



VQ ASSOCIATION

Volume 1 - Issue 2

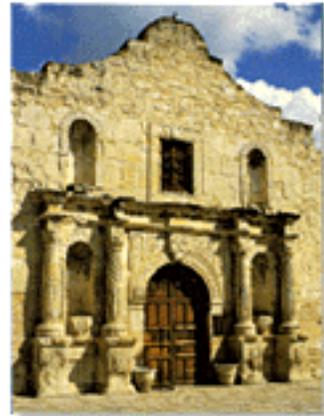
SUMMER 1998

1998 Prez Letter

VQ-1 VQ-2 VQ-5 VQ-6

Needless to say this has been a busy year for all of us. There is always something, or another task that requires we do it. Some of these obligations we gladly accomplish, while others require an inordinate amount of effort and energy. Going to the VQ reunion is one of those things that you will find a pleasure, and filled with good times, and good feelings about seeing all your friends from your days in the "Q". First, I would like to invite you and every VQer around this great land of ours to the reunion this year in San Antonio. Second, we are all indebted to Chuck Templin, Al Blunden, Clint Epley, Basil Foy, and all the others who have helped in organizing this year's October festival of the Reunion. Third, San Antonio is one of the historic places in American and the Alamo in particular is one of the shrines of our heritage. Visiting just the Alamo would be sufficient reason to come to San Antonio. Add to that all the color and attraction of a great Texas city. And if that is not enough then knowing that your squadron mates and friends from VQ are going to be there for a few days of sharing memories and good times will leave little doubt in your mind. San Antonio on 9, 10, & 11 Oct has to be on your schedule. The events of the reunion are listed elsewhere in this newsletter and reunion notice so be sure to check there for the particulars. Each year the reunion gets better and better. I keep wondering if a time will come when this year's will not be better! But I doubt if that will ever happen knowing what VQ people do when they set out to do something. I'm looking forward to seeing all of you in San Antonio. So don't let the tasks of summer keep you from planning the trip and making your reservations early. Remember that there is only one chance to go to a VQ reunion in San Antonio, Texas. If you are wondering why the reunion notice and the newsletter are combined we done it for a couple of reasons. First it saves some time, and postage money. And we were not overwhelmed with articles to publish in the

newsletter so this reunion notice will be some of the news you'll read. And we do ask you to submit articles and information that we can incorporate into the next news letter. Write it now while you're thinking about it and send it to Ron Holmberg our secretary or me. In fact by sending it to Ron you can tell him what fine work he did in putting together the latest VQ Association Directory. It is the one with the yellow cover. Plenty of room to write corrections and new names and address, etc. JD Meyer



Remember the Alamo

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 VQ Membership Roster updates. If you can't make the reunion, you can send dues to the secretary.

Ron Holmberg
16217 Gales Street
Laurel, MD 20707

SAN ANTONIO REUNION

Remember the Alamo

Now is the time to finalize those plans to attend the 1998 VQ Association reunion that is to be held in San Antonio, Texas. Clint Epley and crew have been busy setting things up and by all indications this should be a reunion to remember.

Lodging arrangements have been made at the Holiday Inn Express Suites, a new hotel in the downtown area. The facility is centrally located, across the street from La Villita (reconstructed old town) and a block from a river walk access. All rooms are suites, with a bedroom, living room and kitchen. Each suite has a king-size bed, microwave oven and mini-refrigerator, speaker phone, alarm clock, hair dryer, a 27-inch TV with cable and a fold out sleeper sofa in the living room. If this isn't enough the hotel also has a fitness center, jacuzzi and laundry plus they have agreed to provide a complimentary hospitality suite, a room for conducting small business meetings and a guaranteed rate for one week before and after the reunion time frame of 9-11 October 1998. All this is available for \$92 per suite and this rate includes a 15% tourist tax.

