting System Multi-Platform Emitter Geolocation, Enhanced Rosetta Stone, automated electronic surveillance measures capabilities, plus active Link-16 transmit to the EP-3E as baseline systems.

L-3 delivered the first of four spiral one low-rate, initial-production (LRIP) aircraft to the Navy in March. The \$18 million full-rate production contract calls for six additional aircraft to be upgraded to the spiral one configuration.

"This is an important next step in modernizing the U.S. Navy's EP-3 fleet and moving it toward a common technological baseline," said Ed Boyington, vice president of Federal Programs and Waco, Texas site executive for L-3 IS. "L-3's team is proud of its work on this aircraft and we know its enhanced mission capabilities will serve as great tools for the men and women of our armed forces."

Fleet Air Reconnaissance Squadron Two (VQ-2) already took possession of two spiral one-configured aircraft. One was the aircraft used for test and the other was the first P-3C-to-EP-3E conversion aircraft. VQ-1 will soon get its first spiral one aircraft, which came out of the LRIP run that was approved last spring.

"The spiral one OPEVAL was extremely successful," said Cmdr. Jim Baratta, Electronic Warfare and Special Missions department head in PMA-290. "We continue to seek out ways to improve the EP-3's capabilities as we work with the fleet to meet warfighter requirements."

The team is already working on building spiral two aircraft, and designing spiral three aircraft. This is the EP-3E team's second

VQ Association Board
Clint Epley, President
1016 Meckel Drive
Canyon Lake, TX 78133
Phone: 830-964-2461
Email: epley@gvtc.com
David Thomas, VP
14590 FM 317
Chandler, TX 75758
Phone: 903-852-4478
Email: dt9959@aol.com
Sandy McClellan, Treasurer
773 Woodcock Road
Henrico, NC 27842
Phone: 252-537-0954
Email
sandyjmccllellan@earthlink.net
Allan Prevette, Secretary
3232 Village 3
Camarillo, CA 93012
Phone: 805-482-1204
Email: pierreputt@earthlink.net

Board of Directors
JD Meyer, Past President
Dick McClellan (Reunion Chairman)
Frank Warren
Keith May
"Jack" Taylor, Honorary
Robert "Bob" Jaye, Chaplain

successful OPEVAL in a row. The last successful OPEVAL was for SSIP 4.0 baseline in March 2004.

“I am tremendously proud of the entire EP-3 team, especially the many folks at NAVAIR who work tirelessly behind the scenes to ensure we get the best possible aircraft systems in the fleet,” said Capt. John Dzinowicz, commander, Patrol and Reconnaissance Wing 10, based at NAS Whidbey Island. “JCC is an exciting new capability for our squadrons and our fleet operational commanders. It is the hard work and perseverance of the NAVAIR team that brings concepts to reality so that we continue to remain effective now and in the future.”

Our thanks to Bud Montgomery for this input. Editor



Frank Warren (Right) receives USS Midway “Volunteer of the Year” award from Mac McLaughlin, SDACM President and CEO while David Flohr, SDACM Board Member/Treasurer, looks on.

Photo courtesy of Laurie C. Switzer, Director of Volunteer Programs

USS Midway Volunteer of the Year

Frank Warren (VQ-1 68-71), recently received recognition as volunteer of the year for the USS Midway Museum in San Diego. Frank was recognized for his key role in the aircraft restoration program. Those attending the reunion in San Diego were able to see one of the latest additions, a brand new looking Douglas A-3B Skywarrior.

Frank is not new to volunteering. He serves on the VQ Association board of directors and he recently headed up the very successful San Diego reunion committee. Well done, Frank!



VQ-1 1968-1971 (Part One)

By CAPT Doug Sherburne, USN (Ret)

In the Spring 2003 VQ newsletter, Captain Sid Wood authored a very interesting, memory jogging account of his Vietnam era recollections and experiences in VQ-1 while he was serving as Squadron Intelligence Officer from February 1965 to February 1968. This article continues the VQ-1 story based on my own 38-year-old recollections of squadron operations in the period immediately following Sid’s tenure.

I arrived in Atsugi in late January 1968 as relief for Sid and served as Intelligence Officer (N2) from February of that year until July 1971 when CDR Vern Harkins relieved me, just as the squadron was making the move to NAS Agana, Guam.

