

VQ-2 Shines in Operation Iraqi Freedom

By LTJG Hugh N. Batten

Naval Aviation's surveillance and reconnaissance program has historically maintained a low profile. The sensitive nature of the mission has created a degree of mystery about the community. Most people had never heard of an EP-3E until April 2001 when an EP-3E Aries II of Fleet Air Reconnaissance Squadron (VQ) 1 was involved in a midair collision with a Chinese fighter. This incident and the subsequent detainment of the crew at Hainan Island received front-page coverage across the nation (see NANews, Sep-Oct 03). However, long before this publicity, the Navy's fleet air reconnaissance squadrons were quietly at work.

Established on 1 September 1955, the VQ-2 Rangers have shifted their mission focus over the years. VQ missions during the Cold War collected strategic intelligence on the former Soviet Union and its satellite states in the European theater. Yet, the geopolitical changes and computer communications revolution during the last 20 have altered the way VQ-2 does business. The focus has shifted to providing tactical intelligence and time-critical targeting directly to fleet and component commanders around the world. As the mission changed, VQ capabilities and tactics have kept pace.

Though the P-3 airframe is old, EP-3Es are now equipped with the Sensor System Improvement Program mission avionics suite, consisting of state-of-the-art signals intelligence intercept, information management and communications technology. Manned by 24 highly trained crew members, from a variety of cytologic and aviation ratings, who are experts in operation and maintaining the equipment, the EP-3E brings a potent capability to intercept, exploit and disrupt the entire enemy command-control-communication-computers-intelligence architecture. "We have the right training, the right equipment and the right crew for getting the job done," stated Lieutenant Pete Salvaggio, a senior evaluator who flew extensively during Operation Iraqi Freedom (OIF).

America's adversaries learned of the strength of U.S. air power from the crushing defeat of Iraqi forces in the first Gulf War and have sought to update air defense tactics. U.S. Naval and Air Force aircraft subsequently faced new challenges in the Balkans Conflict. Coalition aircrews, therefore, expected to see improved techniques attempted by the Iraqi air defense units in 2003. VQ-2 was ready, bringing the lessons of the first Gulf War, the Balkans and Operation Enduring Freedom to bear on the enemy during OIF.

Balancing the adversaries' improvements, years of experience in Operations Northern Watch, Southern Watch, Joint Forge and Joint Guardian had honed VQ-2's ability to gather, process and disseminate real-time threat intelligence directly to air, sea and land-based shooters. The VQ-2 combat reconnaissance (CRC) crews knew that their experience in those operations would be vital in overcoming the enemy's improved air defense techniques in Iraq. To be combat effective, VQ-2 would have to provide coalition shooters and decision makers with significant intelligence fast enough to beat the enemy's

sensor-to-shooter process.

In the weeks leading up to the war, VQ-2 and sister squadron VQ-1, along with operators from Naval Security Group Activities (NSGA) Manama, Bahrain; Rota, Spain; and Misawa, Japan, assembled in Bahrain under Commander Task Force 57 as the Navy's airborne intelligence, surveillance, and reconnaissance team. There are 10 EP-3Es in the Navy inventory, three of which were in Bahrain during the buildup for OIF. The VQ crews flew 24 hours a day, monitoring threats to the carrier battle groups in the northern Arabian Gulf and communicating threat warnings to coalition strike packages flying in Operation Southern Watch. Tensions mounted as the rhetoric of war increased. "We all knew it was just a matter of time. We knew the moment it started, we would be ready," said Lt. Salvaggio.

