

VQ Association News Letter

Summer 2003

From the President

As I write this, our finest, the pride of our nation is once again in "Harm's Way." Seems that the young are always off on another mission. In Las Vegas we will pay tribute to these members of VQ as well as to those whose youth has come and gone, men who courageously flew and maintained aircraft like the Mercator, Connie, Sky Warrior, Shadow, Bat Rack, Deep Well and Aries I in other conflicts, with some making the ultimate sacrifice. It is with pleasure that I report that the "Q" has made significant contributions to this latest effort. Just as they have done in the past in both peacetime as well as conflict, we can be justifiably proud of the job done by our associates. The best part is this time they have done it with no losses. I commend these men and women for a job well done and invite you all to join in the camaraderie of the VQ Association.

I am also pleased to announce that Commander Keith May, the CO of VQ-2 during operation Iraqi Freedom, has agreed to be the guest speaker for our upcoming reunion in Las Vegas. This reunion looks to be one of the largest we've had since taking the show on the road and we have many to thank for this. Not only is Las Vegas a prime location for the reunion but through the efforts of our members, most notably "Putt Putt" Prevet, we have nearly doubled our paid membership and we have many more indicating they would like to attend the reunion. A well done is extended to all for their efforts in making all this possible. Dave and his crew have arranged a great event in Vegas and we encourage everyone to attend. It is going to be a really great show. See ya there.

Clint

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Recollections of a Sea Shadow pilot

I am George L. Cowan, a Naval Aviator and member of both VQ-5 and VQ-6. I was originally an S-3A Viking pilot, but was asked to join the fledgling ES-3A community to add some carrier experience to the squadron. I originally went to the VQ-5 Sea Shadows in early 1992. With them, I was the squadron NATOPS Officer and deployed as the assistant Officer-in-Charge (OIC) for Detachment Alpha aboard the USS Independence (CV-62).

We were very concerned with the aircraft's single-engine characteristics around the carrier. Quite a few discussions were held, especially since we made the first carrier deployment of the Shadow with only a preliminary form of the aircraft's NATOPS manual. The added parasitic drag from the 60-some odd antennae and the increased weight really a concern for us and the LSO's who were working



Circling the "house".

with us.

I recall one flight from "Indy", CV-62, on our very first mission into the Persian Gulf. We were launched early to get into position to help the airwing when we had an engine failure. On return to the carrier there wasn't room to make an emergency pull-forward, and we were instructed to hold until after the airwing was launched. Because of the ES-3A aircraft's characteristics and the ambient conditions where we were, I couldn't hold altitude on the one engine until we approached somewhere near 1,500 feet above the water. When we finally were instructed to bring the aircraft aboard on a straight-in approach, I sensed a very slight settle as we neared the glidepath. I placed the good engine's throttle at maximum rated thrust (MRT) and held it there for the entire approach. I landed with a "taxi-one wire" without ever bringing the throttle out of MRT. As the tow-bar was hooked up to the nosewheel, my legs were shaking. When I got out of the plane, I couldn't help but ponder about how close we were to having a ramp strike. I stopped by the ship's chapel on my way back from the flight deck to cool down and compose my thoughts. The LSO's confirmed how close we were to having a ramp strike, but understood the predicament. I don't recall having any more single engine failures around the carrier while we were in the Gulf, but I'm sure each Shadow crewmember has something memorable to tell about how she was to fly, especially around the carrier.

I eventually ended up at VQ-6 in 1997 and was the Maintenance Officer when we were told to disband. I got the chance to fly her around the carrier several times more, but eventually I took the last ES-3A with my skipper, CDR Chris Bergey, to the bone-yard at Davis-Monthan AFB. She "fought" us the whole way with minor glitches and even lost nosewheel steering control at the last intermediate stop on the flight. It was fitting that the Shadow's last approach and landing was an arrested landing. As we were finally towed into the yard with the auxilliary power unit (APU) turning, CDR Bergey and I slowly turned equipment off. When the time came to shutting the APU down, I actually said "sorry" to her. It was the end of the line for the ES-3A. As we climbed out of the jet, I fished into my bags for a bottle of champagne I was carrying. We drank a toast to her and her sisters as she was towed away.