I knew in advance that replacing Sid would be tough! As a LT, I had relieved him in early 1963 as the only Intelligence Specialist (1630) assigned to COMPHIBGRU ONE/CTF 76, then homeported at Subic Bay. I realized from that experience that he was always at the top of his game and was very clearly one of the front-running Intelligence Specialists of his day. Stepping into his shoes at VQ-1 would be especially difficult for me since I did not speak “electronic warfare” very well in early 1968 and had no prior experience with an aviation squadron of any kind, let alone one with the unusual culture of the VQ community. At that time there were only two squadrons - VQ-1 and sister squadron VQ-2 at Rota. Fortunately for me, LTs Tom Holt and Tom Kumpf were still on board for the initial months of my assignment and had several years experience with the squadron. They carried the load while I struggled to get up to speed, a period which seemed to take more months than it should have.

The CO at that time was CAPT Bob de Lorenzi, an A3 VAH pilot who had assumed command about one month before I arrived. The XO was CDR Marv Duke, who came out of the EC-121 WV community. My initial introduction to the squadron was eased somewhat by the fact that I had met and talked in some depth to CAPT de Lorenzi in late 1967 while he was in Washington DC on a pre-command orientation visit.

The day I walked in the door in late January, the squadron was deeply involved in the planning for potential Seventh Fleet reaction to the North Korean seizure of the USS Pueblo (AGER-2), which took place on 23 January 1968. Although no military reaction to this incident was ultimately taken by the U.S., I recall that the squadron was fully involved in numerous “what if” drills, directed contingency planning and internal planning in preparation for whatever actions might be directed by higher authority. The squadron was operating at a 110% effort from Day 1 and never seemed to slow down for the entire time I was there.

EC-121M and EA-3B operations from Danang were the focus of the squadron’s Southeast Asia mission when I arrived. The EA-3B Detachments flying off various Gulf of Tonkin carriers and from NAS Cubi Point had just about ceased at that time as it seemed to be the consensus of the CVA community that the Whales took up too much deck space and maintenance effort aboard - space that was badly needed by the Attack and Fighter communities to maximize their own operations over North Vietnam.

Sherburne, Holt, and Kumpf continued the same one-in-three Det Intelligence Officer rotation to Danang for about the next year or so. As the latter two officers rotated out of the squadron, other 1350/1630/1610/1320 officers were assigned to N2 and joined into the Danang rotation, supporting multiple EC-121M and EA-3B aircraft now executing the threat warning mission. Chuck Mills, Dave Herrington, Jimmy Goldsmith, Andy McPherson, Roy Scherrer and Wes Riley are those whom I remember best. EA-3B missions were also expanded to tracks over Laos, in effect, looking at North Vietnamese electronic targets in the west from a different angle than missions flown over the Gulf of Tonkin. For most of my time, 24/7 GOT coverage was the squadron goal using combinations of EC-121M and EA-3B aircraft based in Danang. The first EP-3B arrived in March 1969 and expanded the squadron’s effectiveness with its higher altitude capability, longer legs and increased payload capability. Other technical and operational improvements and tweaks were made during these years, but the general conduct of the Danang-based missions remained pretty much the same as they had evolved in 1966 and 1967 as described in Sid Wood’s earlier article.

The 24/7 operations generated around-the-clock mission briefs, debriefs, maintenance, and all the associated activity needed to keep these old aircraft in the air as much as possible. We produced

multiple EWORs (Electronic Warfare Operations Reports) per day ASAP after each mission was completed. These were often difficult and time consuming to construct for the EC-121M and EP-3B crews with their multiple SIGINT inputs. My own experience in producing such reporting at NFOIO, Ft. Meade during my prior assignment proved helpful in quickly separating out the wheat from the chaff, doing some very quick-look analysis, and getting the EWOR on the street in time to be of some benefit to CVA mission planners dealing with the next set of strike missions over North Vietnam. Rapid and accurate reporting, in the air and immediately after landing, was refined and streamlined so as to present mission results to operational forces in the most timely fashion.

