



VQ NEWSLETTER

Spring/Summer 2016

PREZ SEZ

Fellow VQ-ers,

Reunion stuff up front. I often ask, “how can these reunions get any better?” After the Queen Mary reunion last year, I would have thought that would be the pinnacle.

While it was a fantastic venue hosted by Putt and Katy Prevette we have the next reunion hosted by Paul Buemi (our newest board member) and Patti Brosh in Grapevine, Texas, 22-25 Sep which looks to be shaping up as the next great venue. People who don’t know Texas usually ask “why name a town Grapevine? Texans don’t grow grapes.” But they would be wrong. When Germans settled in the Hill Country around Austin and San Antonio they found the soil perfect for growing grapes. Now Texas boasts some mighty fine award winning wines – both red and white. We’ll be in the midst of Texas wine country with this reunion in Grapevine. Sign up early. **The deadline is 1 Sep.** The hotel rooms we secure are generally booked up about a month out. The sign up sheet is later in this email, on our web page – www.vqassociation.org, and sent via email and social media.

I get a lot of questions about the future of the VQ community. Let me assure you the Navy understands the value of what VQ brings to our Navy and the Nation, but technology marches on and our community will not look like what we have made ourselves since the 1950s. I know that some of you are opposed to what Navy is working towards for our community, but since I do have some insight living in the Washington DC area I will tell you that I’m confident that we will take the capabilities of the current EP-3E and migrate them into an even better set of platforms. I’ve had the fortune of seeing the plans and the only thing I’m concerned about is timing for when the current squadrons are planned for decommissioning and when the new platforms will be rolling off the assembly line. But I’m also confident that we have the right people working every day to get us there.

Another reason I’m confident is the talent we have in our community. Our Association sends out frequent notices of shipmates who have passed. In this last year we have lost a number of great folks like Larry Brosh, Don East and Chuck “Crab” Christman. There are others, but the point is we have many others who were cut from the same cloth who are in the squadrons now who will do great things. I’m continually amazed at the imagination, drive and ingenuity of our young Sailors and junior officers. Keep the faith and support our active duty folks and we’ll continue to make our Nation proud.

I hope to see you in Grapevine.

Keith May, President

VQ, Association

YOUR V. P. OPINES

Hello to All!

First of all I want to thank Paul Buemi for stepping up to help Patti Brosh get our 2016 TX. Reunion together. Most of you know by now that our dear shipmate Larry Brosh passed away this past year. Paul and Patti are continuing on with all plans for a fine 2016 reunion in the Grapevine, TX. Area of Dallas/Fort Worth. More about this elsewhere in this newsletter. While we are on the subject of reunions, the 2017 reunion is already planned for somewhat East of Dayton, Ohio and the Wright-Patterson AFB museum area. We have Clint Epley and Linda to thank for already getting the dates (Oct 12-16, 2017) hotel arrangements and a fine banquet dinner "Under the Wing" at the museum all planned, reserved and waiting for the Navy to arrive!! Things are really "clicking" in our association. A reminder that your association dues are vitally important to maintain expenses such as this newsletter and it's mailing to all. Dues can be sent anytime (\$20.00 a year or \$30.00 for 2 years) to our secretary Mike Chicvara, But they normally become due each fall and can be included with and on reunion sign-up form. A year is printed in the address area of your newsletter indicating the year dues are paid through. **All dues go to the secretary** not the treasurer. No dues billings are sent and we don't look back for past dues. Get current and your good to go!! All for now – Looking forward to seeing a great turnout at the upcoming Texas reunion!!

V. P. Dick McClellan

VQ-1 1963-67 VQ-2 1970-74

From the Secretary

1. The reunion is fast approaching. Be sure to send your sign up and check to me at:

Mike Chicvara 17615 N 131st Drive
Sun City West, AZ 85375

Make checks payable to the VQ
Association

2. It is very important that you keep me informed of any changes to your status. Address, phone number and most important, e mail.

Added note: Be sure make your hotel reservations by **September 1, 2016**.

