

VQ Association Newsletter

Spring and Summer 2017 Edition



From The President, Keith May

Hello Fellow VQ-ers,

I'll start off by reporting that we have helped another couple of our Vietnam era vets get their Agent Orange compensation. Seems like our efforts with the Congressional VA committee has paid off. We'll continue our efforts to help those who are having trouble convincing their regional VA office that they deserve the benefits they are owed. After all, our country asked that they go into harm's way. The least our country can do is honor their sacrifice. I'm excited about our upcoming reunion in Dayton, especially the dinner "under the wing" in the Dayton air museum. What a wonderful venue for our dinner. Thanks to Clint Epley for working early and hard to get us a spot especially since this is a big US Air Force anniversary year.

Community news: VQ-1 and VPU-2 will both have had changes of command by the time you get this newsletter. Congratulations to all. Both squadrons continue to do great work and save lives. Indications are that the squadron decommissions may be slipping. You may have seen news reports that Triton (the large unmanned aircraft) and the P-8 (taking over for the P-3) will be recently Navy has made plans to produce need VQ-experienced folks to man and squadrons are standing up at Naval Air being assigned to them. The Navy has experienced people to carry our mission Keeping the legacy alive: A bunch of model for display in the Maritime Patrol Washington Navy Yard. I'm happy to add - and it is astonishingly beautiful as Psycho - not sure quite why) is now working on an EC-121 model for display in the case. Our VQ Association Board has authorized half of the donation from our funds and we're asking for donations from our membership for the other half.. There will be an induction ceremony for the EP-3 and EC-121 in September. We'll post pictures.



There is another EC-121 effort that I'd like to report. The Yankee Air Museum in Belleville, MI is restoring an actual EC-121. Please see this website - <http://www.warbirdsnews.com/aviation-museum-news/warning-star-rescue-project.html>. They will take donations, but they really want are experienced maintainers and operators to help with information and stories so they can restore it accurately. This project was introduced to us by Joanna Eisenacher, daughter of JJ Anayannis, a VQ Association member and veteran. If you are interested in helping, the point of contact is Julie Osborne. She can be contacted at Julie.Osborne@yankeeairmuseum.org.

Finally, a special thanks: My time as President will come to a close at the Dayton reunion. I will still serve the VQ Association, but in different roles. We do have a couple of brave volunteers to take over as President and probably Vice President (remember folks, NAVY stands for Never Again Volunteer Yourself...). I would like to thank our membership for supporting me during my time as President. You have made this a wonderful experience for Brenda and me. I would especially like to give a heartfelt thanks to my fellow VQ Association Board Members past and present. I'll thank them separately later, but for now just know that I have been backed up, supported and propped up by the best. The only payment these board members get is the satisfaction that they can still serve their Navy

community they hold so dear and that they have served and sacrificed for – service members and families. I can't thank you enough. It is a pleasure serving with you. And I look forward to seeing you all in Dayton.

Keith May

From the VP, Richard "Dick" McClellan



Hello to all VQ Association folks, Well, almost time for another fine annual reunion, this year at Dayton, OH in October. Find information and "sign-up" elsewhere this newsletter. Somewhat of a change, our traditional banquet dinner will be on Friday night this year vice Saturday. This was the only night we could get for Wright-Patterson AFB Museum banquet "Under The Wing"!! Also, I suggest making hotel reservations early for the block of rooms we've committed to at hotel for duration of reunion. It's sometimes difficult to block additional rooms if we run out?? Don't be one of the folks who've had to stay at a neighboring hotel due to room availability. Thanks Clint and Linda Epley for hosting this soon to be, fine reunion!! New Subject: We'll be electing a new President at the general membership meeting Sunday as President Keith May's two (2) terms end this year. Retired Navy Captain Bob Claytor of VQ-1 fame (Japan/Guam) has graciously stepped up to serve as President for at least one term. He'll also bring along, retired Navy Captain Roger Atwood to serve on our association board of directors. Mike Chicvara will take a rest from association secretary after many years of fine service. Thanks, Paul Buemi, for graciously stepping up and accepting this most important billet and thanks again Mike for your long service to the association as secretary. Mike Chicvara and Janet, by the way, will be hosting 2018 reunion at Phoenix, AZ as we again go west that year. All for now. Let's all try to keep our association dues current \$20.00 a year/\$30.00 two years. See ya in Dayton, OH in October.

