

VQ ASSOCIATION



Volume 1 - Issue 1

SUMMER 1996

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FROM THE DESK OF THE PREZ

Hello VQers

Isn't it amazing, winter finally ended, and there is a spring. Reassures our faith in the greater scheme of things. Most have their taxes finished, the refund spent, or will make the payment on 15 April, and some (of us) will file an extension and delay one of life's inevitables.

This newsletter is the Associations first, and depending on the members wishes, and volunteers to assemble it, we'll have one annually about this time of year. Joe Gass and Jack Taylor have done the collection work on this inaugural issue.

Jack and Joe have received inputs from all four squadrons. As you read their articles you will see VQ is at the forefront of operational dialogue today as always. Our active successors are doing a yeoman job of carrying the traditional VQ torch. All squadrons are where the rubber meets the road, but don't forget the people providing support are as intensely involved in mission delivery as the squadrons. The entire community of *used-to-be's* are the most enthusiastic boosters there is.

Each day brings another inquiry about our association. Some questions I receive originate on the e-mail system, others by phone and some the old way, via the post office. To each of you that have called, wired, written, please bear with me in case you do not receive an immediate response. I'm working on your answer, and you will get one.

Not everyone knows our new secretary, but I would like to announce him here. Ron Holmberg agreed to serve in that capacity when the call came. As with all true VQers, Ron is rapidly coming up to speed on what the VQ Association secretary does. He is former VQ-1er with three tours at Atsugi

Japan, over 4000 hours in EC-121's, EP-3B's, EP-3E's and EA-3B's and one of the original DEEPWELL instructors. Ron closed his active duty as a Senior Chief. It's great to have his help.

Ole' Olsen, who had been our secretary, found it necessary to resign for personal reasons. We thank Ole' for his dedicated work and for starting us on the right foot

Don Martin staged a great reunion in Corpus Christi last October. This year Dick McClellan is preparing this year's event in Virginia Beach. He has a grand agenda to keep up the tradition. Watch for the flyer about July.

I look forward to seeing everyone in October. If you've got an idea to help our association and want to lend a hand—speak up and step forward. We've got plenty of space for everyone who is willing to work. Just let me or any of the associations Directors know what you want to work.

JD Meyer

MEMBERSHIP

Dues are presently the only source of revenue for the Association. If funds are available, the newsletter could be published, hopefully, more than once a year. Newsletters are the best way to hold an organization together and make it grow. With your membership, we can make that happen. We see many members forgetting to pay dues after the first year. Paying your dues insures you of receiving the yearly-updated VQ Membership Roster. If you can't make the reunion, you can send dues to the secretary. Ron Holmberg
16217 Gales Street
Laurel MD 20707

WATCH FOR THE REUNION FLYER

NORFOLK REUNION

NORFOLK OR BUST '96

From Dick and Sandy McClellan
1996 VQ Reunion Planners

Planning for the October reunion is well underway. A most memorable reunion is assuredly in the works. We will be quartered at the Norfolk Lake Wright Inn with a fine 18 hole golf course on the premises. Walk to golf from your room. The Hotel is a full service facility that is well experienced in military reunions. They have a fine restaurant, a super lounge, with live entertainment and a "VQ" ready room. All are ready and waiting for us.

Saturday evening will be a hard to top event. We will board the "Spirit of Norfolk" for happy hour and then a great Dinner Cruise complete with a very entertaining Broadway Revue and live music for dancing later. The entire 0-2 level (2nd deck) is reserved for us.

Picnic plans for Sunday are still not firm. It may be a small but very nice picnic area adjacent to the hotel golf course. We could easily move inside to the VQ ready room if the weather is uncooperative. Lots of things to see and do here during the day. Oceanfront beaches, golfing, Colonial Williamsburg, Pottery (huge), McArthur Memorial, many large malls, Air and Space Museums, Norfolk Waterside, and, more, more, more!!!

Plan to attend this reunion if at all possible. We believe this will be the biggest turnout yet.