Thanks for your service!
Chick

BITS & PIECES

Articles for the Newsletter are most welcome and pictures are really appreciated. The e-mail address is pattib@aircanopy.net. Snail mail is also really good and if you have a good photo that I can scan, that is really, really good.

VINTAGE FLYING MUSEUM



From time to time there have been little blurbs from Mark Swisher about the renovation of an EA-3B SkyWarrior. Well, it is finished and on display. Master Chief (ret.) Bill Mego has kindly furnished the information about the museum and for those who are interested in visiting the museum. A letter from Chief Mego describing the refurbishing process will be handed out to those interested parties at the reunion. info@vintageflyingmuseum.org

Dolphins are so smart that within a few days of captivity, they can train people to stand on the edge of a pool and throw them fish.

CUBAN MISSILE CRISIS & VQ2

Chapter 3

Some time after we were established at Key West we had two changes that I remember. The first was when it became general knowledge that a U-2 had been shot down over Havana (apparently before our arrival, but I don't know any of us that were aware of it). The second was that someone up the chain of command didn't like the fact that the officers were at the Key West BOQ and the crews were over at NAS Key West on Boca Chica Island. This resulted in a change of quarters.

On one flight where we went around to the back side of the island, I was taking a turn at the nav table, plotting our position and giving heading corrections to the cockpit. Looking out the windshield, they challenged my directional input as their visual on Cuba was that we were getting very close. I assured them that I was right on track and then checked my navigation. Loran, because of its hyperbolic curve on the chart, changed its line numbering process when you were getting close to the base line. I had missed that change in my plotting on the loran chart and was getting us inside of the 12 mile limit. I had goofed and had to give a quick turn away from the island. (cont. next page)

As 1963 began, we did something different. Not privy to the classified briefings of what we were collecting, I don't know how we justified it, but someone convinced another someone that we should try to make the Cubans think that we were just another civilian radar target. We went around the west side of Cuba and landed at Jamaica's Montego Bay Airport. Being a young bachelor, I was disappointed when we went to what was probably a two-star hotel for the evening. Two of us decided to see what was happening at one of the resorts and we took a taxi to check it out. While there was enticing music and activity (an outdoor "How Low Can You Go" exercise for the audience), the prices were a bit rich for our wallets and we headed back to our hotel. The next day we were out and doing our racetrack on the south side of Cuba; then we dropped into GTMO for an overnight. We were at the Leeward Airfield. Towards dusk we sat on the hill just north of the runway and watched F4D Skyrajs doing touch and go landings.

Being out at Boca Chica (NAS Key West) made for a bit of boredom. Nothing was going on at the NAS, although it did have a mess (I think that we ate at the Chief's Mess). A couple of the officer crew somehow figured out a way to provide wheels into town. We chipped in and bought an old clunker. I never figured out whose name was on the title or how we had it insured to be aboard the NAS. But it helped us get a break from our hermit life at the air station. I don't recall that there was even an Officers Club at NAS Key West; and I don't remember one at the Key West Seaplane Base. There was an active Naval Submarine Base at the most distant end of Key West. I think it was Wednesday afternoons when they would have a piano bar with sing-along activities.

Conclusion next letter

SAYONARA

Conclusion of Japanese Self Defense saga.

P2V Airborne Program

In the fall of 1966, Cdr. Melvin Klein and I received an invitation to meet with a U.S. Embassy employee in Tokyo for lunch. It turned out that the "employee" was the CIA Station Chief, Paul R....., who wanted to discuss conducting another training program. This one for the JDSF Naval Aviation Unit flying in P2V's provided by the U.S. several years earlier. He informed me that when their fleet of P2's were turned over to them, they all had the ALR-8 system, DF Antennas and recorders installed in them. So this program wouldn't involve any equipment or logistical support. He also advised us that he was the intermediary to the upper echelon of the JDSF on the previous program, so this program would only involve him, us & the JDSF hierarchy. I advised him that we could conduct the program over an 8 week period, if I could get the right people to assist. With that we launched the 2nd program.