You will find the Holiday Inn Express Suites Hotel located on St. Mary's street between Nueva and Durango, which are two east-west streets extending from Interstate 35 on the west side of downtown San Antonio and reach clear across the downtown area. If arriving by air there is a \$7 per person shuttle bus that loads just outside the terminal and goes to all downtown hotels. Two or more people may find it cheaper to take a cab which, according to the Chamber of Commerce, runs about \$15. Should you arrive by car there is parking at the hotel.

The **dinner** Saturday evening will be at the County Line BBQ restaurant which is located on the River Walk, next to Planet Hollywood and the Hard Rock Cafe. The menu will be "all you can eat" featuring baby back ribs, beef brisket and chicken with all the trimmings. The cost for the dinner is \$25 per person.

The **picnic** this year will be held Sunday the 11th at Tiny's Mexican Restaurant in the La Villita complex just across the street from the hotel near the River Walk. Current plans call for authentic Mexican food with margaritas and Texas' own Shiner beer to be served in the shady riverside setting. The brunch will consist of fajitas, tacos and enchiladas with all the trimmings served from 12-1400 with snacks lasting till 1600. The cost for this event will be \$15 per person.

For the golfers, the annual association **golf tournament** will be held at the Kelly AFB golf course. Tee off time is 11:30 on Saturday and the format will be a Florida scramble. If you don't bring your own clubs, rentals are available. To set up the teams evenly, please include handicaps when sending in your sign up for the reunion activities. The cost will be about \$18 for green fees and half a cart.

San Antonio is a diverse city with many attractions within walking distance of the hotel. The King William district is a small neighborhood of historic homes along or near the San Antonio river as it flows south from the River Walk area. La Villita, the old city, is a unique arts and crafts community that has the oldest buildings in the city. The River Walk itself is a delight, with a multitude of restaurants and shops with many showing a Mexican or German influence. The Mexican Market square is a short trolley car ride away and is purported to have the best shopping north of Mexico City! Other attractions include a large shopping mall on the River Walk, the Hertzberg Circus Museum, Ripley's Believe It Or Not, botanical gardens, Sea World, Six Flags Fiesta Texas and five military bases.

The town of Fredericksburg is a 45minute drive to the northwest of San Antonio. This quaint city offers many gift and craft shops, a number of German restaurants and a very impressive Admiral Nimitz Museum Complex. This should be high on your list of things to see!

To sign up for the hotel, **reservations must be individually made not later than September 9, 1998.** The toll free number is 1-800-959-3239. Don't forget to mention that you're with the VQ Association Reunion.





Now Hear This!

Vietnam Service and Prostate Cancer: If a military member served any where in Vietnam all prostate cancer is now considered service-connected and surviving spouses are entitled to dependency and Indemnity compensation (DIC) from the VA (\$833.00 per month). Retirees and veterans who have or had prostate cancer are entitled to a service connected disability. Make your claim to your nearest VA office. (Thanks Sheppard AFB and Beale AFB)

Space A Travel: USAF Air Mobility Command 's (AMC) commercial contracts with Dallas/ Fort Worth and St. Louis have been terminated. Seattle/Tacoma (SKA) is now the primary commercial gateway for trips to the Far East. Change now provides for more cross-country operations wherein West Coast bases will fly to the East Coast and continue on to Europe. Also, East Coast AMC bases will fly to the West Coast and on to the Far East. For the most up-to-date information on "Space A" travel, consider joining the Society of Military Travelers, a club for military retirees and their dependents. For \$25 per year you get a monthly and quarterly mailing of up-to-date "Space A" and other travel information. Call 1-800-638-8784 for more information.



Discrepancy Reports

Discrepancy: "Left inside main tire almost needs replacement."

Corrective Action: "Almost replaced left inside main tire."

Discrepancy: "Test flight OK, except autoland very rough."

Corrective Action: "Autoland not installed on this aircraft."

Problem #1: "#2 Propeller seeping prop fluid."

Solution #1: "#2 Propeller seepage normal."

Problem #2: "#1,#3, and #4 propellers lack normal seepage."

Discrepancy: "The autopilot doesn't."

Signed off: "IT DOES NOW."

Discrepancy: "Something loose in cockpit."

