



# VQ NEWSLETTER

FALL/WINTER 2014/15

## The Prez Sez

### VQ Association Family,

Brenda and I hope you are having a happy new year. We also hope 2015 will be a wonderful and prosperous year for you and your family. Certainly last year has had some significant changes and challenges and the hits just keep coming. The Middle East, North Korea and some disasters come quickly to mind. We know our Active Duty professionals are working hard and many of them have spent time away from their families this holiday season. Of course, we wish them the best and hope they can be with their families soon. Yes, lots of changes, especially in our VQ community. From where I sit I have seen the change in the automation of some of our missions leading to the question "how much of what we have all done manually over the years can now be done by computers?" There have been many advancements recently that will allow us to put less people in harm's way and let computers do more of the drone work. How many times have you operators said... "Yep, that mission proved once again that the enemy does sleep on a Friday or Saturday night", while we were cruising the sky off the coast of their country listening for something... anything to happen? Why not send a drone to do the same mission? I know some of you have an answer as to why a human might want to be sitting in that aircraft seat in the middle of the quiet night, but we've come to a point where we have unmanned vehicles that can broadcast excellent intelligence back to a command center in the U.S. where operators are sitting at consoles. The changes in our VQ community reflect that changing technology (some say to our own detriment – VQ-2 and VPU-1 squadrons being decommissioned in recent years), yet there's even more of a need for our VQ community's talent than ever before. Many places I visit these days involve our military and national security professionals needing the intelligence that communities like ours provide. In fact, that need seems to be insatiable and growing. Ours is still a bright future. Most of you may not be aware that a new squadron, VUP-19, was recently stood up in Jacksonville, FL. This is the first squadron that will eventually be the home of the unmanned portion of our community with the MQ-4C Triton (previously known as BAMS). The squadron does not yet have any aircraft but when it takes delivery the idea is to replace some of the manned missions that we VQ-ers have been doing for 60 years along with some of the maritime patrol (VP) missions. Most of you may also not know that the maritime patrol side of our community recently created the Maritime Patrol Association. I would have thought that the VP side would have had an association like the VQ Association long before two years ago, but VP reunions are done by each squadron unlike ours as a community. Here's the interesting news. This April 15-17th the MPA will be hosting the Maritime Patrol and Reconnaissance Symposium. This is not a reunion, but a professional symposium that is geared toward the operational forces. The MPR Symposium has been happening for years but is now being hosted by the MPA. Here's the big news... This year's heritage theme is "The Eyes and Ears of the Fleet: 60 Years of Air Recon." The VQ side of the house is being recognized for our significant contributions to our nation. I understand that VQ-1 has already contributed. They have asked the VQ Association for contributions in the way of history, pictures, writings and speakers which we are working on. Our own RADM Jack Scorby will be the guest speaker at the formal dinner. More info to follow but I am attending. I encourage you to visit the MPA website and follow this event. ([www.maritimepatrolassociation.org](http://www.maritimepatrolassociation.org))

If you were at our last reunion general board meeting you will recall that we voted to give \$5000 to the Fisher House ([www.fisherhouse.org](http://www.fisherhouse.org)), a non-profit organization that provides military families housing close to a loved one

during hospitalization for an illness, disease or injury. We are working to schedule the check presentation with them and will post pictures and details about it on our website, Facebook and LinkedIn as soon as that happens. Stay tuned for that news. VQ Association members and air recon professionals, it is indeed my pleasure to be associated with you and your families. Keep doing all you can for our Active Duty and their families and for those who need our help and support out there in our community.

**Thank you for your service. God bless America.**

**Respectfully,**

**Keith May, President, VQ Association**

## **LAST FLIGHT**

During my tenure in the Navy from June 1957 to March 1961, I served in VQ-1 from May 1958 to June 1960. I worked in maintenance on the R-4360's and after a year started to fly as a plane captain on the P4M-1Q's. In about April or May 1960 one of the P4M's came back from a flight with a gripe of difficulty in taxiing because of a dragging port brake system. That night the maintenance crew worked on the brakes and the night duty officer took the aircraft out to a taxi strip for a check-out. Everything seemed okay and the gripe was signed off.