The two people I had in mind to assist, were Larry Brosh and Robert Bradford, so I put in a request to BuPers to cut TDY orders for them, for 10 weeks. BuPers denied the request, stating they were critical to their current commands; so I should submit the qualifications I needed and they would perform a computer search and find 2 candidates. Okay; so it had to be 2 people who had Elint experience in the Pacific theatre as Operators, and spoke some Japanese. They amazingly came up with Larry Brosh & Bob Bradford!

After assembling the training materials, we commenced the program after New Year's Day. We conducted the classes, Monday-Friday, at a hotel near the airfield where the P2's were based.

The initial plan did not involve any flight, did not involve any flight time for collection practice, but as the classes progressed we determined: 1. It would be the only way to develop skills/techniques in a realistic environment, and 2. it might stir up the Russian facilities in the Sakhalin and Kuril Islands (where it was suspected that some new state-of-the-art equipment was installed but never illuminated).

I contacted Paul R....., and discussed our recommendation to conduct two days of flights, involving 3 P2's, with 1 instructor and 1/3 of the students in each plane; stacked @ 1,000 feet separations. We would fly from Tokyo to southern Hokkaido on day one and the northern tip of Hokkaido on day two; returning on the eastern edge of Hokkaido, in order to have the best opportunity to find signals of interest.

Paul advised me that JDSF was adamant that there would not be any flight time under this program, due to their concern of any Russian response. I requested a meeting with JDSF so I could pitch my rationale.

Paul accompanied me to the meeting, where I stressed the value of the training would not be achieved without conducting airborne collections and that our flight plan would not at any time cross the land-mass of Japan, so there should not be any concern for Russia. They reluctantly approved the plan.

The strategy was that on the first day, flying only to southern Hokkaido with 3 aircraft stacked one above the other, with Americans speaking over the radio in Japanese; would capture Russian attention and curiosity. On the second day, continuing past lower Hokkaido on a direct path to Sakhalin, might indicate day one was a dry run, and this is real and they'd bring up everything they had. Day one went smoothly, and the students recorded a lot of non-essential signals. Day two, as desired, had Russian activity as we neared the northern tip, and they launched interceptor A/C and some new radars just as we peeled off to the east and were then coming down at the Kuril's. The Navigator on my A/C was a little late in making the right turn, so we slightly exceeded the

landmass (luckily for me). They launched A/C from a Kuril base as well. Success!

When we landed at the base in Tokyo, a staff car with Paul in it, pulled up to my A/C on the ramp and he informed me we were going to JSDF headquarters immediately, to explain why we had triggered a diplomatic complaint from Russia. At the meeting I explained that our flight plan, as promised, was laid out to remain over land, and that a slight error by the Navigator put us over water, but still within their territorial space, for just a couple of minutes. They were obviously unhappy, but the explanation was accepted. We did record signals not seen before!

Two of the most interesting experiences of my career!!! *Rick Heckler*



You guys recognize this and most of you have at least one, thus an article in the Atsugi NAS Newspaper from long ago, reads as follows. Perhaps you or someone you know is here:

Forty-three officers and enlisted men of Fleet Air Recon. Sq. One (VQ-1) were presented Air Medals here by Vice Adm. John J. Hyland, commander, U.S. Seventh Fleet.

The officers and enlisted men are: Lt. Cdrs. Melvin F. Braden, Robert S. Beat, Roy V. New, James R. Wheeler, Joseph L. Hall; Lts. Marvin I. Mills, James W. Sterritt, Ronald A. Caldwell, Robert L. Muhlbauer, Lt (jg) Robin W. Erskine, Lt. (jg) Anthony J. Lynch

Lts. (sic)(jg) Billy C. Cranford, Lt. William S. Staat, Lt. Eugene P. Sabatier, Lt. Karl M. Gable, Lt. Winston P. Bullard, Lt. William B. Durham, Chief Aviation Electronics Technician Charles J. Klein, Chief Aviation Electronics Technician Charles S. Lapsansky.