Corrective Action: "Tightened something in cockpit."

Discrepancy: "Evidence of hydraulic leak on right main landing gear."

Corrective Action: "Evidence removed."

Discrepancy: "Number three engine missing."

Corrective Action: "Engine found on right wing after brief search."

Discrepancy: "DME volume unbelievably loud."

Corrective Action: "Volume set to more believable level."

Discrepancy: Dead bugs on windshield.

Corrective Action: Live bugs on backorder.

Discrepancy: Autopilot in altitude hold mode produces a 200 fpm descent.

Corrective Action: Cannot reproduce problem on ground.

Problem: "IFF inoperative."

Solution: "IFF inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick."

Solution: "That's what they're there for."



In The Beginning

Personal Recollections of the Special Projects Division

By Mel Davidow



On February 16, 1949, I arrived at the U.S. Naval School, Preflight, NAS Pensacola, Florida where I joined Preflight class 5-49. Eight days later I was appointed Midshipman, USN. The V-5 program required I remain Aviation Midshipman for two years or until I completed flight training, whichever was longer. I started flight training at NAAS Whiting, Milton, Florida in June, 1949 and received my wings as a Naval Aviator at NAS Corpus Christi, Texas on July 26, 1950. I then reported to Fleet Air Wing Four, NAS Whidbey Island on September 29, after attending a short ASW course in San Diego. It was at Whidbey where I began P2V operational training in preparation for further assignment to a P2V squadron in Kodiak, Alaska.

My training in P2V's was interrupted in late October by receiving orders to begin training to become the lead navigator for the PB4Y-2 Mobile Training Unit (MTU). This organization was assigned the task of ferrying twelve U. S. Navy Privateer patrol planes to Saigon, French Indochina and training French Naval Squadron 8-F in the operation and maintenance of the aircraft. On November 8, the Mobile Training Unit left Whidbey to begin the TransPac to Saigon where I was to be the liaison between the MTU and the Military Aid and Advisory Group (MAAG). On November 18 we arrived at NAS Sangley, Point, Philippine Islands and we departed the next morning for Saigon. December 21 found us back at Sangley en route home. Little did I know that I would soon be selected to return to Sangley instead of going to Alaska. On December 25, 1950, we arrived back at Whidbey at 2:00 AM, just in time for Christmas. This was to be the last day that I would spend with other members of the MTU.

I became aware that many of the pilots at Whidbey were being interviewed for some purpose they could not talk about. Soon it was my turn. This was the first time I heard of the mission and of the P4M aircraft that would eventually form the Special Project Division. One common trait for all those being interviewed was that they must be single, no family men wanted.

On 12 January 1951, orders were issued to twelve Naval Aviators thus beginning the process that would result in the commissioning of VQ-1 many years later. These twelve officers became the nucleus of the Special Projects Division, Air Operations Department, Sangley Point, Philippine Islands. As I look at my copy of those orders, memories flood back and I recall those years as the highlight of my active duty career. The 12 officers on the original orders were: LT John T. Douglas, LT Ralph Dannettell, LT (jg) James D. Nesbitt, ENS Horace H. Taylor, ENS Richard D. Renner, ENS Duane J. Hofine, ENS Charles R. Lancaster, ENS Warren D. Britton, ENS Marshall P. Hydorn, ENS Edward G. Milway, ENS Ales R. Dunn and MIDN Melvin H. Davidow.

From January 12 until October 16, 1951 we were involved in training that took us to the both coasts of the United States and to the Far East. The training started out with a two week special electronics countermeasures course at Fleet Airborne Electronics Training Unit (FAETUPAC) in San Diego. At the end of January we were flown to Patuxent River Maryland via government air. From February 3 to May 8, 1951 we were assigned to VP21 and Electronic Test, NAS Patuxent River for P4M-1 training and to wait for the delivery of our four P4M-1Q aircraft from the Martin Aircraft Company. It was on an early familiarization flight that I had the dubious fortune to be in a P4M-1 accident. I was in the NAV compartment as an observer. As we were taxiing, the Plane Commander was informed over the intercom that there was a possible hydraulic leak at the hydraulic control valves (flap, landing gear and bomb bay doors) located on the port side of the aircraft forward of the wing. The navigator went back to check, with me following along to observe. He commented on the amount of hydraulic fluid that was leaking out and before anyone