Dick McClellan

Bet You Didn't Know This!

"The purpose of the ship's whistle is to notify other ships in the area of our intentions and warn other ships in the event of a problem," said Lt. Patrick Miller, Ford's assistant navigation officer. "We can communicate with other ships strictly by using our whistle." Pre-Commissioning Unit Gerald R. Ford (CVN 78) is outfitted with electric whistles rather than the steam whistles that are found on Nimitz-class carriers. Ford's whistles are constructed from two Kahlenberg KPH-130C electric piston horns that have an audibility range of two nautical miles and produce an audio level of 143 decibels at 1 meter. That's greater than the sound a jackhammer creates (115 decibels)

and greater than a jet taking off (130 db). "The first time I heard one whistle I didn't think it was too loud, but when both whistles were tested it's really loud. It's like having an air horn right next to you," said Electrician's Mate 3rd Class Alexander Rios, an engineering department Sailor, and one of the electricians that maintains the ship's whistles. The ship's whistle system is comprised of multiple manual controls and one automatic selector that is programmed to automatically deliver maneuvering signals. There are two different types of whistle blasts: a "short" whistle blast, which is one second long, and a "prolonged" blast, which is four to six seconds long. Different combinations of blasts represent different messages. For example, one short blast means, "I am altering my course to starboard," whereas two short blasts mean "I am altering my course to port." Whistles are also used to render "passing honors" between military ships and on occasions when ships, officials, or officers pass in boats or have passed. Passing honors between ships consists of sounding "attention" with the ship's whistle and all persons on exposed decks rendering a hand salute. Rios said there are many benefits of having an electric whistle compared to a steam whistle, but the biggest benefit is that it's easier to troubleshoot and operate than the traditional steam whistle. 5/11/2017 Ford's Innovation Continues with Ship's Whistle <https://www.dvidshub.net/news/printable/224024> 2/2 "Electrically wise it's not a really complicated system and I see it as a simple system for us to use," said Rios. "It's just another example of the advanced technology that makes Ford a first in class ship."

Let's Get Out of Town!

The Det (NSG) continued operations in support of VQ-1, flying out of Cubi and operating from aircraft carriers. The last mission actually flown out of DaNang was 6 May 1973, and it happened more or less unplanned. Gary Nelson was one of the spooks on the mission, and recalls it happening this way: "I remember CDR Otto as being the senior of the two pilots for the two VQ-1 EA-3B's that bingo'd to DaNang along with five USS Constellation based A-7s because of the weather. After we had refueled and were ready to depart, sitting at the end of the runway, the tower refused to give us permission to takeoff. CDR Otto argued with the tower controller, and then making a "command decision", he radioed the second VQ-1 EA-3B's pilot and told them we were all leaving, with or without permission. It was the only time I ever remember two EA-3Bs rolling down the runway for takeoff simultaneously. We were closely followed by all five of the A-7's.

The Det. had long been closed when we landed at DaNang on May 6th. All seven planes landed because the weather was too severe to conduct any carrier landings, and it was land in DaNang or bail out over the Gulf of Tonkin (we didn't have enough fuel to return to Cubi Pt.). None of the crew was allowed to leave the vicinity of the airplanes during our time on the ground. We packed the chute, refueled, and got back on the plane. CDR Otto took charge of the situation and got us out. I think the problem was the lack of a diplomatic clearance to land because we weren't supposed to have used DaNang as our bingo field."

*This above event was described in Bob Morrison's
NAVCOMMSTA PHIL FLEET SUPPORT DETACHMENT
DANANG COMMAND HISTORY*



The person standing closest to the nose RADOME is thought to be Max Otto who probably was the pilot who led the gaggle of aircraft out of DaNang on May 6, 1973.

Association Dues are due in October and are \$20.00 yearly or \$30.00 for two years. Money taken in is used for the benefit of all. We depend on your personal honor in the matter of dues payment. Checks should be made out to VQ Association and sent to the secretary, Mike Chicvara, 17615 N. 131st Drive, Sun City, AZ 85375. If you don't know your dues status, please check the number following your name on the address label on your newsletter. The number indicates the year your dues expire. If in doubt, please contact the Secretary.

