

VQ Association News Letter

Spring 2003

From the President

I approach this new assignment with some trepidation. Stepping into the shoes of J.D. who has served this organization as its president for the 13 years of its existence is a big undertaking. First thing I must do is thank J.D. and Mel for their long and illustrious tour at the helm of our association. Onward and upward Ed and I have resolved to continue in their mold and provide the associates a place to renew old acquaintances, a venue to express opinions and an avenue to keep up to date on the community. This newsletter is the first of a modest attempt to keep that promise. We intend starting with this newsletter to publish one every six months. We have a team in place and are ready to proceed. We need everyone to help and provide material to make this more than a joke a week or an obituary column. We will of necessity advise members of the passing of prominent individuals and provide space filler jokes, but will keep this a meaningful document. If you feel your community is not being adequately represented please provide us an article. This newsletter will be what you make it, so provide us with newsworthy articles and we will have a document we can all be proud of. What we need most is to get the word out about the organization and to enlist new members. As with many organizations these days we see our group getting older and thinning. We need to cultivate members from the active duty community and the recently retired to keep it viable. We don't want to become just an old boys drinking club we need to provide our members with a meaningful organization. I solicit your ideas on how to make this happen and encourage you to bring your ideas to the next gathering. It looks like the plan for next year's reunion is taking shape and the Four Queens Hotel and Casino in Las Vegas is the place with Oct 9-13 the dates. Plan on it and we will see you all in Vegas where I plan on retaining the golf trophy.

Clint

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VQ Association Meeting Lancaster, Pennsylvania October 13, 2002

The meeting was called to order by the the president, J. D. Meyers, at 1005 hours. There were 38 members in attendance.

The president solicited updates to a master listing of association members. To facilitate this a copy was circulated for members in attendance to update.

The president recognized I. H. "Mel" Melsheimer for his assistance in setting up the Lancaster reunion.

Under new business, upon the recommendation of the board of directors, Las Vegas is to

be the site for the October 2003 reunion. A discussion on whether the Columbus Day weekend be retained took place and as a result a motion was made by Bill Odell to keep the Columbus Day weekend dates for future reunions. This motion was seconded and approved by a majority vote. Dave Laney, Jack Kenton and Duell Chinn stepped up to the plate and volunteered to set up the festivities in Las Vegas.

The reunion for 2004 is set for Memphis, Tennessee. Bob Edgerton agreed to set up that function.

The reunion for 2005 is set for Pensacola, Florida. Ron Paul volunteered to host that function. He assured the association that it would not be in a "dry" county.

The minutes from the general meeting held in Branson, MO in 2001 were given by the secretary, Clint Epley. A motion to approve the minutes as read was made and approved.

The president cited the contributions of the late association secretary, Ron Holmberg. He suggested the association fund putting Ron's name on the Navy memorial. A motion was made by Jack Taylor to fund the cost which was seconded. The motion carried on a vote by the members in attendance.

A report of the association financial position was given by treasurer, Dick "Mac" McClellan. Mac also recognized his wife Sandy as being 99 percent responsible for the day to day operation of the treasurer. A warm round of applause was given to Sandy (in absentia).

Several changes to the executive and board of directors were put forth by the president, J. D. Meyers. Clint Epley was recommended to become president and this recommendation was approved by acclamation. Ed Witt was suggested as vice-president and this was also approved by acclamation. The position of secretary is to be filled by Al Pevette and he accedes to this office by virtue of just hanging around.

At this point, the new president was recognized and his first act was to suggest past presidents be included automatically on the board of directors. This was approved by those in attendance.

Clint then recognized outgoing president J. D. Meyer and outgoing vice president I. H. Melsheimer for their superior service to the association.

Mel Davidow spoke from the floor and discussed a book he was doing on the P4M. He asked anyone who had experience from 1951 to 1960 in Mercators to provide him inputs.

Clint described a need for a master e-mail listing and encouraged those in attendance to pass on any information they may have on former members of the VQ community.

The meeting was adjourned at 1100 hours.

VQ-1 in Vietnam Part One

By CAPT Sidney E. Wood, Jr., USN (Ret)

By the time I reported aboard Fleet Air Reconnaissance Squadron One (VQ-1) at NAS Atsugi, Japan in February 1965, the U.S. involvement in Vietnam was well underway and my squadron was a full-time participant in that effort, both with carrier-based EA-3Bs and land-based EC-121Ms. My predecessor as Squadron Intelligence Officer was LT Jack Mahoney, who, incidentally, had also been my predecessor in the Airborne Electronic Warfare Branch at the Naval Scientific and Technical Intelligence Center (NAVSTIC) in Washington. This time, however, we were fortunate enough to have a face-to-face turnover, which was even more fortunate for me since the pace of support for Vietnam operations was quickening on a daily basis. I had a lot of learning to do in a short two weeks.