Dick & Sandy McClellan

VQ ASSOCIATION

CONSTITUTION & BY-LAWS (CB&L)

In an effort to formalize our organization, President Meyer asked "Ole" Olsen to put together a draft copy of a C&BL proposal for approval at the Corpus reunion. It was accepted by unanimous vote.

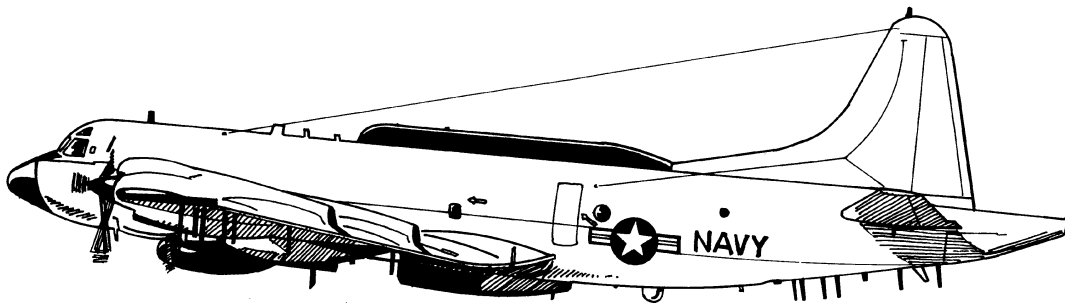
In brief, the C&BL describes the organization and purpose of the VQ Association, membership qualifications, sets dues, and describes the election procedures. It also describes the duties of the Board of Directors, Elected Officers, standing committees, and chairpersons. Meeting procedures are based upon Roberts Rules of Order, a standard reference in most organizations.

In addition, it spells out the responsibilities of the Annual Reunion Chairman, the support furnished by the Association, the criteria for site selection, contract review, and accountability for funds expended in setting up the reunion.

The C&BL can be amended at any annual business meeting by a two thirds majority vote, adding flexibility and a forum for new ideas.

The document also presents a legitimizing legal form necessary for the current President's ongoing efforts to get us incorporated as a Not-For-Profit Corporation, thereby gaining tax exempt status, reducing our annual expenses considerably, especially mailing costs.

The probability of incorporating the C&BL into our 1996-97 Directory is presently under consideration, thereby giving our members the opportunity to review it in its entirety.





VQ-1

Tondemonai/ Whidbey Island

VQ-1 has taken on a totally different character now that we are homeported in Whidbey Island, Washington. On the plus side: everyone of my 550 billets is filled with extremely high quality people; my supply support for the airplanes has increased significantly; I am closer to technology development which is quickly translated to tactical capability; my crew deployment cycle is more stable and structured; I am flying more hours and getting more done on each mission; most of my 550 people actually enjoy coming to work each day. On the down side: it rains a lot.

My crews deploy to WESTPAC or the Persian Gulf for about two and a half months at a time and get about three months home between detachments. The ARIES II is becoming very reliable (compared to when we first got it). We've used a liberal prototyping process to add several digital data links to the EP-3E to allow us to get our information off the aircraft quickly. Most recently we've been in the headlines with the rest of the Navy in operations near Iran, Iraq, China, Korea, and Russia.

Things are going well for the World Watchers. We received the COMPATWINGSPAC nomination for the Arleigh Burke Award (VQ-5 won it at the CINCPACFLT level); we have been nominated by COMNAVAIRPAC for the ANA Squadron of the Year Award in the Special Mission category; and one of my pilots, LT Joe Hart, was selected the ANA NAS Whidbey Island Junior Officer of the year.

The next year should prove just as successful for VQ-1. CDR Glenn Stockton takes command on June 7th here in Whidbey Island. I'll be off to the Pentagon to the Joint Staff to work conventional arms control negotiations issues. Hope this helps bring all former World Watchers up to speed on the "new" VQ-1. We're as busy as ever, and WESTPAC is still a great place. Oh, by the way, Charlie-san and Kenny-san are still tending bar in the Atsugi Club and send their greetings to all World Watchers.