Editor: George Cowan has "parked" his wings for awhile. He is now in medical school preparing himself to become a Navy doctor. We wish him well in this new endeavor.

VQ-1 in Vietnam Part Two

By CAPT Sidney E. Wood, Jr., USN (Ret)

The EC-121M, or "Big Look" aircraft, were limited to about 10-12,000 feet because of their extreme weight and lack of pressurization. They were major EW intelligence collectors, however, because of the capabilities of their multiple SIGINT positions, the ingenuity and innovations of Squadron engineering personnel, inspired by the inimitable Chuck Christman, in modification of the ancient equipment to make it the most accurate and productive in the air, and the professionalism and dedication of the "back enders," who squeezed every electron of capability out of those "black boxes." More about those men and their invaluable contributions later.

The EA-3B had the advantage of speed and altitude, but lacked the endurance of the Connie. Their missions were normally 4-5 hours. Additionally, the "Whales," although leviathans to the carrier skippers and air bosses, were not in the same league as the Connies. The EA-3Bs were size-limited to 4-5 intercept positions, and consequently did not have the same simultaneous scope of coverage capability as the bigger birds.

The Intelligence Officers, whether on the carriers, at Cubi or Danang, fulfilled the same functions: prebriefing and debriefing the flight crews and coordinating the postflight intelligence reports resulting from the missions. As in any situation in which there are more jobs than people, the IOs also conducted a host of non-intelligence-related functions. I was fortunate enough to fly frequently with the Big Look crews out of Danang to see firsthand the magnificent performance of the EW and Security Group officers and men who manned the positions, conducted the intercepts, recorded the take, fused the raw information into consolidated intelligence, issued the warnings, and then came "home" after a 10-12 hour mission to debrief and write a detailed post-mission EW intelligence report detailing the day's activity. Sixteen-hour days, seven days a week, were routine, as was the high quality of the performance by all hands.

When I did not fly, I served variously as admin officer, operations officer, supply officer, communications officer, construction officer (as we grew, we built our own compound on the base), and as liaison officer with the Air Force, on whose ramp we were initially tenants. During the course of our deployments, during the one plane/one crew days, we lived in wood-and-screen sided, tin roofed huts and operated out of a single container-like van on wheels. By the time I left the Squadron we occupied several two-story barracks buildings with our own operations building and mess facility.

As the Squadron grew in personnel and numbers of aircraft, so did the size of the detachments at Cubi and Danang. Toward the end of my tour, we routinely had two, sometimes three, 121s at Danang and enough personnel so that every man did not have to fly every day. With two birds, we could cover all daylight hours, and often well

into the night.

I mentioned earlier that I would have more to say about the "back enders" who were the unsung heroes of the operation. The pilots, who were the aircraft commanders, were also the mission commanders, and we all willingly counted on them for the accuracy and safety of our missions, ably supported by the flight engineers, navigators, radio operators and others. But, the producers of intelligence that saved lives and produced targets for the fleet were the Electronic Warfare Officers (EWOs) and men and the Security Group officers and men who manned the intercept positions. VQ-1 was in the forefront of what is today called "tactical fusion" bringing together the raw information from the 6-8 ELINT positions and a like number of COMINT positions to form correlated intelligence in near real-time, and providing it to the aircraft over the beach in the form of AAA, SAM and MIG warnings.

Perhaps it is unfair to say this in view of the many truly outstanding intelligence officers and men with whom I served in 28 years of Naval Intelligence, and perhaps it is attributed to the fact that this association occurred in a combat environment, but these men were, as a group, the finest with whom I ever served. And, the best of the best were the "mustangs," Limited Duty Officers commissioned after 8-10 years of enlisted service. Their maturity, wisdom, technical excellence, innovation, and ingenuity wrung every ounce of capability out of the obsolete equipment with which they had to operate. Similarly, their mentoring and tutoring of the young officers and enlisteds sitting the various intercept positions was somewhat akin to the performance of the maestro of a symphony orchestra. It was their intelligence and inspiration that most contributed to the timeliness and accuracy of VQ-1 Electronic Warfare Intelligence reporting to the fleet. More than a few Navy, Air Force, and Marine pilots owe these men their eternal gratitude.