could stop him, he reached down and manually moved the landing gear valve to the down and then to the up position. For a few moments nothing happened. Then the nose of the aircraft started to settle slowly to the taxiway as the nose wheel retracted. Fortunately, the main gear stayed in place and the pilot was able to pull the emergency stop all engines switch in time to take power off of the engines as the props hit. There was no engine damage although the prop tips were all bent. Later, a RUDM (Report of Unsatisfactory or Defective Material) was written up on the IFF antenna located under the nose of the aircraft. It seems that, as the nose descended slowly to the ground, the antenna hit first and bent into a curly queue, like a pig's tail. I don't think the RDUM was actually submitted as it gave the reason for writing it as "failed to support weight of aircraft during accident."

Some of our pilots checked out in a F6F that Flight Test had. All we were supposed to do was drill holes in the sky putting time on the engine. I had almost completed the check out when our planes began to be delivered so I never got to fly the F6F. Later, for some strange reason, an F6F was assigned to the FASRON at Sangley Point and those who had checked out at Pax River got to fly it for the short time it was available. I recall flying formation on the F6F one day. I believe Bud Britten was flying it while I was flying a civilian Temco Swift that an American in Manila owned.

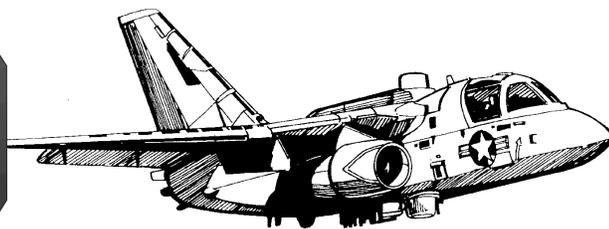
On May 4 I had my first flight in P4M-1Q 121451 which was to be my aircraft until I left the unit. LT Ralph Dannettell was the PPC, LTJG Horace (Howdy) Taylor was PP1P and I was navigator. The other three planes in our unit were; 121452, 121454 and 124369. On May 8, during my second flight in our airplane we had a minor electrical fire which caused an emergency landing at Pax River. There was no damage to the aircraft.

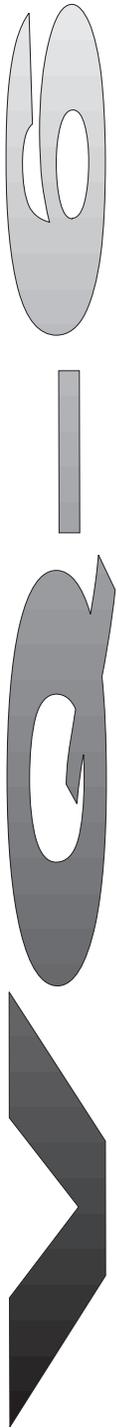
On May 9 all four aircraft departed NAS Patuxent River, via NAS Dallas, for NAS Miramar, California. Upon departing Dallas on May 10, our plane had a fuel leak, which resulted in feathering the port engine and returning to Dallas. The problem was quickly repaired and we departed again for Miramar. Our TDY was finally completed with our orders to VC-11, Miramar Detachment, NAS Miramar for operational training. Between May 10 and September 30, 1951, we were busily engaged in operational training at Miramar.

Additional pilots were assigned to our group. These aviators were; LT Kent Alexander, LTJG Red Farrell and LTJG Robert Bublitz. Our after-station personnel began arriving and they started their training. Additional enlisted personnel were assigned as our group began to evolve as an operational unit.

Original plans were to fly from Miramar to NAS Moffett and then to NAS Barbers Point. However, a trial howgozit showed that a loss of an engine halfway across would result in a ditching with a few hundred miles to go no matter which way we went. So we revised our plans to take a northern route with shorter legs.