In the early morning hours of 19 March, the coalition launched the first strike of Tomahawk land-attack missiles into Iraq. VQ-2's CRC-1 monitored the destruction from an orbit over Kuwait. CRC-2 soon followed, providing imminent threat warnings to coalition strike packages ingressing Iraqi airspace. When the strikes began, VQ-2 added suppression of enemy air defense (SEAD) to threat-warning responsibilities and, as expected, the SEAD tactics quickly established air superiority over the weakened Iraqi air defense. As the ground war began, the VQ aircrews left familiar tactics and airspace to keep pace with advancing coalition forces. Instead of orbiting in the Kuwaiti airspace directly adjacent to the Iraqi border, VQ-2 received its first "killbox" assignment on 23 March, flying overland Iraq for the first time. Unarmed and unescorted over Iraq without chaff or flares, the Rangers demonstrated their own brand of valor. "We were up there all ourselves, watching the war unfold," explained Lt. T. C. Howery, CRC-2 aircraft and mission commander. "I'm really proud of the crew and how they performed in the face of hostilities. You can prepare yourself all you'd like, but nothing can really get you ready for the first time you encounter antiaircraft artillery [AAA]," he added about the overland Iraq combat mission.

The launch of the ground offensive toward Baghdad compelled VQ-2 to emphasize ground support. Initially providing surface-to-air missile and AAA threat warnings to the coalition strike packages, the VQ crews quickly broadened their focus to include direct strike support and battle damage assessment for ground operations. Lieutenant Commander Andrew Johnson, a former infantryman with the 82nd Airborne Division and a VQ-2 aircraft/mission commander, reported to Camp Commando in Kuwait as the VQ/patrol liaison to the Marines. "I was basically sent in to support the 1st Marine Expeditionary Unit for the location and targeting of Iraqi enemy units," explained Johnson. "We had to take a mission that had never been done before by our EP-3Es and use them to supply critical information to our ground units advancing against the enemy." As a result, new procedures for VQ direct support to ground forces were developed.

By the end of the war, VQ Detachment Southwest Asia had flown over 50 combat missions totaling over 400 hours with three different aircraft. Over

300 of these hours were spent on station. VQ adapted new tactics literally on the fly, and wrote a new chapter of joint warfare as it supported U.S. Marine Corps and Army ground forces. The men and women of the VQ and NSGA communities understand that while the nature of their missions will rarely make them front-page news, the electronic combat information they provide is critical to the success of our forces around the globe.

LTJG Batten is VQ-2's Public Affairs Officer. Special thanks to LCDR Craig Lee, LT Jason Wells and LTJG David Cooper for their assistance with this article,

This article was taken from the March/April 2004 Naval Aviation News. The original has some nice pictures. Editor



A Summer Day In DaNang

Richard Bukowski

Waking up on July 15, 1967, it had all the beginnings of a beautiful day in DaNang, Vietnam. Our Super Connie crew was off the flight schedule, so we planned a nice beach party at China Beach. This beach was like many other tropical beaches and had white sand and warm, blue water. Our only job that day was to make sure we consumed 100 steaks purloined from the Air Force galley and to drink a sufficient quantity of "Unlabeled" beer. The beer came from an outdoor stockpile where the weather had worn off most of the labels. We really didn't care what kind of beer it was, just that it be cold. Our chef, AE1 Richard "Snake" Klajbor, was in charge of the menu and the cooking just as he was when we were flying. The rest of us went swimming, relaxed on the beach, or played killer volleyball. The serenity of the day was only occasionally interrupted when an A-1 Skyraider or a H-1 Huey would make a low pass over the beach.

Life in DaNang wasn't so bad then. We had recently moved from tents into wooden barracks. There was an air conditioned theater where you could see an afternoon movie for 50 cents or sleep for a couple of hours where it was cool. There was still the old, outdoor theater where you could see great movies like, "The Attack of the 50 Foot Woman," while sitting on the ground watching the movie on a screen made from a sheet. About five miles from our barracks was an Air Force PX loaded with every thing one could ever need in the combat zone.

The Air Force also had a base beautification program going which included placing white picket fences around buildings, painting hundreds of rocks white and arranging them to accent various objects like flag poles, bigger rocks, and walkways. I think the Air Force must have thought a pretty base was a happy base. At this point, for a war thing, DaNang wasn't too bad.