The next day one of our officers was scheduled to return to Japan from a trip back to the States. As this was just a ferry trip, a made up crew was assigned to meet him and return to Iwakuni. I think the destination was Atsugi as best as I can remember. We were using a short crew of pilot, co-pilot, radar man, radioman, plane captain and a fire watch in the rear of the aircraft. I was assigned as plane captain and the fire watch was a kid just entering the squadron and had never flown in a P4M. I remember giving him a mike and headset and probably a few instructions (how to lock the rear hatch and where the emergency exit was located).

During taxi and take-off the brake system worked okay. As we approached our destination, we were put in a holding pattern because of a severe rainstorm. When the storm cleared, we received instructions to land. As we were preparing to land, the pilot instructed me to check the brake valves while he pressed the brake pedals. The valves were located just forward of the rudder controls, pilot side, and I could feel fluid flowing through the valves while he pressed the brake pedals. I gave him a thumbs up signal, and we continued our approach. I did not realize that although the fluid was flowing to the brakes, it was not returning through the quick release system.

As we touched down on the wet runway, everything seemed to be normal for a few seconds. Since it was a customary practice for the plane captain to monitor the engine fuel mixtures during taxi because the R4360's were prone to foul plugs after landing and taxiing on a rich mixture at low RPM's, I was standing in the passage way to the navigator's compartment between the pilot and co-pilot. My first indication that something was wrong was when the pilot took the starboard engine to full reverse.

That was when I hit my ditching station against the navigator's compartment hatch. The next few seconds was a wild ride as we skidded off the runway, through a large drainage ditch full of water, and came to rest on a taxi way exit. As it turned out, the port brake was locked solid on touchdown.

Immediately, everyone exited, and I remember going out over the starboard wing and sliding down the wing flap that was still extended. As we counted heads, we realized the kid in the rear was still on board. The P4M had a rear emergency exit window on the port side for the rear crew. I ran around to check and he was sitting on a table and kicking for all his worth trying to kick the window out. The window was equipped with two pull tabs at the top. After I got his attention, he was able to pull the window out and jump to the ground. He was scared to death because he had been subjected to flying spark plugs, hydraulic pumps, and other essentials necessary to maintain the plane when we were away from Iwakuni.

Damage to the aircraft was a bent starboard landing gear, damaged starboard prop, and most probably a damaged starboard jet engine as the jet door was open when we went through the drainage ditch. The engine picked up a large amount of gravel and water.

I remember spending the night and catching the daily mail plane back to Iwakuni. I left VQ-1 a short time later and saw the cripple old bird still parked by a hanger.

Due to the decision to phase out the P4M's, I doubt very seriously that this plane was ever repaired for service again. Therefore it was its last flight. At that time we already had one or two WV-2Q super constellations to use for training.

If other crew members of this flight can add any other details, please share them with us.



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## VQ-11 Fleet Air Reconnaissance Squadron 11 Bandits

On 31 March 2000 Fleet Air Reconnaissance Squadron (VQ) 11 was deactivated after less than three years of service. The Naval Air Reserve's first and only VQ squadron, VQ 11-established on 1 July, 1997- was not an actual reconnaissance squadron. Its two EP-3J Orions, which previously were operated by reserve Patrol Squadron 66, NAS Willow Grove, PA, were used by the Fleet Information Warfare Command Training Detachment to simulate hostile electronic-warfare electronic-warfare threats by jamming radar and communications during fleet training exercises. VP-66 had performed the Electronic Warfare Training mission for the fleet since accepting the mission in 1993. VP-66 EP-3J aircrews conducted nearly 60 worldwide detachments in support of Second, Third, Sixth and Seventh Fleet Battle Groups.

In 1997, these aircraft and personnel were established as a separate command, VQ-11, home-ported in Brunswick, Maine. The Ep-3Js were modified from P-3Bs during 1992 by Chrysler Technologies Airborne Systems (now Raytheon) in Waco, Texas, and were initially operated by active duty Tactical Electronic Warfare Squadron 33 until the electronic warfare training role was transferred to the Naval Air Reserve.