Although Jack was the only 1630 officer assigned at the time, there were several seasoned 1350 Air Intelligence officers as well, who contributed immensely to my cram course in VQ-1 operations, not only in Vietnam support operations, but in our Peacetime Aerial Reconnaissance Program (PARPRO) and our Soviet ICBM tracking operations in the Pacific. These good men, good officers, and good friends were LTs Bob Fogg, Ron Mears, and Bill Lambden. (Fogg and Mears went on to become 1630s and both served long and fruitful careers as Naval Intelligence Specialists, as did Jack Mahoney.)

Needless to say, there were many other consummate professionals in VQ-1 as well. CDR Fred Carment was Commanding Officer when I arrived, and I will never forget the first night that my wife Nancy, our two-year-old son, and I spent in our new house on "Police Box Road" in the town of Minami Rinkan. In what was to be one of the first of many "long days at the office," which concluded 13 or 14 hours after it started, the skipper insisted that he drive me home to meet my family, who had moved during the day from the Yokohama VOQ.

When we arrived, mother and son were bundled like Eskimos, since Nancy had been unable to start the kerosene heater which served as the "central heating system" for the tiny, and completely uninsulated Japanese house. The skipper spent the next two hours on his hands and knees, working on that primitive contraption until we finally got it to belch into life. Fred Carment was simply typical of the selflessness which was always abundant in the officers and men of VQ-1. The squadron was truly a community of officers, enlisted, and their families, living and working together in a mutually supportive effort in a Japan that was a far cry from the economic superpower it has become today.

VQ-1, like most Navy commands, consisted of several "unions," that somehow managed to submerge their suspicions that only they were truly responsible for the ultimate success of the squadron and its mission. There were two aviation communities, one who flew "the aluminum overcast," the EC-121M, a converted Lockheed Super Constel-

lation that looked like a humpbacked, pregnant dinosaur because of its monstrous upper and lower radomes and dozens of blade antennae protruding from its fuselage. When I arrived, there were four of them. They were old and so prone to breakdown that engine changes were part of the operational routine.

Then there were the 11 EA-3B "Whales," which operated from the decks of the CTF-77 carriers when they were allowed aboard. When they were not, they cycled through Cubi Point and Danang. The Squadron maintained permanent detachments at Cubi and Danang, with EA-3B operations supported largely at the former and EC-121M at the latter. Crews rotated to and from Atsugi to their respective Dets on 30-45 day schedules, so sometimes one would not see shipmates for months because of the demands of the Vietnam deployments. Ground support personnel rotated with the air crews to keep the aircraft flyable and the Electronic Warfare intercept equipment operating.

When I arrived in February 1965, there were about 75 officers and 500 enlisted personnel in what was already the largest air squadron in the Navy. When I left in 1968, there were about 150 officers and nearly 1500 enlisted personnel. Additional EC-121Ms and EA-3Bs from VQ-2 at Rota, Spain, along with their crews, routinely joined VQ-1 aircraft and crews in Vietnam deployments. Two additional 121s were retrieved from storage at Davis-Monthan, refurbished, and assigned to VQ-1.

With the growth in personnel strength, two additional intelligence officer billets were added to the Squadron so that the Danang Detachment could have permanent intelligence support. LTs Tom Holt (1610) and Tom Kumpf (1350) arrived a few months after I did and were rotated to Danang on a one-month-in-three basis through the duration of my tour. While we three worked the Danang EC-121M circuit, LTs Fogg, Mears, and Lambden worked the carrier Cubi EA3B circuit.

When we first inaugurated the Danang Detachment, it was with one aircraft, one crew, and multiple spare engines. The crew flew every day, seven days a week, a 10-12 hour run up and down the coast of North Vietnam, providing MIG, AAA, and SAM warnings for the Navy, Air Force, and Marine strike aircraft conducting their missions over the beach. The EA3Bs staging from Cubi, the carriers, or Danang were doing the same, scheduled for maximum time coverage on behalf of the attack aircraft over Vietnam.