The Air Base had never seen a major attack, so sandbag bunker construction was a relatively low priority. After all, the base was protected by several thousand Marines who patrolled the perimeter.

The only time you really knew there was a war going on was at night when the thunder of artillery could be heard in the distance or when planes would land all shot up.

Even though it was relatively calm someone thought it would be a good idea for VQ-1 to build a bunker close to our three new barracks. This project was undertaken, and after expending a lot of effort to fill sandbags, a bunker large enough to protect all the VQ flight crews and support personnel was nearly completed by July 15, 1967. The roof, which was supposed to be heavy steel plates topped with sandbags, had not been finished.

It had been a nice day at the beach. Most of us hit the sack early since we were on the flight schedule the next morning and had a get up at "Zero dark thirty." Around midnight we woke up to some strange noises that many of us had never heard before and probably will never, ever forget! It took a couple of seconds to realize the base was under attack! Most of the personnel ran to the new bunker. There were a few who thought it was a good idea to take pictures of the war action from vantage points in the barracks. This turned out to be a very bad idea! My immediate group, made up of AT1 Don Stubbs, AT3 Dick Hea and I, decided not to go to the bunker since it didn't have a roof. Instead, we crawled under a trusty, double-decker, Navy steel bunk and surrounded ourselves with mattresses. This emergency action was never planned, it just seemed like the right thing to do at the moment. As the rockets exploded around us, my thoughts were if a rocket hit our barracks would our make shift bunker protect us? Most of us were in our 20s and we still thought of ourselves as being bullet proof. That bullet proof idea ended abruptly when the ammunition dump next to the barracks blew up sending a shock wave out and tons of shrapnel that severely damaged all three VQ barracks. The handlebars on my bike that was parked next to our barracks even took a hit! This particular ammunition dump was to be emptied because of its run down condition and the proximity to living quarters. The VC took care of that, and it was emptied in one very big bang!

After the big blast our small group was unscathed so we continued to stay under our bunks. The rocket attack eventually stopped, but we didn't see any reason to leave our make shift shelter. A Marine sergeant came through the barracks and asked us if we were ready to come out. We said, "No, we're very happy where we are." He then told us the barracks was on fire and that fragments from a spent 500 lb. bomb had come through the roof of the barracks and set the top floor on fire. Hearing that provided the impetus for us to quickly leave our shelter and vacate the burning building! When we got outside, we noticed "Puff," a C-47 (DC-3) with Gatling guns sticking out the port windows, firing thousands of rounds into the hills, leaving a snake-like trail of tracers that moved in sync with the roll and pitch of the plane. What a sight!

We learned that the enemy had launched approximately 50 rounds of 120 and 140 MM rockets, each with a range of five miles. The attack lasted 10 to 15 minutes but seemed much longer. When the

ammo dump blew up, hot shrapnel rained down on the VQ bunker burning several men. I remember PO2 Worley being taken to the hospital with blood in his lungs. He was one of those taking pictures of the war when the dump blew up and he ingested a large quantity of the shock wave. He was my relief as I was scheduled to go home in a couple of days. He went back to Atsugi and I stayed several more weeks. There were many injuries but no VQ fatalities. Others on the base didn't fare as well with 12 servicemen killed that night. Later, many VQ personnel were awarded Purple Hearts as a result of that action. My companions and I felt very lucky that we missed out on that recognition!

Later on we found out some of our planes sustained damage in the revetments, plus all of our new barracks were now unlivable. As we sat in the darkness mulling over what had just happened, the sun came up, signaling the start of another beautiful day in DaNang.