Sincerely
John H. Orem
DEEPSEA ONE

FLEET AIR RECONNAISSANCE SQUADRON ONE

SQUADRON HISTORY

The lineage of VQ-1's "World Watcher" can be traced back to two PBV-5A Catalina "Black Cats" modified for electronic reconnaissance during WW II. The unit was formally established as the Special Electronic Search Project at NS Sangley Point, Republic of the Philippines, in October 1951. By 13 May 1952, when it was re-designated Detachment Able of Airborne Early Warning Squadron One (VW-1), the unit operated four P4M-1Q Mercator aircraft.

When Detachment Able was reorganized into Electronic Countermeasures Squadron One (VQ-1) at Iwakuni, Japan on 1 June 1955, it was the first squadron dedicated to electronic warfare. The A-3 Skywarrior or "Whale" as it came to be known, served the squadron for over three decades.

In 1960, not only was VQ-1 moved to Atsugi, Japan and re-designated Fleet Air Reconnaissance Squadron One, but the last Mercator was retired and replaced by the first of many WV-2Q Super Constellations. The "Willie Victor" would remain the backbone of VQ-1's long range, land based reconnaissance efforts through the Vietnam Era and into the 1970's.

The squadron's involvement in the Vietnam War started characteristically, at the very beginning when a Skywarrior crew was awarded the Navy Unit Commendation for their role in the Gulf of Tonkin incident of 2-5 August 1964. For the next nine years, VQ-1 would operate from Danang, Cubi Point, Bangkok, aircraft carriers on patrol in Yankee Station and other bases in Southeast Asia. VQ-1's aircrews supported countless air strikes and are credited with assisting in the destruction of numerous MIG aircraft and Komar patrol boats.

The first EP-3B Aries joined the squadron in 1969, beginning the replacement program for the Super Constellations, which was completed in 1974. In 1971, VQ-1 moved its homeport to NAS Agana, Guam. At that time, it is absorbed Heavy Photo Squadron SIXTY ONE (VAP-61) and its former parent unit, VW-1. For a time VQ-1



consisted of 30+ aircraft: 16 Skywarriors, 12 Super Constellations, two EP-3B's Aries, and two P-3's for training front end crews.

After the departure of the last Skywarrior in the late 1980's the squadron closed its permanent detachment in Atsugi, Japan after 30 years and moved it to Misawa, Japan. In the same year, VQ-1 received the first EP-3 Aries II, an upgraded version of the Aries I using modified P-3C airframes. The squadron played a key role in Operations DESERT SHIELD and DESERT STORM. Despite the harsh, difficult maintenance environment and 30 year old aircraft, VQ-1 amassed nearly 1400 combat flight hours with a 100% mission completion rate. Tasking included strike support, combat search and rescue, communications and over-the-horizon-targeting support to coalition forces.

In 1994, as a result of the base closure of NAS Agana, VQ-1 was notified of the homeport change to NAS Whidbey Island. Coincidentally, in July 1994, VQ-1 retired the Navy's oldest operational P-3, EP-3E Aries BUNO 148887. Its retirement also marked VQ-1's transition to all EP-3E Aries II mission aircraft.

Today, VQ-1 provides electronic reconnaissance from the east coast of Africa to the west coast of the United States. The squadron maintains a permanent detachment in Misawa, Japan and has maintained a continuous presence in the Arabian Gulf since July 1992.

THE SAGA OF PETER RABBIT 33

PR-33 arrived at VQ-1 late in 1974. The first operational flight on PR-33 was on 7 December, 1974. PR-33 continued to operate throughout the Western and Eastern Pacific, the Indian Ocean, and mid-east for the next 19 years and 9 months during which time the aircraft logged 19,317.8 hours of flight time. PR-33's flights included operational support during the evacuation of Saigon at the end of April 1975 through operations out of Bahrain during the Iraqi War of 1990-91. PR-33 was a reliable and faithful asset that served VQ-1 for nearly 20 years. PR-33 arrived at the Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, Arizona on 13 December 1994. PR-33 was assigned the AMARC "tail number" of AN2P0159 and

is currently stored in Area 21 at Davis-Monthan. This is a sad state for PR-33 after all those years of faithful service.