Real-time warnings were based on passive Electronics and Communications Intelligence intercepts of North Vietnamese Early Warning, Height Finding, Fire Control, and Ground Control radars and associated communications. The warnings were provided by daily changing voice code words which alerted the attack aircraft to the type and location of the threat system. The VQ-1 aircraft also provided brief spot reports of other intelligence/threat situations of immediate concern, via secure teletype communications, to the ships

at sea and to Marine and Air Force commands.

Note: Please look for Part Two of Captain Wood's recollections in the next newsletter.



A VQ-1 EA-3B maneuvers into a parking space at DaNang Airbase circa 1966. Notice the early Air Force C-47 gunship.

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A Look Back At June 16, 1959 Squadron P4M Attacked By Communist Planes

Hostile and aggressive planes displaying the red star emblem attacked without warning, firing tracer ammunition, at one of the squadron P4Ms on 16 June, 1959 while on a routine reconnaissance flight approximately 45 miles east of Wonsan Harbor, North Korea.

The tail gunner, Corder, D.E., AE3, USN, who spotted the aggressive planes was wounded by gunfire before he had an opportunity to open fire with his gun. Flying at approximately 7000 feet at the time of the attack, the pilot dove the plane down to within 50 feet above the water in an attempt to evade the jets. During this period of time the unknown jets were blazing away with their machine guns in an attempt to shoot the P4M from the sky. After successfully knocking out the tail gun, rudder control, and injuring Corder, the jets concentrated their gunfire on the starboard wing and engine and made repeated passes. Thinking that they had completely disabled the starboard engine, they then concentrated their gunfire on the port wing and engine; however, by this time the plane was only a few feet above the water and their gunfire was not too effective.

For some unknown reason, the jets left the scene just as abruptly as they had arrived. The P4M then attempted to gain altitude but ran into serious trouble. The starboard engine oil gauge indicated empty and the engine started smoking; consequently, it was necessary to feather it. The starboard jet was fired off but it would only run for a few minutes at a time and then would flame out. It seems as if the oil from the Pratt and Whitney engine was dripping down into the jet and was causing repeated flame outs. Attempts to uti-

lize this jet were soon discarded as hopeless. It was at this time that the Plane Commander ordered the crew to prepare to ditch and dispatched a message that the plane was ditching. In a last futile attempt to save the plane and crew, the Plane Commander ordered all radio, radar, and baggage to be thrown overboard in an effort to make the payload lighter. With every item that was tossed through the hatch, the plane would gain a few feet of altitude and everyone knew that they were making progress with their battle against the elements. A pilot from a P2V, which came to the rescue of the ill-fated aircraft, stated that he couldn't get close enough to the P4M to survey the damage for the steady flow of gear that was flying through the air from the plane.

After discarding every object that was tossed through the hatch, the plane would gain a few feet of altitude and everyone knew that they were making progress with their battle against the elements. A pilot from a P2V, which came to the rescue of the ill-fated aircraft, stated that he couldn't get close enough to the P4M to survey the damage for the steady flow of gear that was flying through the air from the plane.

After discarding every object that was not essential for the vital operation of the aircraft, the plane was able to limp along at approximately 1000 feet altitude with the power of the port Pratt and Whitney and port jet engine until the crew safely reached Japan. The men were overjoyed with their success, but now only half of the battle to save the plane had been won. The Plane Commander now had the almost impossible task of landing the disabled plane with no rudder control and no starboard engines. To accomplish this task would give any veteran pilot a nightmare but with the grace of God and a display of outstanding skill, Mr. Mayer brought the plane down for a safe landing at Miho Airbase which is located approximately 90 miles north of Iwakuni.

The Commanding Officer has submitted a letter to Commander, Naval Forces Japan requesting that the pilot and copilot be recommended for the Distinguished Flying Cross and he has also requested that the remainder of the crew members be recommended for the Air Medal. The squadron heroes who brought the plane home safely are as follows:

Position	Name	Individual Action
Pilot	LCDR Donald Mayer,	Plane Commander
Copilot	LCDR Vincent J. Anania, Jr.	Pilot during attack
Navigator	LTJG John D. Malone	Navigating
Asst. Navigator	ENS Donald R. Sullivan	Navigating ECM Eval
LTJG	Owen Farley	Direct strip of a/c
Plane Capt.	Sampson, Gary D., AD2, USN	Direct strip of a/c
Asst. P. Capt.	Corder, Donald E. AE2, USN	Alert crew to hostile action until wounded
Radio Oper.	Harrelson, Robert, AT1, USN	Comm. with home base
Radar Oper.	McClintick, Floyd, AQ1, USN	



P4M-1Q Martin Mercator, Location and Squadron unknown. Can you old timers help?