Operation "Blue Bat," as told by J. Adron Joyner

"GET OUT!" Those two words almost filled the entire front page of the Italian newspaper that morning in July 1958. In small print at the bottom was the line, "Khrushchev tells Ike." It got my attention, but I had no idea what it was about. The rest of the paper was in Italian, and there was no one around with other than a rudimentary command of English with whom to converse, so I was left in a quizzical state.

Bonnie and I were in the Hotel Patria in downtown Naples, Italy. We had spent the previous seventeen days and nights on an idyllic Mediterranean cruise aboard the MSTS Alexander Patch and a week in Naples, interspersed by five days in Rome, and a day cruise out to the Isle of Capri. I was down in the lobby of the Patria waiting for transportation out to the Naval Air Station when I saw the headline. Before I had time to investigate, my ride arrived and I put the paper aside.

My mission that morning was seeking transportation to Athens, Greece, for a few days before returning home to Morocco. When I got out to the Naval Air Station and walked into the terminal, a Chief Petty Officer was on duty. In typical CPO fashion, he was relaxing with a cup of coffee, leaning back in his chair, his feet on the desk, reading a newspaper. I introduced myself and asked about flights to Athens. The Chief's eyebrows went up and he said, "Joyner? . . . from VQ-2? I just read something on you," and he turned, plucking a message board off its hook, and thumbed through its attached messages. Finding what he was looking for, he said, "Yea, 'Joyner.' Here it is. I'll get a flight for you - but not to Athens. Do you know what's going on in the world? The Marines have invaded Beirut and your squadron is looking for you and wants you home. Whoever finds you is supposed to send you back. I guess that's me. Where is your wife?" I told him she was downtown in the hotel and he said, "Well, go out to the end of this sidewalk, and a bus will pick you up and take you to your hotel. Get your bags packed, and by the time you get checked out, I will have transportation waiting to bring you back here."

I said, "O.K., Chief, I understand." By the time I got back out to the street, a bus came along, picked me up, and dropped me in front of the Patria. I went up and told Bonnie to "get packed, we're going home. Something has happened out in Beirut." We hurriedly packed and went down and checked out of the hotel. When we went out the front door, a Navy sedan was sitting at the curb, and the driver was standing on the sidewalk in front of it. He said, "Joyner?" When I acknowledged, he said, "Hop in," and took our bags around back to the trunk. After a speedy half hour ride back out to Cappodichino, I reported back to the Chief, and he said, "Your plane is waiting, get aboard." and as I went out the door, he added, "Joyner . . . good luck." An R5D (C-54) was sitting on the tarmac with engines 3 and 4 engines running (The two on the starboard wing.) The Flight Orderly was standing in the open doorway on the port side, at the top of the boarding steps. We went up the steps, and he said, "Joyner?" I replied, "Yes," and he said, "Welcome aboard. Have a seat - - anywhere." We went aboard and I saw what he had meant by "anywhere." There was no one else on the plane. Except for Bonnie and me, the plane was empty.

The Orderly reported to the cockpit we were aboard, and as the pilots started engines 1 & 2 engines, the ground crew rolled away the boarding ladder, and the orderly closed the door. The pre-taxi checklist was soon dispatched with, and we were very soon airborne and on our way home to Port Lyautey, and to whatever was happening in Beirut, Lebanon.

So the Navy flew a four-engine transport from Naples, Italy to Port Lyautey, Morocco that day - a distance of some 1600 miles or so - to get AT2 Joyner back home to Electronic Countermeasures Squadron Two (VQ-2). That was Friday, July 18, 1958. Sunday morning I was on a P4M crew on our way to Incirlik Air Force base in Adana, Turkey, at the eastern end of the Mediterranean. Within the week we were in the Grand Hotel in downtown Beirut.