As I recall, the squadron areas in Danang were hit several times during the periodic nighttime mortar/rocket attacks mounted from outside the perimeter by Viet Cong or North Vietnamese gunners. Normally 122mm rounds were used which packed a considerable

explosive charge but were quite difficult to aim at a specific target. I do not recall the specific times that these attacks occurred. I do recall that one round impacted only a few feet from the small wooden Intelligence Office/NSG hut located inside the large USAF Security Service compound where we maintained communications, conducted post-mission debriefs and reporting, and generally ran the intelligence side of the squadron mission. One wall was blown off and the building itself



Combined Detachment DaNang Intelligence office, mission/SI briefing/debriefing area and NSG equipment shop damaged by a near direct hit of a rocket circa 1968.



EA 3B (PR-1) in a DaNang revetment after a rocket attack circa 1968. The aircraft was loaded on a ship to be returned to Japan for repairs but the aircraft was lost at sea during a storm.

made unusable. Fortunately, no one was inside at the time and there were no injuries. Another round or two impacted near the flight line and severely damaged several aircraft. One of the damaged, unflyable EA-3Bs was later loaded aboard USNS Card for transport back to CONUS for repair. Enroute, the ship was hit by severe weather in the Bashi Channel and the EA-3B was lost over the side. Photos covering these events have now been incorporated into the VQ Association photo

collection. Additionally, a round impacted near the VQ officers barracks one night. The next morning I found several pieces of shrapnel, which had pierced the plywood wall of my bunkroom and came to rest on the floor. I was luckily not in the rack at the time. Finally, multiple rockets hit the main Danang Ammo Dump one night and the resulting series of massive explosions and overpressure imploded the large USAF Butler Building in which we were then housed (after moving out of the hut).

We were later required to crawl into the building on all fours to find desks and evacuate needed materials and equipment to another location. I am not sure whether these attacks all occurred completely separately or were in some way combined. My guess is that they occurred in late 1968 and early 1969.

As CAPT Wood mentioned in his earlier article, some of the strongest performers in the squadron, were the "Mustangs" who not only formed a creative core of new ideas but also acted as "mentors" for many of us who were new to EW and to the VQ community. In my opinion, the chief "Mustang" (even though he was not an official Mustang) was civilian Chuck Christman who headed up the Special Projects Shop, affectionately nicknamed the "Bicycle Shop". Elmer Akerberg, Larry Sharpe, Ralph Hudson and others ably assisted him in those days. In years past, Chuck had been responsible for most all of the major technical modifications that now comprised the EM-121M Big Look mission configuration. This small group of technical wizards, augmented often by the individual flight crew Mustangs, continually came up with improvements and new ways of getting our threat warning and intelligence collection done,

efficiently and effectively. The Bicycle Shop functioned 24/7 and it was not unusual for the squadron "staff" to be invited to the shop on a Sunday morning (after reading the daily message boards) to see and discuss the latest antenna modification or black box that these work bench geniuses had created. Some of their ideas did not work, but most did - and those that did were implemented overnight into squadron mission aircraft. Chuck went on every operational test flight himself to

ensure that his creations worked and were used properly to enhance mission effectiveness. There was no “higher authority” (except the CO) that he had to check with or obtain permission from. This sort of spontaneous creativity in the technical realm spilled over to the rest of us who were not so technically savvy and resulted in an aggressive, proactive culture in which “nothing was impossible to achieve.” It was a wonderful environment to work in!

For me, the classic Mustang in the squadron in those days was LT Chuck Templin, a highly experienced and highly regarded EC-121M Senior Evaluator. Chuck had already achieved legend status by the time I arrived. But it was one particular GOT mission that achieved for Chuck a very special and everlasting place in the history of the VQ community. On that day he successfully completed, in real time, the necessary in-flight “intelligence fusion” that we all sought, which resulted in the shutdown of at least one and maybe two MIGs that had staged into the southern most North Vietnamese fighter base. I do not recall the time of this mission, but it was so successful that the CO directed that Chuck be nominated for a Distinguished Flying Cross. I was honored to do the award write-up, which was quite challenging since to the best of my recollection, no VQ flight crewmember had, up to then, ever received this prestigious airman’s award for Vietnam actions. Higher authority accepted the paperwork description - it worked and Chuck was subsequently awarded his hard-earned and very well deserved DFC. I still believe that he may be the only VQ aviator to have received a DFC for Vietnam.