Between the first and 16th of October, 1951 we flew our four aircraft from NAAS Miramar to NS Sangley Point, Philippines. Our route started out to NAS Whidbey Island where we were required to make practice GCA approaches in anticipation of bad weather at Kodiak. We then left for Kodiak, Alaska. The weather across the Gulf of Alaska and into Kodiak was clear and the flight was without incident. When we departed the next morning Kodiak was living up to its reputation. There was good visibility below the clouds but the cloud base was solid at less than a 1,000 feet. Leaving Kodiak, our destination was Shemya AFB, Alaska but one plane diverted to NAS Adak with an engine problem. After it had departed Adak, the PPC of that plane discovered that one of the crew had adopted a Alaska Husky pup. When we were at Sangley Point the dog spent a lot of time under a leaky water faucet under our operations Quonset hut and seemed to love flying - probably to cool off! Later, when his owner returned stateside the dog went with him. I believe the Adak plane refueled in northern Japan before continuing on to Atsugi.





Upon arriving at Shemya we taxied into a large hangar for the night. The Air Force bus driver that took us to our quarters said, when asked about the duty at Shemya, "it's great but not as good as my last station, Johnson Island." That guy sure liked isolation. The next morning we started engines in the hangar, taxied out and flew on to NAS Atsugi. We left Japan and arrived at NS Sangley Point on October 16, 1951.

On our arrival we were assigned an area that had one large Quonset hut and enough ramp space for our aircraft. Needing more space for our operations and maintenance, our First Lieutenant, Howdy Taylor, obtained another Quonset Point by rather dubious means. Howdy noticed that the Naval Station was transporting Quonset huts to be used for housing on the base from Manila via water to Sangley. They were then transported by truck down the main street that went by our operational area. One day when he was Duty Officer, he stepped out on the street, complete with sidearm, as trucks carrying a disassembled Quonset Point approached. Calmly, he waved them into our area. Quickly the trucks were unloaded. The hut was assembled, the walls were installed and this hut became our supply room and maintenance shop. By the time the station figured out where one of their Quonset huts had gone, we had it fully operational. For those who were at Sangley, it was the hut at the west end of our area, perpendicular to the runway.

My first operational flight was on November 2, 1951 which happened to be my 22nd birthday. On April 22, 1953 the Special Project Division was designated VW-1, Detachment Able. On September 12, 1953 I was detached from VW-1 Det A and returned to the United States on board the USNS Charles D. Barrett (TAP-196) arriving in San Francisco on October 5, 1953.

(About the Author— Mel Davidow started his flying career with his first flying lesson at age 15 and by his 17th birthday he received his private pilots license. Enlisting in the Naval Reserve on April 1947, with the idea of joining the active forces as soon as he finished high school, he was selected for the Naval Aviation College Program, one of three from the state of Florida in that year. After studying aeronautical engineering at the University Florida, he reported for Naval flight training and received his wings as Naval Aviator on July 26, 1950. After his tour with Special Projects Division, he closed out his active duty career in 1954 as flight Instructor at NAAS Whiting Field, Florida. For several years he worked for Puerto Rico Airways as pilot and Operations Manager, flying a variety of aircraft. In 1958 he joined the CAA in the Miami area and he retired from the FAA in 1985. After that Mel joined a private company on contract to the FAA at Atlantic City, New Jersey where he worked until 1995. — editor)

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 Allan "Putt-Putt" Prevette, 5850 Nielsen Drive, Paradise, CA 95969.