The EP-3J's mission suite included USQ-113 communications intrusion, deception and jamming equipment; ALQ-170 missile-seeker simulator; AST-4 and AST-6 radar signal simulators; ULQ-21 noise/deception jammer pod; and AALAE-43 chaff dispenser pods. VQ-11 also operated a P-3C as a crew training and logistics aircraft. VQ-11's capability <<http://www.globalsecurity.org/military/agency/navy/vq-11.htm>> was diminished when one of its EP3Js was severely damaged on the ground by a fire in 1998 and never returned to service. The second EP-3J was retired in late 1999 as the squadron prepared for deactivation.



### BROTHERLY LOVE



We recently celebrated a 60 year reunion with four members of Fighter Squadron 73 in Grass Valley, California. We had all flown the newest swept wing Cougar Jet from the deck of the USS Midway during seven months in 1954. It was the first swept wing plane to be carrier qualified. We were the only squadron to come back with all of our pilots and all of our airplanes. Among those attending the reunion was Ted Cunningham who was my wingman during the Mediterranean cruise.

Cunningham was the eldest of a family with seven sons - no daughters. Each of the boys served in the service with five in the Navy. Four of the five served as officers. Ted joined the Navy at a very young age and rose to the rank of Commander before retiring in 1976. He later became a test pilot with Douglas Aircraft Co. and was the first pilot to be hired for Midway Airlines. During his stay with us he related a story which I found quite humorous. During the summer of 1974 he was assigned as the leader of a Weapons Control Team in which he had to transport certain nuclear weapons from the naval Air Station Cecil Field Naval Weapons Storage Facility to the USS Forrestal which was tied up at the Naval Station Mayport, Florida, getting ready to deploy. In this endeavor he was engaged in a three day mission to fly the weapons to the destination mentioned above. By coincidence his brother, Lt James Cunningham was the officer who was in charge of the accepting team at Mayport. Each team consisted of highly trained personnel and the mission was for the most part precisely timed for each increment of the mission. Commander Cunningham flew a C9B Skytrain plane for the mission (a Douglas DC-9 type). Each delivery was precisely timed but for some reason one delivery was slightly late. Upon reaching the destination, Lt. Cunningham stated in loud clear terms to his brother, the Commander, with both delivery team and the receiving team in attendance to hear: "if you are late one more time I'm going to tell mom".

This broke up the tension of the operation and resulted in roaring laughter by both of the teams.

Victor G. Mottarella, Cdr. USN (Ret)



*All sailors know the Law of Mechanical Repair says that after your hands become coated with grease, your nose will begin to itch and you'll have to pee.*

## Fun Incorrect Sea Stories About Old Ironsides from the Days Before the US Navy's Ban on Alcohol aboard Ships —the USS Constitution's 126,230 Gallon Bender of 1798

*(whoops! this is an old story and it's about as true as romantic yarns about relationships between sailors and mermaids. But as the saying goes: the difference between a fable and sea story is simple: one begins "Once upon a time" the other leads with: "No Shit,")*

The U.S.S. Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. CONSTITUTION sailed from Boston with a full complement of 475 officers and men, 48,000 gallons of fresh water, 7,400 canon shot, 11,600 pounds of black powder and 79,000 gallons of rum.

"Her mission; "To destroy and harass English shipping." Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum.

Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The U.S.S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.

In case you're wondering: that's 126,230 gallons of distilled spirits and 64,300 gallons of wine. Makes you wonder if the Constitution's ship's company was in the mood for strong drink when she berthed in Boston. This also serves to define the phrase "drunk as a sailor".

Thanks to fellow retired technology journalist and one time Lt. USNR Jim Brinton for this factoid.—

Jim Forbes on 09/04/2009

## THE QUEEN

There are many tours of the Queen that range from guided to self guided to haunted tours. Relive the history of this magnificent ship that shipped tens of thousands of US troops to and from Europe during WW-2. It's said that Adolph Hitler offered a million dollar bounty to any submarine skipper who could sink the "Grey Ghost" as it was called.