As it had happened, Lebanon was in one of their continuing, never-ending political/religious crisis between Arabs and Christians. Syria had recently just barely averted falling to communism, and had joined with Egypt, forming the United Arab Republic. The Arabs of Lebanon wanted to follow suit whereas the Christians did not, and civil unrest was threatening to topple the government. The pro-western President, Camille Chamoun, a Christian, asked U.S. President Eisenhower for assistance and Ike sent in the Marines, who made a somewhat comical amphibious assault on the beach. Children playing in the surf had helped them pull their rafts ashore. The Marines had dug in with foxholes and hunkered down in full battle gear, right among the bikini'd sunbathers. The Army followed a couple of days later, flown in by the Air Force. It was a quick, unopposed infusion of military might, which was dubbed, "Operation Blue Bat." We (VQ-2) were sent in to try to determine if the Russians were involved or interfering. The Marines were dug in on the beaches; the Army was encamped at the airport, patrolling the streets; and my flight crew was downtown in, what had been to that point in my life, the most luxurious hotel I had ever seen. We were on the fourth floor with a wrap-around corner suite in a sort of pie shaped building akin to the "Flat-Iron Building" in New York.

To be continued

Welcome to **Dayton, Ohio** the “**Birthplace of Aviation**” and host to the
2017 VQ Association Reunion.

Mark your calendar now reserving the dates October 12-15, 2017 for a great reunion in Dayton. We will be staying in downtown Dayton at the **Crowne Plaza Dayton** where we have reserved rooms for the reunion at the rate of \$119 per day which will include a complimentary breakfast, valet parking and transportation to and from the Dayton Airport. **You need to make your own reservation at 937-229-9835 (hotel) or 800-689-5586 (central booking)** and that rate is good for three days prior to the reunion dates and three days after. **Cutoff date for reservations is Sept 12, so make your reservation early to avoid disappointment.** Notify them you are with the VQ Association. Hot breakfast includes juice, pastries, fruit, eggs, bacon/sausage, potatoes and coffee. Breakfast will be in the Wilber Rm and the Hospitality (Ready Rm) will be in the Orville /Wilber Rm. Transportation by complimentary shuttle to/from the airport and based on availability within a 5 mile radius of the hotel (this would include the AF Museum, the Greene shopping mall, the Packard Car Museum and the Carillon Historic Park).

Special Note - Our banquet night will be on **Friday night** the 13th, instead of the usual Saturday in order to have a special night at the Air Force Museum **UNDER THE WINGS**. Of note concerns we have been notified that VQ will be the last group to be able to have the Under the Wings experience. Four huge hangars filled with airplanes this is a museum and event not to be missed, a once in a lifetime experience. Saturday will be the normal Golf Tournament played on base at Prairie Trace Golf Course on Wright Patterson AFB, followed that evening by a reception at the hotel. Sunday event is again in the hotel with a brunch starting immediately after the general meeting and will be held in the ready room area so transportation will not be required and early departures can be accommodated.



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The city offers a multitude of events and venues to keep shoppers, explorers, museum goers and culinary experts fully occupied. Make your plans and reservations **NOW**.

Places you may want to visit

Historical Park Carillon a 65-acre park and museum which contains historic buildings and exhibits concerning the history of technology and the history of Dayton and its residents from 1796 to the present.

American Packard Museum has the largest collection of Packard automobiles and memorabilia in the world.

Dayton, Ohio Reunion Signup/Dues Payment October 12-15, 2017

Name _____ Spouse/Significant Other/Guests _____

Address _____ City/State/Zip _____ Tel: _____

Email _____

Reunion Set Up Fee Number _____ X \$10 Total Set Up\$ _____

I/we will play Golf Sat. A.M. No: _____ Total _____ X \$40 each: Hdcp (If Known) _____ Total Golf \$ _____

I/we will attend the Friday Banquet at the Air Force Museum. Number _____ X \$50 each
Meal choices are: Chicken & Beef No. _____ or Vegetarian No. _____ Total Banquet \$ _____

I/we will attend the Saturday Reception at the hotel. Number _____ X free, just need number
I/we will attend the Sunday Brunch at the hotel. Number _____ X \$12 _____ Total Brunch \$ _____

Permanent name tag (opt) \$5 each for members, wives, and guests. No. _____ X \$5. Total Tags \$ _____
Total Reunion \$ _____

Info for Name Tag. Most put Name, Rank/Rate, Squadron, Years, Job.

Family (SUR-F) I/We will attend luncheon. Total No. _____
Cost and location will be posted at reunion.