If you are familiar with Peter Rabbit 33 and are ever in the Davis-Monthan AFB area, stop in and visit an old friend. People there will be glad to escort you to the aircraft for "picture-taking" or just looking.

Lyle Fisher is intending to write a history of PR-33. Any data, pictures, or suggested sources would be greatly appreciated. C. Lyle Fisher, 400 West Reeves Avenue Ridgecrest, CA 93555

WHERE AND WHEN DID THIS HAPPEN? EA3-B IN A SPIN!

Back in the days when VQ-1 and VQ-2 were involved in supporting the fleet in the Gulf of Tonkin there was concern that the EA-3B might have to evade enemy aircraft (MIGs). There was some thought that the flight crews should practice some fighter tactics which might help get a pursuit aircraft off their tail.

One bright sunny day two EA-3's were scheduled for one of those practice flights. It was decided that one pilot would be the enemy and the other would try to shake him off. The chase was on at 25,000 feet and twisting and turning, both aircraft churned up the sky. At one point the lead aircraft dove to pick up speed and then pulled almost straight up until the airspeed dropped to almost stall speed. The idea was to lay over into a falling leaf maneuver, pick up speed, and turn away again. Unfortunately the airspeed was a tad too slow and the aircraft went into a classic spin. The first reaction, from an observer who was standing behind the pilots seat was to move VERY RAPIDLY into his seat and strap on his chute and harness. The pilot made a remark like "Oh Dear" and promptly reverted to his experience as an instructor at Pensacola many years before. The spin started at 22,000 feet and with full rudder, power off and nose down that beautiful bird slowly stopped the rotation, picked up speed and a slow pull-out was executed to level off at 12,000 feet. Our intrepid pilot was heard to remark "piece of cake" and the other pilot (who was senior) called the exercise completed and both returned to base.

WHO WAS THIS? (Actual crew members of both aircraft are not allowed to answer the question).



FAIRECONRON TWO (VQ-2)

VQ-2 now consists of over 500 personnel dedicated to continuing the Electronic Warfare and Reconnaissance mission. The squadron had three EP-3E ARIES II aircraft and two TP-3C trainers in March of this year and received one more ARIES II aircraft in April. They should start receiving the Sensor System Improvement Program (SSIP) for the EP-3 in August 1997.

As of this writing the squadron has a detachment in Sigonella, Sicily and are flying in Operations DECISIVE ENDEAVOR in the Adriatic. The detachment was moved from Souda Bay, Crete due to maintenance on the runway and adjoining apron and taxiways. The detachment usually consists of two crews, two mission aircraft, maintenance and intelligence support crews. The detachments are four weeks long, followed by eight weeks at home base.

CDR Lopez-Algeria, current NASA astronaut who flew on the Space Shuttle mission (STS-73) from 20 October to 5 November 95, visited VQ-2 and presented a brief to the wardroom. He is a former Electronic Warfare Aircraft Commander. Additionally, on 3 October 95, a VQ-2 aircraft transported a U.S. Navy neurosurgeon from Rota to Skopje, Macedonia to save Macedonian President, Kiro Gligorov, after he was seriously injured by an assassination attempt.

EP3E SYSTEM/PLANS FOR UPGRADING

The Sensor System Improvement Program (SSIP) is set up similar to the ARIES I and II, only more automated. SSIP takes advantage of VNE chassis technology for receivers to be operated via a new mission computer. There will also be a mission "Local Area Network" in place centered around the SEVAL and COMEVAL stations for them to receive, analyze and disseminate intelligence in and out of the aircraft.