During those years, the squadron supported two special mission A-3’s. The EA-3B Sea Brine aircraft flew special missions in the North Pacific for the national intelligence community and was unique in that the back-enders were U.S. Army. Visitors not already familiar with the mission were usually very surprised to find a small Army Security Agency Det permanently assigned to the squadron. Later, VQ-1 inherited the operation of Seventhfl’t’s only TA-3B VIP transport. The TA-3B presented problems for the flight crews since it was usually not possible to schedule it very far in advance and only certain A-3 pilots were assigned to fly it. Nevertheless, the presence of the TA-3B provided some added measure of high-level visibility, sometimes not necessarily welcomed. I can recall one Danang Det incident when the OIC and I were on standby to meet the TA-3B arriving with CINCPACFLT aboard. The plane landed safely in hard rain but as it entered a taxiway, it slid off the pavement and one wheel got stuck in the mud. The OIC and I were in a carryall in the vicinity waiting to greet CINCPACFLT and transport him to his next destination. When we learned of the slight “accident”, we very briefly thought about turning around and returning to the flight line in order to avoid what we expected would be a “4-star ass chewing”. We then learned on the radio that the TA-3B had shut down and that CINCPACFLT was debarking the aircraft as it sat stuck in the mud. By the time we reached the scene he was standing next to the aircraft. Contrary to what we expected, CINCPACFLT (an aviator himself) greeted us with a warm friendly smile and words to the effect that he was pleased to be back on solid ground. We never heard another word from anyone about this incident.

As the squadron continued to expand in size, N2 also expanded. The Naval Security Group assigned a Chief Petty Officer full time. CTOC Jack Mirabelli was a very strong leader and quickly began to contribute in many ways well outside his rate. He was of great assistance when the N2 SCIF spaces were expanded and upgraded communications equipment installed. As N2’s only Chief, he rode herd on the enlisted men assigned, including a permanently assigned group

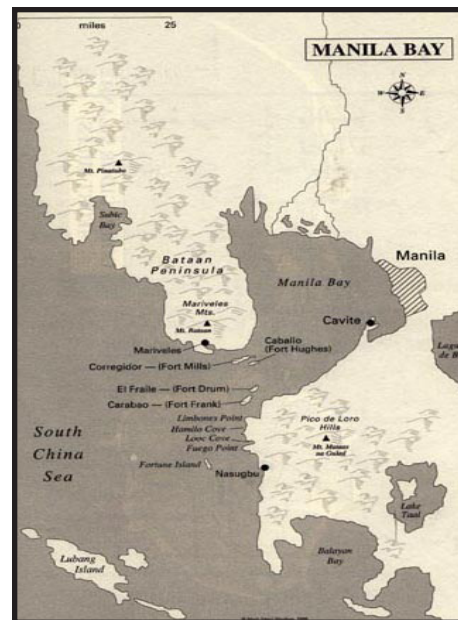
of CTs from NSGA Kami Seya, who manned the 24/7 communications facilities in Atsugi. This initiative greatly improved the squadron’s communications support on the ground. He helped absorb and handle the added administrative workload when the “all cleared crew” concept was put into effect for EC-121M and EP-3B flight crews. YN1 Orville Johnson (YN 2505) carried a tremendous admin workload processing hundreds of SI clearances for squadron flight crew. Later, when planning began for the move to Guam, CTOC Mirabelli took the lead in developing the significantly expanded SCIF and Comm Center, which was eventually built during the Spring and Summer of 1971. He was a highly respected Chief who sometimes flew missions and frequently acted as Squadron Intel Officer when everyone else was deployed, flying or otherwise among the missing.