Chief Aviation Electronics Technician William W. Odell, Aviation Electronics Technician 1C Lawrence D. Brosh, Aviation Machinist's Mate 1C Joseph W. Jones, Aviation Electronics Technician 1C Allison D. Polk, Aviation Fire Control Technician 1C John W. Tarkentine, Aviation Machinist's Mate 1C Ivan D. Melsheimer, Aviation Machinist's Mate 2C Laverne Bierdeman.

Aviation Electronics Technician 2C Albert R. Fillman, Aviation Structural Mechanic 2C Charles A. Allis, Aviation Structural Mechanic 2C John W. Houch, Aviation Electronics Technician 2C Stanley Inman, Aviation Electronics Technician 2C Stanley K. Inman, Aviation Electronics Technician 2C Keith V. Kilpela, Aviation Fire Control Technician 2C Thomas M. King.

Aviation Electronics Technician 2C Miguel Martin, Aviation Electronics Technician 2C Harold J. O'Hare, Aviation Electronics Technician 2C Dallas Petersen, Aviation Electronics Technician 2C Carl D. Tilton, Aviation Fire Control Technician 3C Steve P. Gary.

Aviation Electronics Technician 3C Harold L. Marthey, Aviation Electronics Technician 3C Daniel D. Schaller, Aviation

Electronics Technician 3C William F. Sanders, Aviation Structural Mechanic 3C Edward A. Woodfield, Aviation Electronics Technician 3C James P. Bush and Aviation Electronics Technician Aviation Electrician's Mate 3C Paul J. Buemi.

AND MORE KUDOS FOR MANY OF THE FOLKS WHO FLEW IN VQ

This article (date unknown) is not about VQ, but about a squadron that many VQers flew in and shared the same camaraderie. *Submitted by Ivan Melsheimer*

10 Million Miles Flown By Isle Unit

A Hawaiian-based Navy aerial squadron has recently completed a record 10 million miles of flying — more miles than any Navy squadron has ever flown in previous years.

It is the Airborne Early Warning Barrier Squadron stationed at Barber's Point Naval Air Station.

Formed on February 1, 1960, from three similar units operating in the Pacific, the squadron guards the western flank the Distant Early Warning Line.

Recently compiled statistics show the squadron's 2,500 officers and men established their record operation at the cost of an estimated 7 million man hours.

Flying Super Constellation radar equipped picket aircraft, the squadron operates from Midway Island on a three-week schedule.



EACH FLIGHT

Each flight is more than 3,000 miles in length and requires about 14 hours in the air.

Preflight preparations and post flight operations require another four to five hours for member of a barrier patrol.

After their 18-days on barrier duty each month the 22-man flight crews return to Hawaii where they are occupied with training and other duties.

Aircraft maintenance requires a maximum amount of work and efficiency from ground crew personnel. Their speed and ability is rated a major factor in the squadron's ability to maintain continuous radar surveillance of the Pacific.

Captain Louis P. Pressler is the squadron commanding officer under Rear Admiral G.B.H. Hall, commander of barrier forces in the Pacific.

Captain John L. Mishan heads the maintenance unit for the squadron.

The easiest way to find something lost around the house is to buy a replacement.

2016 REUNION

THE HOTEL

Some of you are familiar with Embassy Suites, so Embassy Suites Dallas - DFW Airport North Outdoor World North Grapevine will be no surprise. The address is 1501 Bass Pro Dr. Grapevine. FYI here are some of the amenities:

The rooms will run \$129+tax for a suite. There is a free happy hour from 5 to 7pm each evening. A free made to order breakfast each morning for guests. Transportation to and from DFW airport is free, as well as parking at the hotel. There is a free shuttle about 3 times each hour during the day to Grapevine's Town Center (*the old town*) and to Grapevine Mills, a huge mall with a large movie house, Legoland, Aquarium, and many other attractions along with the traditional SHOPPING! Saturday Dinner will be at the hotel, with a choice of Herb roasted Rib-eye, Grilled filet of Atlantic Salmon and Vegetarian. FYI, the waiters will be wearing cowboy gear. The Sunday picnic will be on the patio between the hotel and Uncle Buck' with the traditional Texas BBQ. The phone # for reservations is **972-724-2600**. Remember the cut off date for making reservations is **1 September**.