There are several grades of rooms from two twin beds to a large suite suitable for six people that is in the mid \$300s. There is a 15% tax added. The reservation # is 877-342-0742. Be sure to ask for the VQ rate. The discounted rate is good for 3 days before and after the 17-20 dates.

Long Beach can be considered a gateway to Southern California. San Diego is about a hundred miles south and Santa Barbara is about 150 miles northwest. In between are a ton of things to do. (*ed. note: The coast highway is beautiful from the area up to and beyond Ventura*) Right around the Queen is the Aquarium of the Pacific, the Long Beach Art Museum, gondola rides around the harbor, a landing for the Santa Catalina Ferry, the USS Iowa, (the WW II battleship that carried Franklin D. Roosevelt to the conference at Yalta) and a Russian submarine rite next to the Queen. Disneyland and Knotts Berry Farm are about 20 minutes away. If you are wondering about the weather, in September, the temperature in Long Beach is in the 70s with a usual, nice ocean breeze.

The Queen has many restaurants on board from casual to plush. However, should you want to explore the epicurean delights of the surrounding area, there are over 40 restaurants within a mile that are accessible with a free Long Beach bus that has a stop right at the Queen. And for you shoppers, the Promenade deck on the Queen has an eclectic assortment of retail shops.

Looking forward to seeing you there.

Putt and Katy

**Queen Mary Long Beach, CA Reunion, September 17-20, 2015**

Name: \_\_\_\_\_

Spouse/Significant Other/Guest: \_\_\_\_\_

Total Attendees: \_\_\_\_\_

Reunion set up: No. of attendees X \$12

Total Set up \$: \_\_\_\_\_

Ronald Reagan Library Tour, Simi Valley, Friday, Sept 18. \$35 per person, Transport only. Total # \_\_\_\_\_ Total \$: \_\_\_\_\_

Golf Tournament, Sept 19; # of Golfers X \$32. hdcp: \_\_\_\_\_ Total Golfers \_\_\_\_\_ Total \$: \_\_\_\_\_

Dinner on the Queen, Sept. 19;

Number of Dinners X \$45. Dinner choice: Beef \_\_\_\_\_ Chicken \_\_\_\_\_ Vegetarian \_\_\_\_\_ Total \$: \_\_\_\_\_

BBQ on the Fantail, Sept. 20. # of BBQ X \$30 Total \$: \_\_\_\_\_

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 \$ \_\_\_\_\_

\* Queen Mary reservations: 877-343-0742. Be sure and ask for the association rate. Rooms start at \$99/night and there is also a 15% tax. They will honor three days before and after the reunion (17-20). **Room cutoff is 17 August.** After that you are on your own and I guarantee hotel rooms close to the Queen are expensive!!!

\* Transportation from the airport can be arranged through SuperShuttle at: <http://www.supershuttle.com/default.aspx?GC=GUVZ3> Rate is \$17 from LAX and \$37 from John Wayne (SNA) There is a two dollar discount for Queen guests which brings it down to \$15 and \$35 respectively.

\* Parking at the Queen is six bucks a day (normally \$17). Bring parking ticket when you check in and then your room key lets you in and out.

\* If you want to take advantage of the giant breakfast buffet in the Promenade Cafe, just tell them you are with the VQ Association to receive the \$15 rate per person.

\* There is free bus service to Long Beach attractions to Long Beach attractions and restaurants/tourist spots that runs on a 20 minute schedule. The stop is very close to the Queen.

\* There is a charge for internet but it also includes some long distance phone considerations. Make this choice when you check in.

\* Weather in Long Beach is usually mild (70s) and cooler nights. We always get questions on dress so, for the Saturday dinner, we ask that men wear at least long pants with a collared shirt. Please, no flip flops, T shirts or shorts!

\* To reiterate: Rate for room cutoff is **17 August!** Call **877-342-0742** to make reservations.

\* We have to have meal numbers five days in advance. What I am implying, don't wait until the last minute!! We don't want your Queen experience to be one of frustration!

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](mailto:amcsret@cox.net)

Sun City West, Phoenix, AZ.