Our thanks to Rich for this article. Editor

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More on the P2V Story

The Winter/Spring issue asks the question of what is the nature of the subject picture sent in by Tom Maroldy. I believe it is a highly modified bird done by Lockheed Burbank during the mid years of Viet Nam for the "TRIM" program. They were operated by squadrons using the "VO" designator. Several of them were sent to Atsugi in the 1970 time frame, and we in SPOD removed a lot of the antennas and assorted other equipment. As you know, we would take anything available, even if it wouldn't fit into the a/c.

I worked on two P2V-6M's during 1958 putting five operating stations in the aft cabin for telemetry collection on flights from Shemya. We started that effort in 1957 with P4M buno 124366 and an A3D 1Q buno 131363. We were operating the P4M at 33,000 feet for about twenty five minutes and then would return to base at low fuel state. The basic configuration of the collection positions was four AN/FLR-2 Nem's Clarke receivers and APA-74 Pulse analyzers used for signal Identification. We had a pair of VHF antennas mounted on the side of the aft fuselage that stuck out about four feet and were over 10 feet long. We also had an AMPEX model 807 "wideband" tape recorder. Prior to getting the -807's we used wire recorders.

So the operators could survive at the altitude, we also installed a complete gaseous oxygen system in the back end along with equipment racks, and virtually all the work was done in house with squadron folks. The project was headed by Lt. John Ballard and Lt. Bill Wickham (I think that's right)

Unfortunately the P2V at Shemya was struck when the hanger door fell on it during a late season typhoon, and right after that the US Army showed up with specially configured A3D 2-Q's.

The A3D-1Q was a real work of art. We constructed an "I" beam bar about 18 feet long to mount the same style antennas on as we had on the P4M and later on the P2V's. The bar was designed to mount in place of one of the twenty millimeter guns in the

tail turret of the AERO 21B self protection gun/radar system. The bar went through the turret and into the inner a/c structure for rigidity.

It was later determined the "bar" caused some internal structure damage and the "Q" basically retired it when the Army birds arrived.

The proceeding was submitted by Chuck Christman, long time "Guru" in VQ Special Projects. Our thanks to Chuck for his input. Editor

Tom Maroldy writes: The following is more info on the VQ-1 P2V aircraft: By the end of 1959 the squadron had two P2V-5F Neptunes that flew out of Shemya with VP-9 markings. The third P2V-5F arrived at VQ-1 in Jan 1960. The Neptunes stayed until March of 1960. The skipper was CDR W.R. (Red) Knopke, my first skipper. The picture (last newsletter) of the P2 with its main gear in the pit was in Iwakuni.

Former VQ'ers Dusty Rhoades and John Yugas both wrote in that the picture shown in the last newsletter is a PROJECT TRIM aircraft in Culver City, CA in the 1970s. Stay tuned! Editor

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A Close Call off the China Coast 1961

Ron Schneider writes: I was a CTI2 from Kami Seya and flew with the Squadron during my tour. One day my Chief asked me if I wanted a TAD trip to Shu-Lin-Kou via VQ aircraft. I said, "Sure," so off I went. Landing in Taipei, the CO at Shu-Lin-Kou had a vehicle waiting to bring me out to the base. When I arrived he welcomed me and directed me to spaces filled with electronic equipment that needed repair. I responded that I was not a maintenance man, surely some mistake had been made along the line.

Well, the deployment was to be for about 10 days as I recall, and I discovered that I had no funds as the U.S. personnel in Taiwan used some sort of coupons. The CO loaned me some "money" and turned me over to a Chief Garrity. I think the man was half Chinese, he had been in the Far East for years, spoke dialects, ate and drank nothing but fried rice and Scotch or so it seemed. He took me to his home to meet his wife and adopted Taiwanese son. We had a grand time, and then he took me to a BEQ downtown somewhere.