Provide Nav/info

Ordinance Nelson, Richard E., A01, USN First aid

ECM Baker, Eugene, AT1, USN Stripping a/c

ECM Broughton, James, ATR3, USN Stripping a/c

ECM Iuliano, John, ATS3, USN Stripping a/c

ECM Erickson, Gary, ATN3, USN Stripping a/c

Another recollection by Ed Witt, AVCM (USN)

On June 16, 1959 I was a 20 year old 3rd class mechanic assigned as second mech on a Grumman Albatross (UF-1) at MCAS Iwakuni. On that day I was coming back to the work area from the chow hall when I was told by the shop chief to hustle out and help the plane captain. I didn't know what was going on but when I got to the aircraft the seats from the plane were out and sitting on the ramp, both engines were running and two pilots were in cockpit ready to go. The Plane Captain told me they were waiting for a doctor. He then told me he was going in to look for more first aid supplies and off he went.

Shortly thereafter, the doctor and a corpsman showed up. I got them aboard and the pilot in command said "We're going now!" So off we went with me as the only mechanic on board.

We really thought they (VQ 1, PR9 crew) were going into the drink, but they made it to Miho. "Boy, what a piece of flying!" I thought.

The crew came back to Iwakuni with us and I was told not to say anything about what happened. I didn't, but stories about the incident were well publicized in the newspapers. I think my thoughts at that time were, what a neat thing it would be to fly those kinds of missions.

Note: Ed got his wish and he flew for several years as a VQ-1 EC-121M flight engineer in the 70s.

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Lockheed puts Navy spy plane back in air

By DAVE HIRSCHMAN

Atlanta Journal-Constitution Staff Writer (www.ajc.com) Xinhua / AP

The damaged U.S. Navy Lockheed EP-3 surveillance plane was repaired in Marietta, and with a few more test flights it will go back into active duty. It came home in pieces on a Russian cargo plane.

Now, after 16 months of work by Lockheed Martin employees in Marietta, the Navy surveillance plane severely damaged in a mid-air collision with a Chinese fighter jet last year is flying once more.

The four-engine Lockheed EP-3 on Friday made its first flight since the April 1, 2001, collision, which erupted into an international flashpoint when the plane landed in China and its crew was detained.

The rebuilt spy plane took off from Dobbins Air Reserve Base in Marietta at 11:08 a.m. Friday and flew for about two hours. "Everything went smoothly on the first test flight," said Jim Saye, a spokesman at Lockheed Martin's plant next to the base.

The EP-3 was flying off the China coast when it was met by two Chinese fighters. One slammed into the EP-3's left wing, and the Chinese pilot was killed. The damaged American plane fell more than two miles before the pilots regained control and landed at a Chinese airfield.

China held the 24-member crew for 11 days and inspected every inch of the plane and its electronic eavesdropping equipment. U.S. officials had to dismantle the plane and hire a Russian cargo plane to carry the fuselage back to Marietta, where new wing, tail and nose components were installed.

Lockheed says the plane will make at least one more test flight before going to a Raytheon facility for updated electronics. Then it will return to regular duty.

"We're looking forward to getting it back in the fleet," said Bob Coble, a Navy spokesman.

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Unknown landing signal officer to carrier pilot after his 6th unsuccessful landing attempt: "You've got to land here, son. This is where the food is."



'World Watchers' Jump To the Task, Take To Skies

By Ensign Bradford Davis, Electronic Warfare Squadron VQ-1 PAO

It is the middle of the night, and you are flying high over Western Afghanistan. It's barely a month after the tragedies of Sept. 11th, and a determined nation has sent its armed forces to bring justice to those who instigated the attacks. You are among them. You are aboard the EP-3E, the Navy's highly-advanced reconnaissance aircraft. In a matter of hours, the sun will be rising over the Hindu Kush mountains far to the northeast. But now it is dark, the only light an eerie red glow emanating from the plane's extensive suite of navigational and surveillance equipment.

Suddenly, there is a flash. Then another. It is enemy fire, and it is meant for you and your crew. You are defenseless; the EP-3E is big and slow, limited in its evasive maneuvering capability. You draw in your breath and wait. Seconds seem like hours. Then, at last you realize they missed. The threat passes. You exhale and continue on... you have a mission to complete.

Such is a day in the life of a crew member of VQ-1. The "World Watchers," after all, are no strangers to combat. Stationed at Naval Air Station Whidbey Island, VQ-1 has maintained a permanent presence in the Arabian Gulf since 1992, following Operations Desert Shield and Desert Storm.