Our thanks to Doug for this article. See the conclusion in the Summer/Fall issue. Editor



Memories of Sangley Point and VW1-Det Able (Part One) by Pete Bohley

Sailing from San Francisco in the fall of 1952 aboard the USNS David C. Shanks (AP-180, a 10,00 ton transport carrying about 2000 of us) , I remember the bunks stacked four high with just enough room to squeeze in and the narrow aisles to get to the Head and the Mess area, the food trays sliding around during rough weather, running the projector showing movies up on deck (and the abuse with every malfunction), crossing the international date line initiation festivities (we never did cross the equator), but most of the rest of it was just a blur. We had stopped at Oahu for a short while but couldn’t get off the ship. All in all it took a little over three weeks to get to Manila. (After dropping us off, this ship went to Eniwetok where it participated in the nuclear tests held there in November of 1952).



I remember walking off the ship with all my gear (in one big, heavy sea bag) on swaying, bouncing planks between other large ships thinking that if I slipped into the water without being seen and didn’t come up, it would probably be days until I was missed. A far cry from my hometown of Medina, Ohio (population about 5000), where almost everyone had some idea of who I was and where I belonged.

After a small boat trip to the Sangley Point Naval Station (see Cavite on the map) across Manila Bay, no one knew who I was but they knew where I was supposed to be. Why the NAS Sangley Point fire station needed an Aviation Electronics Technician was never explained to me but it was to be my home for the next eight weeks. Polishing the fire engine, fireman training and reading, and drinking

coffee were about the only memories of that duty and I was glad when I was transferred to the base Air Operations group and began doing technician work keeping the electronics gear on a PBY, PBM, F6F fighter and L5 observation plane running.

Historically, Cavite was the site of Commodore Perry's defeat of the Spanish navy in 1898 resulting in the "acquisition" of the Philippines as an American protectorate.

In December 1952 I began to fly as a crewmember on the PBY and PBM for flights to Clark Field AFB to carry passengers, mail and whatever else showed up that could fit in the plane. One of the things that particularly pleased us "white hats" was that the pilot on many of these runs was a "white hat" himself, Petty Officer 1st Class Giles. He may have been one of the last enlisted pilots of that era. It was particularly fun when the Base Commander, a Navy Captain, flew as his copilot.

One of the perks of this duty was that occasionally they would send a group of us to Hong Kong on the PBM. We would spend about five days sightseeing and shopping (very inexpensive tailoring). I bought a suit and some other things long lost and forgotten. We also visited Tiger Balm Gardens (built by a salve maker) and I have pictures of the "garden," mostly concrete statuary, which is located on Kowloon Mountain and was reached by ferry from Hong Kong and then you had to travel up the side of the mountain by tram.

Another very interesting trip was by boat to Corregidor.

Not much appeared to have changed there from 1945 when it was retaken from the Japanese. Many large guns with thousands of pockmarks from bullets and shrapnel are still in place in their shelters which indicated some of what had gone on.

I remember going to the movies after eating at the EM club, waiting until dark as the theater had no walls, only a roof for when it rained which it did very heavily during the monsoon season. I remember the "hot lockers" in the Quonset huts which served as barracks. This hot locker was a large closet with several light bulbs on at all times to heat the room enough to stop our woolen uniforms stored there from molding. These huts slept about 30 and contained only double-decker bunks and wooden lockers (no lounge, TV, kitchen area, bathroom, etc.) A Filipino "hut boy" (probably older than I) kept the place clean and shined our shoes for about five dollars per person a month. I think he supported a lot of his family on that pay as work was scarce. I remember buying a bicycle instead of one of those new Lambretta motor scooters that had just become available. I can't remember what happened to it.

Another memory was of standing night guard duty at the very dark and very far end of the runway over some cargo airplanes that had been brought out of China just before the communists took over in 1949 (perhaps belonging to Flying Tiger Airlines?). The fence at that part of the base was only a few hundred yard from the planes and was guarded by Filipinos. Perhaps the powers to be thought that the locals might convince a buddy to let him climb over the fence to collect some parts so they set up night time Navy guards by the planes. One night one of the Filipino guards reported a python track leading into the storage

area. I remember being somewhat jittery that night on my four hour shift and was very happy to see my relief and no snake. The next night the watch PO was driving a jeep down to check on the watch stander and saw the snake, rolled a wheel over it and shot it with his .45. I never saw it then, but they said it was about 20 feet long. Recently, I saw a picture of it draped over Don Hoover's shoulders. Looked more like ten feet to me.