The command still keeps up with advances in C&C technology through Special Project installation of systems such as the Link-11 Tactical Data Link System, and the Tactical Intel Broadcast System. This

satellite-based net gained recognition subsequent to the June 95 shootdown of USAF Capt. Scott O'Grady's F-16 over Bosnia.

The squadron indicates that NAVAIRSYSCOM is working on the follow-on aircraft after SSIP, called Joint Airborne Sigint System (JASS).

AWARDS

Fleet Air Reconnaissance Squadron Two (VQ-2) has received many awards over the last 20 plus years. The list is too long to enter all of them in this letter but they consist of the following: Joint Meritorious Unit Award; Navy Unit Commendation; Meritorious Unit Commendation; Battle "E"; Navy Expeditionary Medal, Southeast Asia Service Medal; Sec Nav Letter of Commendation, Kuwait Liberation Medal; Golden Anchor Award NS Silver Anchor Award. The squadron is also eligible for the new Armed Forces Service Medal and NATO Medal for participation in NATO operations over the former Yugoslavia.

VQ-2 NOTCHES 50,000 SAFE HOURS

The Rangers of Fleet Air Reconnaissance Squadron two notched their 50,000 mishap-free flight hours 12 February 1996. The record was set just over nine years after the squadron's last accident, when a VQ-2 aircraft was lost during a flight off the aircraft carrier INMATE in the Mediterranean.

VQ-2 reached the milestone when CDR John Vinson squadron CO, landed an EP-3E ARIES II reconnaissance aircraft at Naval Air Station, Rota, Spain. The squadron is still based at Rota, and currently has a detachment at Sigonella, Italy. Most recently, VQ-2's flight crews have flown missions in support of UN and NATO missions in Bosnia.

CDR Vinson cited a record of "strong leadership and accountability" among his squadrons officers and senior enlisted people as the main contributors to the record.





VQ-5

RECOMMENDED FOR NAVY UNIT COMMENDATION

The squadron received the first ES-3A "Shadow" aircraft in May '92, and by July '93 had fully integrated the new weapons system into Carrier Air Wing FIVE. The first combat ready detachment deployed aboard the USS INDEPENDENCE (CV-62) in November '93. Since this initial deployment, every Pacific Fleet Carrier Air Wing and Battle Group has been augmented by a fully trained, combat ready ES-3A detachment for work-ups and deployment.

VQ-5's outstanding operational accomplishments over the past two years are even more impressive when considered against the backdrop of a short-fused CNO mandated, homeport change. The squadron moved from Agana, Guam to NAS North Island CA, while simultaneously supporting two deployed detachments and establishing a permanently forward deployed detachment at Misawa, Japan. Through their outstanding performance and dedication, the "can do" spirit implicit in the award of the Navy Unit Commendation. Flying from six different carriers over the past three years, VQ-5's hours, sorties, and traps are impressive as follows:

	1993	1994	1995
Total hours flown	2939.2	3542.9	4257.3
Total sorties embarked	224	621	861
Total traps	334	727	1007

There are many other success items that justify VQ-5's recommendation for the NUC but our space is limited so we hope that some of the personnel will be able to join us at the Reunion in Norfolk and give us "the rest of the story".

VQ-5 RECEIVES ASSOCIATION OF OLD CROWS EW EXCELLENCE AWARD

For meritorious achievement and superior contributions to the USN EW community from 1 January 1994 to 31 December 1994. During this period, VQ-5 sustained a blistering and unprecedented operational pace compiling 3,500 operational flight hours in support of five Carrier Battle Groups. Operating above and beyond maximum capacity, the squadron met and exceeded all operational commitments and expectations. From combat support in the Gulf to Indications and Warning for operations in the vicinity of China, to National Level Sensitive Reconnaissance operations on the Korean Peninsula. The "Sea Shadows" provided critical Command and Control Warfare (C2W) support for every major THIRDFLT, SEVENTHFLT and CENTCOM deployed operation. Through unrelenting determination, professionalism, and technical expertise, VQ-5 made an immediate and lasting impact in the C2W arena. The squadron's efforts in deploying five detachments, amassing over 1800 embarked hours, seamlessly supporting Theater and National tasking, while simultaneously conducting a 6,000 mile homeport change, are without comparison. The accomplishments of the last year reflect great credit upon the men and women of VQ-5 and are in keeping with the highest traditions of the United States Naval Service.