Make reunion "sign up" checks/dues payable to **VQ Association** and send to Secretary **Mike Chicvara, 17615 N. 131st Dr., Sun City West, AZ 85375.**

Cut- off date for everything Sept 12 After this date there is no guarantee to get a hotel room at the negotiated rate or that you will be able to participate in reunion events or be able to get a refund for cancellation. We will try to work with you after this date but there are **absolutely no** guarantees. Our hotel is: **Crown Plaza, Dayton.** Members must make their own reservations with a credit card by calling (937-229-9835 (hotel) or 800-689-5586 (central booking) and identify yourself as members of the "VQ Association" group to obtain the negotiated rate of \$119. This rate will be honored 3 days before and after the reunion. There is also a free breakfast and complimentary hotel/airport shuttle. Other particulars of the reunion are located elsewhere in this newsletter. **Remember, "cut off" date Sept 12, after this date things become difficult for all!!**

Your reunion hosts. Clint and Linda Epley epley@gvtc.com

VQ ASSOCIATION NEW MEMBER APPLICATION/MEMBER DUES RENEWAL

Member name: _____ Spouse/Sig. Other _____ Nick name _____

Address _____ City/State/Zip _____

Tel. _____ Email _____

Dues are \$20.00 year/\$30.00 two years. Total Dues \$ _____

For New Members

Last Military Rank/rate (opt) _____ Present Status _____ (Active, Retired, Civilian)

Squadron Service (VQ-1, 2, 5, 6 or Support only) briefly describes duties. (i.e. - VQ-1 1963-67, Atsugi, Personnel officer/A-3 navigator, airframe shop CPO, engine mech power plants shop, etc.)

Squadron: _____ Years: _____ Base: _____ Duties: _____,

Squadron: _____ Years: _____ Base: _____ Duties: _____ Squadron: _____ Years: _____ Base: _____:

Duties _____

Note: We do not look back to long lost members who are renewing their membership. Simply pay current membership (\$20.00 (1) year or \$30.00 (2) years) and your good to go and current. You will receive newsletters and a roster book as published. Your dues are our only source of income to keep the VQ Association expenses and affairs in order!! We do not send notices for dues payment. We rely on the honor system with dues normally paid in October.

Secretary **Mike Chicvara, 17615 N. 131st Dr., Sun City West, AZ 85375, email: amcsret@cox.net, Phone: 480-313-4661**

Please Print Legibly

Small Stores Catalog

Name: _____

Address: _____

City/State/ZIP: _____

Phone: _____

Email: _____

| Item | Qty | Description | Price | Total |
|------|-----|-------------|-------|-------|
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Grand Total: _____

All prices include shipping and handling
 Make Check/M.O. to: VQ Association
 Mail to: Dick McClellan
 773 Woodcock Road, Henrico, NC
 27842
 Phone: 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 Hat (no eggs) | \$19.00 |
| 108 | P4M Hat (eggs) | \$20.00 |
| 109 | VQ Ground Pounder Bat Hat | \$16.00 |
| 110 | VQ Ground Pounder Sandeman Hat | \$16.00 |
| 111 | VQ Assoc. Logo Hat white, soft, golf | \$19.00 |
| 112 | Navy Olive Drab Patrol Cap | \$19.00 |
| 113 | Bat Patch | \$6.00 |
| 114 | VQ2 Bat Patch | \$6.00 |
| 115 | VQ2 Sandeman Patch | \$6.00 |
| 116 | A-3 Patch | \$6.00 |
| 117 | EC121 Patch | \$6.00 |
| 118 | EP-2 Patch | \$6.00 |
| 119 | Tonkin Gulf Yacht Club Patch | \$6.00 |
| 120 | VQ Assoc, Logo Patch | \$6.00 |
| 121 | VQ Assoc. Logo Coffee Mug | \$12.00 |
| 122 | VQ Assoc. Logo 4 inch Decal | \$3.00 |



American Packard Museum

Carillon Historical Park

National Museum of the Air Force

Crown Plaza, Dayton. Members must make their own reservations with a credit card by calling (937-229-9835 (hotel) or 800-689-5586 (central booking) and identify yourself as members of the "VQ Association" group to obtain negotiated rate.

Capt. John McIntyre, author of *The Last Boomerang*, would like to see some P4M Bubbas in Dayton! John spearheaded the 50 Year Plank Owner program with proceeds from his book!

vgassociation.org

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