I got over to Manila reasonably often and always on the "liberty boat," never by bus. I soon learned that travel on land was not considered safe in that area because of bandits called "Huks." These bandits came into being by a complicated process starting with the banding together of Filipino guerilla fighters during WW2, discontentment of the poor and farmers after the war, political intrigue, plus a growing communist influence which resulted in a small but dangerous remnant that made travel by land a hazardous business. I remember "Jeepney" taxis, fried rice, San Miguel beer, a statue of a Filipino hero holding a sword standing over a dead Magellan, and the World's Fair (in Manila that year).

Off hours pursuits for many were varied, but someone built a small boat and found a small motor to make trips out into the Bay. It's a big bay and it got quite rough at times. It seemed to me going out on this small craft not a good thing to do. I remember it caught fire at one time, but I don't remember if they had to swim for it or got picked up. I also believe that nobody went swimming in the bay because of shark sightings and it had such an inhospitable shoreline.

In September of 1953 I was transferred to an operational squadron known by several names while I was there. First, as "just" Special Projects Division, then as Airborne Early Warning Squadron 1, Detachment Able (VW1 Det. Able), then VW3, Det. Able, then, after I left, VQ1. The Squadron was located just down the runway parking ramp from the air operations group where I had worked, and I don't remember



the transfer as affecting my non working hours much at all. My working hours however were considerably different. Before joining the squadron we were told that this was a very secret operation and to stay away from the guarded areas and don't take any pictures. The squadron had only four aircraft, but what aircraft they were. The official designation was P4M-1Q and the squadron's work was to fly along the coast lines of China, Korea and Vietnam, collecting radar and other radiation "signatures" that were being used as these communist countries' first line of defense from the sea.

The P4M was unique in many ways. It had two prop engines (R-4360's) and two jet engines (J33's) that were mounted in the prop engine nacelles. It also had two crews: the flight crew and the data collection crew located in the aft section. It also had three gun turrets, nose (twin 20 mm) top (twin 50 cal) and tail (twin 20 mm). It was also one of the best-looking aircraft of its type at the time. In flight the prop engines did almost all the work while the thirsty jets were used only as required. Such an arrangement permitted long patrols with short high-speed dash capability if needed.

I came to the squadron as a half-trained radioman and first

flew training flights in September of 1953. I was no longer repairing the aircraft electronics but learning how to operate them. Then in October came my first of a set of three operational flights as second radioman. Almost all operational flights were at night and lasted about 10 hours each. We left Sangley about 9 in the evening (BuNo 369 with LT Nesbitt in the pilot's seat) on Monday, October 26th, flew up the Chinese coast (between China and Taiwan) taking measurements all the way and then landing about dawn at the Kadena Air Force Base on Okinawa. I remember climbing into the nose turret for my first turn there in a bulky, thickly padded flight suit feeling like I was stuck out on the end of the front seat of a roller coaster, waiting for the turret to pop out of the plane and fall into the ocean. It was cold, dark and windy as the turret wasn't well sealed and I felt very isolated there. The pilot said to report every light I saw which were presumably boats or ships; for what reason I never found out. Perhaps it was to keep me awake and to provide a sense of not being so alone. There were three positions that the radiomen covered on most flights. At the radioman's station the job was to continuously monitor our only long range connection with a ground station (Morse Code only, in those days) and be ready to receive or transmit operational info as needed. It was worrisome to think that if we went down at sea, that link was the only real way to get help. At the gun station the job was to stay alert. At the radar station not much was required as the radar was used very sparingly and only when needed to check the navigational calculations necessary to get us from one place to another. The idea here was to provide as little information as possible about who we were. These three stations were rotated about every two hours as I recall.

Our thanks to Pete for providing this article. Please look for the next installment in the Summer/Fall 2007 issue. Editor



VQ-2 wins 2005 Battle "E" Award

By Lt. Ivan Torres, Rangers reporter

On June 9, Commander Patrol and Reconnaissance Wing 10, Capt. John Dzinowicz presented Fleet Air Reconnaissance Squadron (VQ) 2 with the 2005 Battle 'E' award in a brief ceremony in the base theater. The Battle 'E' rewards the squadron for a very eventful year during which the squadron conducted its overseas homeport change from NS Rota, Spain to NAS Whidbey Island, Wash., while simultaneously maintaining full, uninterrupted worldwide operational deployment responsibilities.