I left the Squadron in February 1968 to report to the Staff of Commander Seventh Fleet, having been relieved by LT Doug Sherburne. During the course of my tour, I had seen the Squadron essentially triple in size, constantly supporting three detachments in Southeast Asia. Although we neither shot bullets nor dropped bombs, we served as "lifeguards" on many occasions, and, at Danang, we were on the receiving end of Viet Cong/NVA rocket attacks on the base, several of which caused damage to our facilities and aircraft, and, on at least one occasion, several wounded personnel. Fortunately, we never encountered any of the AAA, SAMs, or MIGs that we watched so carefully.

Shortly after I left the Squadron, we lost two aircraft, one in Danang when an EC-121M lost an engine on approach, caught a wingtip on a hangar as it veered off course, and cartwheeled across the air base. Another 121 was lost over the Sea of Japan on a PARPRO mission, shot down by North Korean MIGs 80 miles at sea. As I recall, there were no survivors from the 121 shot down and

only eight or so survived the crash at Danang. Both aircraft were crewed by friends and shipmates with whom I had spent many deployments in Vietnam. These were good men who served their country well, and I am glad to pay tribute to them here.

Editor: This article was written for the Naval Intelligence Professionals Quarterly magazine. The magazine asked for personnel to submit articles on their experience in providing intelligence support to the fleet during the Vietnam War.

We thank Sid for sharing this article.



Letters from Members

LCDR Edward E. Lesko USN (Ret) writes:

Captain Sid Wood's article in the Spring 2003 News Letter struck a nerve as he spoke of the VQ-2 aircraft and crews joining VQ-1 in Vietnam deployments. LT Michael L Bouchard USN was one of the EA3-B Skywarrior pilots reporting from VQ-2 Rota Spain to VQ-1 in Japan.

Mike's crew was made up of VQ-1 personnel. With a "Gung-Ho" plane commander like LT Bouchard it didn't take us long to mold into a very proud EA3-B crew. There were seven members in the crew with Mike in the pilots seat, a navigator to his right, a plane captain behind his seat, and in the rear of the aircraft was the electronic surveillance "spook section". With Mike at the controls of the EA3-B, 41 missions were completed between 13 September and 27 October 1965 in support of operations in South East Asia. The crew was impressed with the leadership of this flying warrior and his skill in making those carrier take-offs and landings. There were days when a mission was flown from Subic Bay in the Philippines, landed on a carrier to refuel, then off again to fly another mission and return to Subic Bay. There are no mishaps to report. Our airplane driver Mike (pun between NFOs and Pilots) was tops and our maintenance crew was great! After the deployment LT Bouchard returned to Spain and transitioned to the A6 Intruder aircraft.

On the internet a few years later, I was surprised to find a picture of Mike and a report by his son Michael A. describing the circumstances leading to Mike's being missing in action. (www.thevirtualwall.org). Included was a request for any information about his father. I collected all the materials and thoughts I could muster and shared them with Mike's son.

Michael A.'s account stated in part that on the night of December 19, 1968 his dad was on a bombing mission in Laos to destroy a resupply and truck depot when his plane was shot down by 23 mm AA fire. The Bombardier/Navigator, LT Colyar, ejected and was rescued the next day; no contact was made with his pilot. Mike was listed as MIA; in 1973 he was designated Presumed-Killed-in-Action (PKIA). To this day, a request to change Mike's status to "MIA-Presumed Captured" has not been approved.

In my den there is a display dedicated to

LCDR Michael L. Bouchard USN which reflects my fond memories of a hell-of-a-comrade and warrior. Mike told me he would return to Vietnam in a more active pursuit of the enemy other than electronic surveillance. Mike did return! And he made the ultimate sacrifice!

Editor: Mike's late brother Joe was the maintenance officer in VQ-1 in the early 1970s. There were many in the squadron at that time who wore a MIA bracelet with Mike's name.