Your hosts for this event will be Allan "Putt" and Katy Prevette. If you want additional info check the VQ Association website: [vqassociation.org](http://vqassociation.org) or call: 805-482-1204, Email [allanprevette@gmail.com](mailto:allanprevette@gmail.com), snail mail 3232 Village 3, Camarillo, CA 93012. See you there!!!

**Be sure to check the web site at [vqassociation.org](http://vqassociation.org)**

# 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	\$12.00
122	Diecast VQ P-3 Acft. Call me for info	7 available
123	Diecast T-34 Acft. Call me for info	4 available



## From the Secretary

It looks like this years reunion is going to be one for the books. I am already getting questions about it. The sign up sheet will soon be on the website and in the newsletter.

Remember, if there are any changes to your status, let me know so I can keep the roster as up to date as possible. Email address is very important to keep current.

**Chick**

## BITS & PIECES

Just received the sad news of the passing of Commander Elias (Al) Stetz, USN (Ret) last month at his home on Long Island. There are far too few of us left who remember Al, who with Ray Bujarski (Stutz and Bearcat) were the first two officers actually ordered in to the newly commissioned ECMRON-TWO (VQ-2) after it emerged from its prior incarnation (VW-2A) on September 1, 1955. Those were the grand old P4M-1Q days, and Al's place in the squadron history comes from his dedication to flying the squadron's "other" aircraft, the redoubtable P2 127772 in which he and Chief George Swem and crew delivered parts and paychecks and people to some of those crazy places we went in the mid-fifties. Al's career included a tour with VX-6 on the ice in Antarctica and as Maintenance Officer for the VP-56 Fleet Introduction of the P3C in 1969.

John McIntyre (VW-2A/VQ-2 Plankowner)

We also mourn the passing of Ray Landrum on August 25, 2014.

Articles for the Newsletter are most welcome and pictures are really appreciated. The e-mail address is [pattib@aircanopy.net](mailto:pattib@aircanopy.net).

The 2016 reunion will be in the Dallas/Ft. Worth area. Mark Swisher has kindly agreed to arrange a tour of the Vintage Air Museum in which he and many others are currently restoring an old A-3, which is located near Carswell Joint Reserve Base.

## From the V.P.

Hope this newsletter finds most of our VQ folks well and prosperous for our New Year. Sandy and I thoroughly enjoyed hosting a very successful 2014 reunion in Wilmington, NC. A huge crowd attended running us out of our allotted number of hotel rooms for a very few who found accommodations very nearby. The entertainment we came up with on our Sat. evening dinner cruise of four gals in WWII attire called "Letters from Home", sang a tribute to the Andrews Sisters for over an hour and was wildly popular. Many first time reunion faces were seen with promises that "we'll be back" for sure!! I'm sure elsewhere in this newsletter details of our 2015 reunion in Long Beach, CA with accommodations on the "Queen Mary" will be seen. Reunion dates are Sept. 17 – 20, 2015. Thanks Allan "Putt" and Katy Prevette for stepping up to host this reunion. Contact him if you can help. Remember dues are most important to our association to keep us going and take care of expenses. \$20 a year or \$30 for 2 years keeps your membership intact and provides two newsletters per year and a roster book every other year. Dues can be sent to our association secretary Mike Chicvara any time but normally in Oct. We do not send out bills or notices nor collect for back dues for those that may have been lost awhile. Pay currently and you're good to go. Widows of deceased members pay no dues and are members for life. As V. P. I have often thought that if one of you 'widow ladies' would step up you could form a very informal sort of VQ Association Aux. of widows to encourage continued reunion attendance and membership. Some of us association officers could easily help you get a list together! What about a widows breakfast or?? at a reunion? How about it perhaps Jan Meyer or Linda Landrum?? All for now. See ya next newsletter.

**Dick**

Knowing full well that they will never be able to match the Queen or the Wilmington entertainment, Larry and Patti Brosh are hosting the 2016 reunion in the Dallas/Ft. Worth area. There are plenty of things to do and see in the area, more than one can visit in a week. Many different museums, including a Ripley. The world famous state fair will be opened and if enough interest is shown, a tour can be arranged. There are wineries, micro brewers, the JFK museum in Dallas and a herd of longhorns run through Ft. Worth every afternoon.



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Patti Brosh