In those conflicts, the squadron amassed an impressive 1,400 combat flight hours with a 100 percent mission completion rate. Missions ranged from strike support to combat search and rescue, to communications and over-the-horizon targeting.

VQ-1 continued to prove its mettle in Operation Enduring Freedom, augmented by sister squadron VQ-2 based out of Rota, Spain. In the words of Capt. Harry Harris, former Commodore and Commander Task Force 57, "VQ-1 has flown in harm's way more than any other Task Force 57 squadron since Operation Enduring Freedom began and has aggressively met critical reconnaissance needs in this time of war."

Today, flying the venerable EP-3E, VQ-1 maintains a permanent detachment in Misawa, Japan, in addition to its home base at Whidbey and its presence in the Arabian Gulf. Its area of responsibility, in fact, reaches from the east

coast of Africa to the west coast of the United States, roughly two-thirds of the world's surface.

Every day, the squadron conducts crucial reconnaissance missions in the vital U.S. Central Command and U.S. Pacific Command areas of responsibility, flying in every climate to provide national- and theater-level collection in support of the nation's war fighters.

So what makes the World Watchers able to maintain their vital tasking around the clock? Ask any member of the aircrew, and they'll tell you it's the vital support they receive from the rest of the squadron. "There is no way we would be able to fly without the team effort of everyone at VQ-1," said Lt. Joseph Levy, a World Watcher pilot. "The maintainers work extremely hard, in grueling conditions, to ensure our planes are always ready to fly. Our intelligence department works all hours to make sure we have the information we need to conduct our missions. These are just two examples of the help we get every day. The list is endless."

Keeping the squadron's 30-year-old planes in the air is not always an easy task, especially in Bahrain. Working in a brutal desert climate with the heat index frequently soaring above 110 degrees Fahrenheit, the work of a maintainer is harsh. Despite the hardships, however, those entrusted with keeping up the aircraft are motivated about their work. In the words of Aviation Electronics Technician 3rd Class Timothy Adams, "Outside of home, there is no place I'd rather be."

This seems to reflect the mood of the entire squadron. Everyone at VQ-1 knows they're part of a vital mission and are eager to jump to the task. It is, after all, just part of being a World Watcher.

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Wanted

Now is the time to "dust" off and send in those old sea stories or hairy tales that chronicle the VQ experience so we can document them for posterity and put them in future issues of the association news letter. We will accept any form of communication, such as digital, type written, hand written, or written on match books. Of particular interest are stories and experiences in the early days of Port Lyautey, Morocco and Sangley Point, Republic of the Philippines. Also needed are photos of aircraft and people. Copies of photos over the internet would be great. If you're not on the net, send in a photo, we will make a copy and return it you forthwith! Mel Davidow is also compiling a book about the P4M and he would appreciate any inputs along that line. Please send inputs to Al Prevette, 3232 Village 3, Camarillo, CA 93012, e-mail pierreputt@att.net.

A special thanks to **Dave Laney, Don Gibbs, Chuck Templin, Mel Davidow and Sid Wood** for their timely contributions thus far.



Hangar 5 at Rota Gets a Face Lift By CDR Keith May, Commanding Officer, VQ-2

For the past thirteen months VQ-2 has been doing business in a temporary dwelling while hangar 5 has been going through a long overdue refurbishment.

Hangar 5 was built in 1957, back when VQ-2 was still flying P4M-1Q *Mercators* and A3D-1Q *Skywarriors*. From 1957 until 2001 many things in the squadron changed, everything from the squadron's name to the aircraft it flew. But over those 44 years as the squadron, its personnel, aircraft, and equipment changed, hangar 5 gradually grew older and more archaic.

Finally, in the first part of December of 2001, the squadron made a temporary move into hangar 580, while hangar 5 began a \$1.5 million overhaul. Aside from the typical fatigue type repairs that are required after four and a half decades of wear and tear, hangar 5 will have a number of significant upgrades and improvements.

At the most basic level, there will be a better floor plan more conducive to sailors' needs. Safety will also be greatly improved. Besides correcting multiple discrepancies from before the renovation, there will be an improved fire protection system, new steel fire-rated doors, and an additional eyewash station. Also, a new electrical system and electro-static discharge grounds will be installed where required.

For force protection, new windows that meet force protection and sound attenuation standards are being installed. Additionally, a new security door for the second deck, the secure spaces, will be installed with an intercom system. The secure spaces beyond the second deck security door will also have new alarms and security equipment added.