CAPT John J. McIntyre USN (Ret) writes:

"The photo on the top of Page 4 was taken from the Admin office in the VQ-2 Hangar at NAF Port Lyautey in mid 1956 and shows P4M Buno 122209 being refueled with the Oudi Sebou (river) in the background.

When the two VQ squadrons were commissioned in 1955, VQ-1's tail letters were Papa Romeo (Peter Roger in those days) and VQ-2 Papa Sierra. In late 1956, however, the Navy decreed that Lant Fleet assets were to be coded A through M and Pac assets from N through Z. VQ-1 got to keep PR as a tail code and VQ-2 changed at that time to JQ. This aircraft 122209 became JQ-4 in 1957 and later, after overhaul, went to VQ-1, and is the actual aircraft discussed in the article. "

CAPT Ed Laney USN (Ret) writes:

"The Spring VQ newsletter on page 7, the picture of the Super Connie, I believe the background is that of Key West FL. Looks like where we used to park the planes.

For you JET pilots, the props were turned to where one blade was vertical so when you were walking around the plane you didn't cut open your head. It was a safety requirement."

CTTCM William Lockert USN (Ret) writes:

"You probably have many idents on the aircraft on page 7 of latest newsletter. She was WV-2Q BUNO 131390 JQ-15."

On 5/22/1961 WV-2Q (131390) took off from Furstenfeldbruck, West Germany on a training mission flying along the CZECH border. The rear cargo door failed, coming open inflight resulting in the tail separating and departing the aircraft. Aircraft crashed one and 1/4 mile southwest of Markt Schweben, West Germany.

Bill also writes:

"Due to operational commitments, I missed the flight by 10 minutes. I was an analyst pulling some tapes from another Willie that came in from P1 the night before. We (Dale Spradlin and I) worked all night on those tapes so I could take Number 15 the next morning. But, it wasn't to be. I lost 15 shipmates and eight personal friends on the flight."



Newsletter Comments, Suggestions and Articles

Comments and articles should be submitted to the Editor, Allan Prevette, at Pierreputt@att.net or to 3232 Village 3, Camarillo, CA 93012.

P4M aircraft flying out of Port Layaute, 1952. Photo from LCDR John Hewson.



Wanted (Again)

Now is the time to "dust" off and send in those old sea stories or hairy tales that chronicle the VQ experience so we can document them for posterity and put them in future issues of the association news letter.

Also needed are photos of aircraft and people. Copies of photos over the internet would be great. If you're not on the net, send in a photo, we will make a copy and return it you forthwith! Please send inputs to Al Prevette, 3232 Village 3, Camarillo, CA 93012, e-mail pierreputt@att.net.

A special thanks to **John Hewson, Stuart Scheffel, George Cowan and Sid Wood** for their timely contributions to this newsletter.

Editor: We are happy to announce that JOCS Reggie Fields, USN (Ret) has joined the association and he has agreed to lend his expertise in compiling a VQ history. Reggie has an extensive background in Navy journalism and we are extremely pleased to have him aboard.



Attention VQ Squadron Plank Owners

To commemorate the 50th anniversary of the commissioning of VQ-1 and VQ-2 in 1955, retired VQ-2 Plank Owner Captain John McIntyre, USN, is soliciting other Plank Owners' interest in making some kind of a presentation to the Squadrons on behalf of those who were on board at the time of commissioning. Interested Plank Owners may contact John at: e-mail- bravoz@columbus.rr.com or 2355 Brentwood Road, Bexley OH 43209.



Two P4M aircraft undergoing maintenance at Naval Station, Sangley Point, RP, in the early 50s. Photo submitted by AQL Stuart Scheffel (52-54).



VQ-2 Tour in early 1953

By LCDR John F. Hewson

At the time I was in the squadron, it was based in Port Lyautey, French Morocco, along with the French Foreign Legion.