Wineries seemed to be a common topic so here is a list of wineries right on Main Street of Grapevine, which you remember, can be reached by free shuttle. Bingham Family Vineyards, 620 S. Main St.; Cross Timbers Winery, 805 N. Main St.; Grape Vine Springs Winery, 409 S.

Main St.; Sloan & Williams Winery 112 E. Texas & 401 S. Main St; Umbra Winery 415 S. Main St.; Wine Fusion Winery 603 S. Main St.; Su Winery 120 S. Main St. Aaaaand, attached to the hotel is an Uncle Buck's Brewery for you beer drinkers.

For Garden

lovers: Dallas has a world renowned arboretum. For information and discount tickets Google **dallas arboretum and botanical gardens**.



And there is the Fort Worth Botanical Gardens which can be found at www.fwbg.org.

In Ft. Worth there is a Cowgirl Museum, The Amon Carter Museum, Cowboy Hall of Fame, Stockyards Museum, American Airlines C.R. Smith Museum, several art museums, and of course, the Vintage Flying Museum.

In Dallas there is the tour option to the Dealey Plaza JFK Museum; G.W. Bush Presidential Center;

Frontiers of Flight; Museum of Biblical History and the Perot Museum of Nature and Science to name a few.

In Grand Prairie there is the Ripley's Believe It Or Not connected with Tussaud's Palace of Wax.

If anyone remembers and is interested there is always South Fork. Remember J.R.? Aaaaand, if you are not exhausted yet, there are many more interesting sights, along with just plain fun things to do, like Six Flags and Water Parks.

ATTENTION SURVIVING FAMILY MEMBERS OF VQ ASSOCIATION MEMBERS

A year ago, it was brought to the attention of the Officers and Board of Directors that there are many surviving spouses of the members of the VQ Association.

Since that time, it has been realized that not only are there many surviving spouses of the members of the VQ Association, but there are many other surviving family members of the members of the VQ Association.

For this reason, it has been agreed that the name of the group is changed from "VQ Surviving Spouses" to VQ Surviving Family (VQ Surf)", which seems much more appropriate.

Last year's brunch was successful and another special event for the VQ Surviving Family members is being planned. Additional information will be forwarded to known surviving spouses and/or family members. Information will also be provided on the VQ Association's social media and website.

Linda Landrum

GOLF AT COYOTE RIDGE



The annual Golf Tournament will be held at the Coyote Ridge Golf Club, about 15 min. from the hotel. \$50 a golfer will get you a lot of fun and camaraderie as well as a goodie bag. You may check it out at www.coyoteridgegolfclub.com

Some people are like Slinkies..not really good for anything. but you can't help smiling when you see one tumble down the stairs.

SMALL STORES



NAME _____

ADDRESS _____

City/State/ Zip _____

Phone _____

E-Mail _____

Item	Qty	Description	Price	Total

TOTAL _____

All prices include Shipping
Make check/M.O. to: VQ Association
Mail to: Dick McClellan
773 Woodcock Rd., Henrico, NC 27842
252-537-0954



Item	Description	Price
101	EA3B Hat (no eggs)	\$19.00
102	EA3B Hat (eggs)	\$20.00
103	EC121 Hat (no eggs)	\$19.00
104	EC121 Hat (eggs)	\$20.00
105	EP3E Hat (no eggs)	\$19.00
106	EP3E Hat (eggs)	\$20.00
107	P4M-1Q Hat (no eggs)	\$19.00
108	P4M-1Q Hat (eggs)	\$20.00
109	VQ Ground Pounder Hat (Bat)	\$16.00
110	VQ Ground Pounder Hat (Sandeman)	\$16.00
111	VQ Assoc. Logo Hat (White/Soft/Golf)	\$19.00
112	Olive Drab Patrol Cap w/ "Navy" Front	\$19.00
113	VQ-1 Bat Patch	\$6.00
114	VQ-2 Bat Patch	\$6.00
115	VQ-2 Sandeman Patch	\$6.00
116	A-3 Patch	\$6.00
117	EC-121 Patch	\$6.00
118	EP-3E Patch	\$6.00
119	Tonkin Gulf Yacht Club Patch	\$6.00
120	VQ Assoc. Logo Coffee Mug	\$12.00
121	VQ Assoc. Logo 4" Decal	\$3.00
122	VQ-2 P-3 aircraft Call me for info	7 available
123	Diecast T-34 Acft. Call me for info	4 available

Every sailor knows the variation law: If you change lines (or traffic lanes), the one you were in will always move faster then the one your are in now.