Memorial to Lost VQ & NSG Airmen

Since the end of World War II Naval Aviators and Aircrewmembers have flown the kind of missions the kind of reconnaissance flights that were eventually conducted solely by the Fleet Air Reconnaissance Squadrons One and Two (VQ-1 and 2). America lost a considerable number of Navy reconnaissance aircraft and their crews to the hostile attacks by Communist Block forces. The last Navy reconnaissance loss to Communist attacks occurred on 15 April 1969. While flying in the Sea of Japan the EC-121M BuNo 135749, PR 21, was attacked by North Korean Migs-21's and shot down approximately 100 NM off the east coast of the Korean Peninsula. All 31 men on board were lost. Ships of the Soviet Far East fleet recovered two bodies and returned them to U S Navy authorities in Japan. All the other bodies and the aircraft were never recovered. Why write about this incident in today's VQ association newsletter now that the Cold War is over, and besides everyone has forgotten those incidents anyway. And no one outside of the VQ squadrons and the NSG (Naval Security Group) ever knew anything about what they did anyway. Perhaps that is why it is appropriate to talk about it now because no longer are the limitations on what can be discussed so restrictive. Since the early 1990's tens of thousands of pages of previously classified documents have been downgraded to unclassified and made available in the public domain for those so interested. Now we can openly discuss those missions with our families, the very people who could not be told, but kept the faith, and trusted our judgment to do the right thing. Never did they publicly ask the wrong questions. The surviving family members of the lost airmen have bore their losses in silence. That fact alone is remarkable in that so many people had such complete confidence in what was being accomplished by their husbands, sons, brothers, and fathers that not once has the Department of the Navy been embarrassed by untimely questions, or public statements. Some where along the line I decided that the VQ wives were not dependent wives, but rather independent wives, because they had to be. I hope I told them.

The time has come when we can do something to recognize the supreme sacrifice that these men made who were lost to hostile actions in so-called peaceful times. Somehow it never seemed quite right that after the memorial services at the local base there was no mention of the merits of what these men were doing. But thankful the Cold War ended and now we can appropriately remember and make a notation in the historical archives of America. One such place is the National Vigilance Memorial Park located in Maryland adjacent to Fort Meade and the National Security Agency. This park is administered by the National Cryptologic Foundation, a non-profit, charitable institution. Their purpose is to make the public aware of the considerable contribution of electronic reconnaissance and the people who made it happen, to the security of our country during the Cold War. It gives us, the alumni of VQ, the mechanism and organizational structure where we can place something material in an appropriate place to honor our squadron mates who were shot down. Let me note here that one of our own has worked to that end for over a year. Mr. Rich Haver who was in VQ-1 during the last shoot-down time, and a career professional in the U. S. Government Service, had completed a comprehensive research of Navy's VQ operations since they began. His work and determination to see an appropriate recognition of the men lost to deliberate hostile actions is in itself a tribute to the Aircrewmembers lost these shutdowns. A small group of other VQer's have met with him to participate and assist. A recent milestone has happened and the availability of a representative aircraft is now close to reality. Without a review of all the considerations that were discussed the ad hoc group of former VQ people made the decision to pursue the objective of placing a military version of the Lockheed Super Constellation early warning radar aircraft which will replicate the EC-121M, PR 21, which the North Koreans shot down. This aircraft, once it is configured as required, and preserved for continuous display will be placed in the National Vigilance Park. While this aircraft will be a replicate of the EC-121M, it will be emblematic of all the Navy, VQ and reconnaissance aircraft and crewmen lost to hostile action.

NATIONAL VIGILANCE PARK

Our plan is to have all the preparatory work finished and the preserved and externally configured aircraft on the tri-pylon pedestals in time for a formal dedication ceremony on 15 April 1999, the 30th anniversary of the last shoot-down. Needless to say there is a mountain of work planning and preparation for to accomplish before the ceremony. While the ad hoc VQ Memorial Group has remained very small there is need for help to make this event a truly class event. There is little doubt that VQ people will rise to yet another challenge. While we will be exploring new territory, this ceremony is not a task that VQ people have not previously accomplished in a most extraordinary fashion. Our focus is on the Baltimore, MD area and our time window is 14 & 15 April 1999. As you recall your time in VQ-1 or VQ-2 try to remember what you can do to help us make this dedication the right thing for all of our squadron mates who gave it all. Please tell us how and when you can help by sending your name, address, phone number and email to me at jigdogm@aol.com or call 1-301-607-9339. Ron Holmberg, the secretary of our VQ Association, will also glad receive your telephone call or email volunteer notification. Ron's email is holmberg@erols.com or holmberg@techplan.com. His phone is 1-301-604-7598. Rich Haver's email is thehavers@aol.com and his phone is 1-703-759-9189(H), 1-703-759-0273(F), 1-703-482-9918(O). We look forward to hearing from you.