The squadron's hard work and dedication lead to a seamless relocation of 950 personnel and their families, 300 privately owned vehicles, and more than 45 metric tons of furniture and equipment over a distance of 7,000 miles without a single ground or aviation mishap. These efforts were instrumental in maintaining a high state of morale during an extremely challenging transition.

In addition to the move, VQ-2 amassed over 4,550 mishap-free flight hours during 936 sorties while maintaining a mission-capable rate above 72 percent.

Operations, Training and Maintenance departments were also kept busy with the implementation of numerous EP-3E upgrades, such as the fielding of the first JMOD Common Configuration Aircraft, as well as work on the Sensor System Improvement Program 4.0.

Squadron medical personnel contributed to the effort by achieving a 92 percent medical readiness level. The squadron also maintained a solid 67 percent retention rate for the year.

On achieving the award, VQ-2 Operations Officer Lt. Cmdr Cory Howes comments that "The Battle Efficiency award evaluates commands from bottom to top, including operations, readiness, reten-

tion, mission completion rate, and tactical advancement. VQ-2 excelled in all these areas in 2005, but perhaps our proudest achievement was our continuous worldwide presence, flying combat reconnaissance missions in the war on terror. At one point during the year, VQ-2 was operating in all four major theaters simultaneously, which spawned the motto, "The Sun Never Sets on VQ-2!"

While supporting the squadron's mission, individual members also achieved numerous accolades including one Meritorious Service Medal, 42 Air Medals, 35 Navy Commendation Medals, 104 Navy/Marine Corps Achievement Medals, as well as more than 120 other individual awards and commendations. This is the eighth Battle 'E' awarded to VQ-2.

Well done, VQ-2! Our thanks to Keith May for this input. Editor



From the Association "Small Stores" Clerk

Shipmates and Ladies,

VQ hats sales have been brisk from the previous newsletter and at the San Diego reunion. You may procure one of these fine specimens from our ample supply. Available are P4M-1Q, EC-121M, EA-3B and EP-3E hats with or without eggs on the visor. Cost including shipping is \$19.00 without eggs and \$20.00 with eggs. Please specify aircraft desired and with/without eggs.

Send all orders to:

Dick McClellan
773 Woodcock Rod
Henrico, NC 27842

Make checks out to VQ Association. Cash is fine, also. Please, NO credit cards or phone orders. A good phone number or e-mail address in case I have to contact you is appreciated.

Thanks,

Dick McClellan

"A-3's reign"



VQ Association General Meeting

San Diego, CA, 23 October, 2006

The meeting was called to order by president Clint Epley at 0900 on 23 October 2006. There were 50 members in attendance.

First order of business was to recognize member Tom Hampton who provided a fine San Diego reunion commemorative pen to all attendees. A very well deserved round of applause was given.

Clint asked if there were any questions on the minutes posted from the general meeting held in Charleston, SC. Being there were no comments, a motion was made and seconded that the minutes be approved as written. This motion was carried.

Clint asked for help in documenting the history of the VQ squadrons.

Dick McClellan has filled the position of director due to the passing of Chuck Templin and that position was up for reelection this year. A motion was made and seconded for Dick to continue on as director. He was "reenlisted" by acclamation. The director position held by Keith May, our active duty member was also up and Clint asked that if there were no objections, he would contact Keith and ask him to continue on. This was also approved by acclamation.

The site for the 2008 reunion was discussed. Candidate cities are Pensacola, Williamsburg, Wilmington, Virginia Beach and Washington DC. All areas seemed acceptable so the governing board will make a choice.

As there was no further business, the meeting was adjourned at approximately 0945.



Come join us in America's heartland, Wichita, Kansas, for the
VQ Association 2007 reunion!

See old friends, make new ones and enjoy the hospitality of mid-America. Festivities start September 20 and run through September 23, 2007 and will include a banquet, golf, a picnic/lunch and a Friday night surprise. Mark your calendar now!

Visit the VQ Association Website at www.centurium.com/vq

Allan Prevette, Secretary
3232 Village 3
Camarillo, CA 93012