Grapevine, Texas, September 22-25, 2016

Name: _____

Spouse/Significant Other/Guest: _____

Total Attendees: _____

Reunion set up: No. of attendees X \$10

Total Set up \$: _____

JFK Dealey Plaza tour, Friday, Sept 23, \$25 per person, Transport & Entry.

Total # _____ Total \$: _____

Golf Tournament, Sept 24; # of Golfers X \$50. hdp: _____

Total Golfers _____ Total \$: _____

Dinner in the hotel, Sept. 24;

Number of Dinners X \$40. Dinner choice: Beef _____ Salmon _____ Vegetarian _____

Total \$: _____

Country & Western Band and hopefully a lesson in line dancing.

BBQ at Uncle Buck's patio (connected to the hotel), Sept. 25. # of BBQ X \$20

Total # _____ Total \$: _____

Brisket, Ribs, Sausage, Beans, Potato Salad, Dessert

Permanent Name Tag with Lanyard. Five dollars each. Most do name, unit specialty (EC-121 FE, EA-3B Nav), and years.

Total name X \$5 Total Name Tag \$: _____

Name _____ Unit _____ Years _____ Job _____

Name _____ Unit _____ Years _____ Job _____

_____ Total Reunion \$ _____

Dues payment (\$20/year or \$30 for two years)

Total Dues \$ _____

Hotel: Embassy Suites Dallas-DFW Airport North Outdoor World, 2401 Bass Pro Dr. Grapevine, TX. Hotel reservations: **1-972-724-2600**. Be sure and ask for the association rate. Rooms start at \$129 a night and there is also a tax. They will honor two days before and after the reunion (Sept. 20-27). **Room cutoff is 1 September**. After that you may or may not find the VQ rate available.

- * There is a **free** shuttle from the airport to hotel and a **free** shuttle to the "Old Town" Grapevine and Grapevine Mills and parking at the hotel is **free**. There are numerous wineries in the area and even a couple of winery tasting rooms in "Old Town". There is an old train on Saturday afternoons that runs to the Fort Worth Stockyards and back. It gives you about 2 hours to roam the Stockyards and see the herd of longhorns come through.
- * The Tour to Dealey Plaza in Dallas will take through lunch. There are restaurants in the area or you may buy lunch in the museum.
- * A made to order breakfast is free for guests of the hotel.
- * Weather in the area is usually warm (80s) and slightly cooler nights. We always get questions on dress so, for the Saturday dinner, we are going western. Please, no flip flops, T shirts or shorts!
- * To reiterate: Rate for room cutoff is **1 September!** Call **972-724-2600** to make reservations.
- * **We have to have meal numbers five days in advance** so please don't wait 'til the last minute to send in your sign-up sheets.

Send your sign up sheet with check made out to the VQ Association:

Secretary Mike Chicvara

Phone: 480-313-4661

17;615 N. 131st Drive

Email: amcsret@cox.net

Sun City West, AZ 85375

Your hosts for this event will be Paul Buemi and Patti Brosh. If you want additional info check the VQ Association website: vqassociation.org or call: 817-262-3199, Email pattib@aircanopy.net snail mail 2221 Cottonwood Ct. Midlothian, TX 76065. See you there!!!

Be sure to check the web site at vqassociation.org



grapevintowncenter.com



www.fortworth-stockyards.com



jfkdealleyplazamuseum



www.fwb.org

Newletter Editor

Midlothian, TX 76065

2221 Cottonwood Ct.

Patti Brosh