Included in the P4M crews were three pilots, a language interpreter and those aft included a technical officer, and four technicians using wire recorders. We often worked at the advance base at Nicosia, Cyprus where the missions were to operate in bad weather and at night. We plotted aircraft and Russian RADAR in the Black Sea. On those missions the linguist would often hear, "shoot them down" or "let it go." We also used bases in Wiesbaden, Germany, Gibraltar, Malta, Naples and Greece.

Our quarters on the base at Port Lyautey were Quonset Huts. Newly arrived wives were given a "welcome aboard" party in a French cabaret, served champagne, escargot in olive oil, and french bread in the "Cork Forest". We had an Arab "houseboy" who arrived daily at 6 AM to make and serve mademoiselle her breakfast in bed!

In Morocco the French developed the railroad, highways, resort hotels and modern facilities. The base of the French Foreign Legion at Port Lyautey was like something out of Beau Jeste. Bugle sounds were played from early morning until taps. The Sultan of Morocco would parade his troops, brightly attired in red tunics, in from the desert to compete with the troops of the the French.

On one trip to Tangiers, the wives had their chance to ride camels. A Boy Scout troop was established at Port Lyautey and our son got most of his merit badges there, leading up to Eagle Scout.



DOD Tests Space-Available Travel Privileges for Dependents within the CONUS

The Assistant Deputy Under Secretary of Defense (Transportation Policy) has approved a one-year test to evaluate the expansion of space-available privileges for dependents traveling within the Continental United States (CONUS). The test will allow dependents of active duty and retired Uniformed Services members to travel within the CONUS when accompanied by their sponsors. The test is scheduled to begin 1 April 2003 and will end 1 April 2004. (cont., pg 5)

Dependents will assume the same category of travel as their sponsor. Space-available sign up for this program will be effective 1 April 2003. Retired members may sign up 60 days in advance but no earlier than 1 April 2003.

Active duty Uniformed Services members must be in a leave or pass status to register for space-available travel, remain in a leave or pass status while awaiting travel, and be in a leave or pass status the entire period of travel

For additional information concerning space-available travel and sign-up procedures please review the Air Mobility Command public web site at: [http: <http://amcpublic.scott.af.mil/Spacea/spacea.htm>](http://amcpublic.scott.af.mil/Spacea/spacea.htm) or contact the servicing DOD air terminal of interest.

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Meet the Skippers

Oakley Key Watkins, III, Commanding Officer, VQ-1



CDR Watkins joined the Navy in 1976 and was advanced to Chief Electronics Technician before being selected for the Navy's Flying Limited Duty Officer Program in 1984. In 1989 he transferred to Unrestricted Line and began to fly EP-3E aircraft. CDR Watkins' tours have included: VQ-2, Office of Naval Intelligence, U. S. Army Command and General Staff College, VQ-1, U. S. Naval Forces Central Command, and XO of VQ-1.

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James N. Baratta, Commanding Officer, VQ-2

CDR Baratta graduated from the U. S. Naval Academy in 1985. He earned his wings with VT-7 at Meridian, MS in 1987. CDR Baratta's tours have included: VT-19, VA-42. VQ-1, PMA-290 as Deputy Program Manager, EP-3E Aircraft Programs, VQ-2, Naval War College, Chief of Naval Operations as Enlisted Community Manager for Aviation Technical and Aircrew ratings, and XO of VQ-2.



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VQ Association Dues

Dues are due in October and are 15.00 yearly or 25.00 for two years. We don't bill nor do we issue membership cards. 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.

CDR Keith W. May, former CO, VQ-2 Guest Speaker, Las Vegas Reunion

CDR May began his career in 1977, serving seven years as a Hospital Corpsman. In 1984 he was selected for A.O.C.S. and after completion he attended NFO training and received his wings in 1986. His assignments have included: VAQ-34, VQ-2, Joint Electronic Warfare Center, USS George Washington (CVN-73), Joint Command and Control Warfare Center, VQ-2 (2nd tour), Patrol and Reconnaissance Wing ELEVEN and VQ-2 as XO and CO.



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We gotta get rid of these turbines, they are ruining aviation. We need to go back to big round engines.

Anybody can start a turbine. You just need to move a switch from off to start and then remember to move it back to on after awhile. My PC is more difficult to start.