VQ-6 NEWS

VQ-6 is presently stationed at NAS Cecil Field, Florida, but with the base closure commission recommending that the field be closed, the squadron will move to NAS Jacksonville sometime next year. The command has detachments that deploy throughout the Caribbean and Mediterranean Seas as well as the Atlantic and Indian Oceans to satisfy JCS, Theater CINC, National Security Agency (NSA), and Fleet requirements. The squadron's administrative superior is Commander Sea Control Wing, US Atlantic Fleet. To provide support to the Fleet Units, the command has four rotating detachments. At this writing, detachments are embarked as follows: Det ALPHA was embarked on USS AMERICA CVW-1 and has recently returned. Det BRAVO departed with the USS GEORGE WASHINGTON CVW-7. Det CHARLIE will be leaving for a two month workup with USS ENTERPRISE CVW-17. Det DELTA will be headed for Naval Strike Warfare Center in NAS Fallon, Nevada in late spring.

Fleet Air Reconnaissance Squadron Six is the only TACAIR squadron in LANTFLT whose mission coverage simultaneously spans Battle Group operations from workups through deployment.

1995 marked the first time the ES-3A flew direct support missions in combat. Detachment DELTA, embarked on USS THEODORE ROOSEVELT CVW-1, flew electron reconnaissance missions in support of strike aircraft over Bosnia-Herzegovina during Operation DELIBERATE FORCE. In addition, the first ES-3A 600-mile simulated strike support mission with strike aircraft and USAF tankers was flown by this detachment. In 1995, VQ-6 accumulated over 3600 mishap free hours, 1437 sorties and 984 traps. Over 2900 of the 3600 mishap-free were flown while at sea. The squadron also surpassed 10,000 total hours of accident-free flying since the squadron's establishment.

Fleet Air reconnaissance Squadron SIX was awarded the Meritorious Unit Commendation by the Secretary of the Navy for providing vital tactical Command and Control Warfare reconnaissance for five separate Carrier battle Groups from 1 January 1993 to 1 June 1995.

The command independently reorganized the maintenance department and

maintenance work assignments during 1995. The maintenance department changed from "shop" maintenance to having the detachments conduct everything from training to maintenance on their assigned aircraft. The VQ-6 Maintenance Department has been nominated for the FY-95 Secretary of Defense Maintenance Award.

In summary, VQ-6 had a very busy year in 1995 and has been continuing the same operational tempo in 1996. Training has produced additional EWAC's and EWCC's for their Pilots and NFO's plus EW Operators and Special Operators. Safety Programs, Community Contributions, ES-3A Weapon System Model Manager, Educational Programs, NATOPS Unit Evaluations for VQ-5 and 6, ES-3A Operational Advisory Group, Software Support Activity for Operational Mission Program and mission system upgrades. The list goes on and on. Both VQ-5 and VQ-6 can be very proud of their accomplishments in taking over where the EA-3B left off. Bravo Zulu to All!



WANTED

TALL TALES, HAIRY INCIDENTS AND SEA STORIES

Everyone has a tale that can fit one of those categories. Articles are needed for future newsletters /no news-no bulletin. So dig in your old ditty bag and send in a few you have been telling all these years. You may even make page one! You operators in the back end of the aircraft (The Spooks) also probably have some great tales. (but make sure the articles are Unclassified). Articles about the first females to fly in VQ aircraft would also be of great interest. Send articles to Jack Taylor, 2199 Astor Street #504, Orange Park, FL 32073



VQ ASSOCIATION

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