The following individuals are also participating members of the Memorial Ad Hoc working group. They are listed below with the work they are doing, phone #'s and email addresses. They would appreciate a helping hand. Don't be bashful, call and be counted. John Anayannis: Publicity. Notes our discussion & progress at meetings. Distributes info via internet. Ph: 1-301-330-4548(H), email: janayannis@csci-va.com.

Chuck Christman: Aircraft configuration. will make sure "PR21" looks like it should. Any photos or tech papers would be helpful. Ph: 703 631-1338(H), email: cchrist624@aol.com. Al Gallotta: Protocol & procedures. Will coordinate contacting surviving family members, etc. Ph: 1-703 418-1769(W), email: attollag1@aol.com. Joe Buechel: Head of memorabilia collection for memorial. Let him know what you have. Ph: 1-703 323-4673(H), email: Joe B. Cool@juno.com. Pete Chapola: Historian. Collects items for incorporation in the "greater" VQ memorial, Ph: 1-703-256-9234, no email.

Thank you.
J D Meyer, President VQ Association



You've served proudly. Now here's an opportunity to display that pride in service with a one-of-a-kind distinctive invitation to your home.

An Officers Country Door Knocker. Solid brass, 6" x 6 1/2". When installed with the hardware provided, it will add charm to any home while it displays our service's proud symbols of eagle, anchors and shield of stars and stripes.

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Call 800-850-9483; or fax order information to 800-850-9998 (include your telephone number). Payable by check to Officers Country, or use Visa or Master Card.





VQ ASSOCIATION MEMBERSHIP APPLICATION

(Please Print)

DATE: _____

NAME: _____

ADDRESS: _____

TELEPHONE: _____

HOME: _____ WORK: _____

FAX: _____ email: _____

SPOUSE NAME: _____

ACTIVE DUTY RANK: _____ PRESENT STATUS: _____

(Active, Retired or Civilian)

SQUADRON(S) SERVED IN:

SQUADRON: _____ YEARS: 19__ TO 19__ BASE: _____

SQUADRON: _____ YEARS: 19__ TO 19__ BASE: _____

SQUADRON: _____ YEARS: 19__ TO 19__ BASE: _____

PLEASE BRIEFLY DESCRIBE YOUR DUTIES IN EACH SQUADRON:

Please submit this application together with your dues in the amount of \$15.00 made payable to the VQ Association and mail it to the addressee below. Membership will entitle you to notification of our annual reunions, yearly Membership Roster and inclusion in our computer database. Dues are payable annually. We do not send billings.

Ron Holmberg Phone: (301) 604-7598
Secretary, VQ Association email: holmberg@erols.com
16217 Gales Street holmberg@techplan.com
Laurel, MD 20707

MEMBERSHIP

I will be attending the VQ reunion

Name _____ Others accompanying me (No.)

I will be staying at the Holiday Inn: Yes No

If yes, from _____ Until _____

Don't forget to make your own reservations.

If there are any corrections, I can be contacted at:

Work Phone _____ Home Phone _____

Signature _____

I/we will be in the Golf Tournament

I/we will be attending the:
Reunion Dinner No. Attending _____
No. in Party @ \$25.00 a person Total _____

The Family Picnic No. Attending _____
No. in Party @ \$15.00 a person Total _____

VQ Association Dues (\$15.00) Dues _____
Enclosed is my check for: Total _____

*Make check out
to
VQ Association*



VQ ASSOCIATION

Ron Holmberg
16217 Gales Street
Laurel, MD 20707

Bulk Rate
U.S. Postage
PAID
Speedy Labels
Permit # 1894
Laurel MD 20725