Cranking a round engine requires skill, finesse and style. On some planes, the pilots are not even allowed to do it. Turbines start by whining awhile then give a small, ladylike "poot" and start whining louder. Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot of smoke and finally a serious, low-pitched roar. We like that, its a guy thing. When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan. Useful, but hardly exciting.

Turbines don't break often enough, leading to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute. This helps to concentrate the mind. Turbines don't have enough control levers to keep a pilots attention. There is nothing to fiddle with during long flights. Turbines also smell like a Boy Scout camp full of Coleman lanterns. Round engined planes smell like God intended flying machines to smell.

VQ Association Board	
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Past President	Charles 'Chuck' Templin
J.D. Meyer	John "Jack" Taylor

VQ ASSOCIATION REUNION 2003

Fabulous Las Vegas has been selected as the site of the next VQ Association reunion to be held as usual, over the Columbus Day weekend. That means your reunion will be held 9 through 12 October 2003 this year. Mark your calendars and be prepared to make your way to the "City that Never Sleeps".

Las Vegas is rapidly living down the well earned reputation of "sin city" and is working hard to create an environment of "fun city" that is "Family Friendly". Where else in the world can you go to a single destination and visit such adventures as New York City, Paris, the Luxor's "Egyptian" connection, Mandalay Bay to watch sharks and a musical fountain, the Bellagio for your taste of Italy, Buccaneer Bay to watch Pirates battle at sea--where else but Las Vegas?

Your reunion committee is working hard to make this a memorable affair-- but what VQ reunion isn't? They have contracted with the Four Queens Casino & Hotel for our reunion headquarters. The Four Queens is located on the famous Fremont Street where dazzling light shows are presented every night from 9:00 PM. (2100) to midnight. These spectacular shows are performed every hour and each of the four shows is different. Tourists come from all over Las Vegas to watch at least one of these shows and we have it in the street right in front of the reunion headquarters. What more can you want? Also, our guys have done a fine job of negotiating some great rates for us.

There will be a professional photographer available to take individual or group photos for your purchase. They will also take candid snaps during the banquet and these will be available at a later date on CD from your reunion staff.

With so many things to see and do in town, the major effort has been made to allow maximum time for you to socialize with your shipmates and yet, have a little time on your own.

REUNION HEADQUARTERS:

The Four Queens Hotel and Casino will be our headquarters for the reunion and you will need to get your reservations in early as the hotel has other events scheduled over that weekend. By mail, their address is:

Four Queens Hotel and Casino

PO Box 370

Las Vegas, NV 89125-0370

Phone: 1-800-634-6045

FAX - 1-702-387-5122

E-mail: hotel@fourqueens.com

web site is at: <http://www.fourqueens.com/>

Either way, be sure to ask for the VQ Association Reunion rates. They will be \$45 for Thursday night the 9th; \$89 Friday & Saturday the 10th and 11th and down to \$39 for Sunday the 12th. If you have any problems or special needs the desk cannot resolve, ask for Becky Snyder, Director of Sales.

Directions to the Four Queens

202 Fremont Street

Las Vegas, Nevada 89101

From I-15 (north or south), merge onto I-95 southbound (towards Phoenix). Exit Las Vegas Boulevard. Turn right on Las Vegas Boulevard. Turn right on Carson. The Four Queens is on your right, at 3rd Street. Free parking in the garage. Validate your parking ticket in the ballroom.

From I-95 northbound, exit Las Vegas Boulevard. Turn left on Las Vegas Boulevard. The Four Queens is on your right, at 3rd Street. Free parking in the garage. Validate your parking ticket in the ballroom.

READY ROOM: (Thursday thru Sunday)

A suite will be used as our Ready Room throughout this reunion. The location will be posted in the reception area. Low cost drinks will be available should you desire. This is "The Meeting Place" where you can meet and greet your shipmates and relax a while in between gambling and sight-seeing. As usual, you can expect to see memorabilia of all sorts laid out for your viewing and reminiscing pleasure.