There are also a number of quality of workplace type improvements being implemented. The entire plumbing system has been redone and will include long overdue showers in the female head. Also, a new unclass LAN cable plan and zonal temperature controls for the entire hangar are being installed. And as an additional bonus, over \$90,000 of new furniture are waiting to be

taken advantage of.

Before temporarily moving out, VQ-2 operated out of hangar 5 for 44 years. We are now looking forward to reclaiming our home and taking advantage of its revamped and upgraded work centers. We're planning to move into the new hangar 5 with a ribbon-cutting in February, 2003. In the Navy we are frequently asked to make due with what we are given. But it will certainly be nice to work out of a modernized hangar that looks and feels like new.

Our thanks to Skipper May for taking time out from his busy schedule to provide us with this update.



These photos should bring back a few memories from those who passed through or spent time in VQ-2 at Rota, Spain.



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The old Chief says, "Always borrow money from a pessimist. They never expect you to pay them back."



A VQ-2 WV-2Q Warning Star, location unknown. Note the obvious pride in ownership by the perfect alignment of the propellers.

Navy Moves on P-3C/EP-3E Replacement

In a surprise move, the U.S. Navy awarded only Boeing and Lockheed Martin contracts to work on the P-3C/EP-3E replacement—the Multi-mission Maritime Aircraft (MMA)—dropping BAE Systems and its Nimrod from the competition that wasn't expected to be narrowed to two this soon.

BAE Systems late last week was still exploring opportunities to stay in the program. One option is to become a major subcontractor to Boeing or Lockheed Martin. None of the parties involved would say why BAE Systems lost, except to note the Navy had enough money to fund three competitors.

If BAE Systems' efforts fail, it would represent the second blow for European companies eyeing MMA. EADS hoped to team with Lockheed Martin to bid with an Airbus platform, but that overture was rejected under pressure from some members of Congress.

Boeing and Lockheed Martin received \$7 million each for the first five months of the 18-month-long component advanced development (CAD) phase. Lockheed Martin is offering an improved and reengined P-3, the Orion21. Boeing is betting on the 737-700, although it may offer the slightly larger -800. Each of the concepts presents its own risks, but MMA program manager Navy Capt. Alan Easterling is confident both are viable candidates for meeting the goal of having the MMA in service by 2012. "I don't see, in the two concepts we are retaining, show-stoppers."

For Orion21, Navy officials are mindful of problems Lockheed Martin encountered while developing the C-130J. But Easterling hopes the company will apply those lessons this time. Lockheed Martin also reduced perceived risk by offering newly built airframes rather than remanufactured P-3s as initially planned. For Boeing, modifying an aircraft designed as an airliner to one that carries weapons represents a hurdle. One of the main challenges for both is likely to be extensive software development.

A single developer will be chosen in early 2004. To get P-3s to last that long "is going to be a challenge," Easterling acknowledged. MMA acceleration has been discussed, but not funded so far.



Remember!! Las Vegas, NV, site of the October, 2003 VQ Association Reunion!

Dave Laney, Jack Kenton, Duell Chinn, Al Mehlhaff and Tom Hampton are working to make this one of the best! Reunion details will be in the summer newsletter. You may also access the VQ website, www.kleinandstump.com/VQ/index.htm, for additional information.



Second All Willy Victor Squadrons Reunion

September 5, 6 and 7, 2003
 Octave Chanute Aerospace Museum
 Rantoul, Illinois
 Contact: PO Box 949, Rantoul, IL 61866-0949
 Website: <http://www.willyvictor.com>
 Call: 1-877-726-8685



Association Dues

Dues are 15.00 yearly or 25.00 for two years. We don't bill nor do we issue membership cards. Money taken in is used for the benefit of all. We depend on your personal honor in the matter of dues payment.

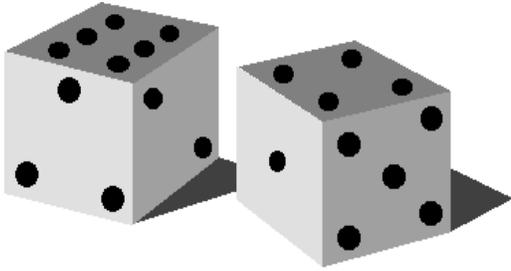


Newsletter Comments, Suggestions and Articles

Comments and articles should be submitted to the Editor, Allan Prevette, at Pierreputt@att.net or to 3232 Village 3, Camarillo, CA 93012.

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Make your plans now to join us October 9-12, 2003.*



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