GOLF TOURNAMENT: (Saturday Morning)

The Painted Desert Golf Course, a city course, has been selected as the site for the VQ Tournament. The very reasonable (for Las Vegas) cost of \$55.00 per person will include green fees, cart and range balls. Tee times for VQ will start at 10:00 a.m. on Saturday, 11 October. Our point man for this event is Big Al (Moose) Mehlhahff.

BUFFET DINNER: (Saturday Evening) The Kings Pavilion - Four Queens

Saturday evening, the 11th will be the usual social gathering called the VQ Association Annual Dinner and what a feast they have arranged for us this year. The bargain price of \$32.00 includes tax and gratuity. A band will provide music for our listening and dancing pleasure. There will be cash bars available throughout the event with the "Attitude Adjustment" period starting at 6:00 PM. (1800). Dinner will start promptly at 7:00 PM. (1900) and will include BBQ Chicken, Salmon w/lemon caper sauce and Roast Tom Turkey w/Giblet Gravy.

MEMBERS MEETING: (Sunday Morning)

The annual members meeting will be held in The King's Pavilion at 10:00 AM and will be preceded by the board meeting at 8:00 AM.

SUNDAY LUNCHEON: (Sunday lunch)

Your reunion planners have arranged a "luncheon to be remembered" that will be available in The King's Pavilion at high noon (1200 for those of you who don't remember Gary Cooper) following the member's meeting. The menu includes Broiled Herbed Chicken Breast or Salisbury Steak w/Mushroom Gravy.

VQ ASSOCIATION MEMBERSHIP APPLICATION and/or REUNION SIGN UP SHEET

(Please use this form for changes to your personal info and/or pay your dues)
(Mail this form with your check - Please Print)

Name: _____ Spouse _____

Address: _____

Telephone: Home: _____ E-mail: _____

Highest Rank (Optional): _____ Present Status: _____

(Active-duty, retired, civilian)

Squadron(s) Service (VQ only):

Squadron: _____ Years: _____ to _____ Base: _____

Squadron: _____ Years: _____ to _____ Base: _____

Please **"briefly"** describe duties & aircraft flown or maintained in each squadron:

VQ Association Dues (\$15.00 one year, \$25.00 two years) **Total Dues Enclosed:** \$ _____

Membership will entitle you to notification of our annual reunions, membership roster, newsletters and inclusion in our data base. Dues are payable for a one or two year period and are due in October. We do not send billings.

REUNION SIGN UP:

Name: _____ Spouse/Signif. Other _____

Guests: _____

I/we will be staying at the Four Queens Hotel: Yes: _____ No: _____

If yes, from: _____ Until: _____

I/we will be in the Golf Tournament: Yes: _____ No: _____ Number playing: _____

Number in party @ \$55.00 each **Total Golf:** \$ _____

I/we will attend the Reunion Dinner: Yes: _____ No: _____ Number attending: _____

Number in party @ \$32.00 each **Total Dinner:** \$ _____

I/we will attend the Sunday Luncheon: Yes: _____ No: _____ Number attending: _____

Number in party @ \$15.00 each

Please make your entree selection: Member: Chicken _____ Salisbury Steak _____

Guest: Chicken _____ Salisbury Steak _____

Total Luncheon: \$ _____

Total Reunion: \$ _____

Is this your first VQ Association reunion?: _____ Yes/No

Enclosed is my check made payable to **VQ Association**. I promise to send no later than 2 September 2003 to:

Allan Prevette

Secretary, VQ Association

3232 Village 3

Camarillo, CA 93012

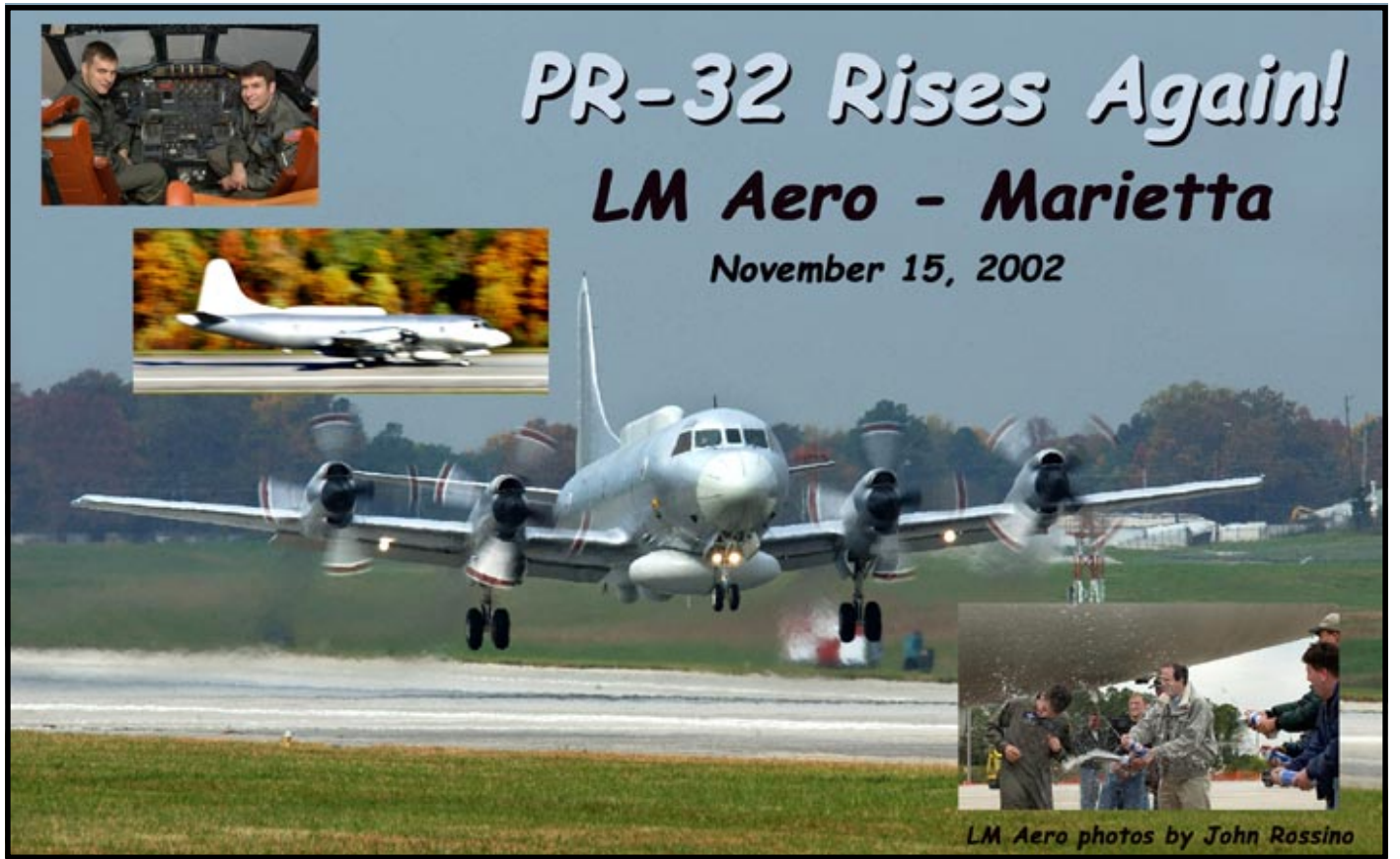
E-mail: PierrePutt@worldnet.att.net

Telephone: 805-482-1204

Check out the VQ Association web site for a sketch of what our association is all about, and to see other relevant information. The new webmaster, Jeff Cantagallo, is doing a bang up job and the site is well worth visiting.

The URL for the site is: <http://www.kleinandstump.com/VQ/index.htm>

Remember! Members must make their own hotel arrangements with the Four Queens Hotel! Call 1-800-634-6045 or FAX 1-702-387-5122. See ya there!



Visit the VQ Association website at kleinandstump.com/VQ/index.htm

VQ Association
 Allan Prevette, Secretary
 3232 Village 3
 Camarillo, CA 93012



2003 Reunion Issue