The next day I was asked to ride on PR-24 (135747) over the Gulf of Tonkin to search for information within my specialty. Off we went with Chief Garrity in the supervisor's seat, me next to him (facing aft) and a Petty Officer (Chinese Linguist) named Plum and another Chinese linguist in seat four (facing forward) on the "CT" console. I was doing my job and monitoring the other positions when PO Plum reported to the Chief that he just discovered MiGs taking-off from Canton. Shortly thereafter, I observing the PO manning the fire control console throwing down his headset and running forward yelling, "They got us locked on!" and then a rapid descent of the aircraft. Chief Garrity reached up and unsnapped his parachute, and I immediately followed his action. By then I realized the Commander



WV-2Q 135747 (PR-24) on the deck in Taiwan after losing its upper radome diving away from attacking Chinese MiGs on 4 January 1961. Photo courtesy of Tom Maroldy.

had the aircraft under control and I began monitoring the cockpit. They had requested assistance from VP-40 at Sangley Point (P5M's), Republic of the Philippines, to respond to our flight emergency and this request was cancelled as all systems were now under control and we were headed back to Taipei.

As we approached base the air traffic control asked the cockpit if we were that "Super Connie" that took-off several hours earlier. There was a positive response followed by "What in the world happened to that big radome you guys had on the top" which was followed by, "What do you mean?" from the aircraft. "Well, it's not there!" ATC replied. Silence on the part of the crew. After we landed there was a lot of scrambling around including a large tarp being tossed over the top of the aircraft. The following day the VQ-1 XO flew down from Atsugi to evaluate the situation. We were all sworn to secrecy.

I was asked by the Shu-Lin-Kou CO (CDR Carl Duberg) if I wanted to go out again. "Do I really have to?" I asked and he said, "No, you can go back to Kami Seya." Sayonara Taiwan !!

I loved flying with VQ-1. What a great squadron, especially the Willy Victor's!

Pete Dunbar writes: According to my log, the incident occurred on 4 January 1961. I flew down that evening on PR-22 with the XO, Howard Kenton. Only others I remember were Tom Maroldy, and Al Forbes, the Lockheed Rep. I took the next mission that we flew with PR-22, Phil Dahlby in command, on 7 Jan.

The holes in the tail were actually on the leading edges and were from debris from the broken up radome. A/C log showed that it had lost the upper dome in a hurricane penetration with VW-4 several years prior. I came back to Atsugi on PR-24 after it had been "patched". It launched for Keehi (a Lockheed rework facility in Hawaii) the next morning.

Our thanks to Ron, Pete and Tom for their inputs. Editor

Three Marines were walking through the forest when they came upon a set of tracks. The first marine said, "Those are deer tracks." The second marine said, "No, those are elk tracks." The third marine said, "You're both wrong, those are moose tracks." The marines were still arguing when the train hit them.

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Coming Attractions/Requests for Stories of VQ Experiences

We have several articles lined up for the coming newsletters. There will be a serialization of a story submitted by Bob Bublitz that offers a wry account of the early days of VQ-1, from the beginning at VC-11 Detachment Miramar, California , to the TRANSPAC of the P4M-1Q's, and the setting up and operations out of Sangley Point, Republic of the Philippines.

Another article is a first hand recollection by R. C. M. Ottensmeyer about the ditching of P4M-1Q in the Mediterranean off the coast of Cyprus in 1952.

If you have a story you would like to share with the membership and get documented for future generations of VQ'ers to enjoy, please send it in to the Secretary or anyone else on the Association governing board.

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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. To determine dues status, check for a number following your name on the news letter address label. The number indicates the year (October) paid up to.

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EA-3B (BUNO)146448 arrived by truck at Fort Meade, Maryland recently. This former VQ-2 aircraft will be redone in the markings of "Ranger 12" and will be on permanent display at the National Security Agency's Memorial Park.



Come join us in Memphis in 2004

VQ Association Members. Retirees from Europe. Students from Asia. Food critics and honeymooners and history buffs. Riders of wild horses. No matter who you are or where you come from, you will find something fun and inspiring and magical and real about Memphis. There's entrancing night-life. Unforgettable Graceland. The NBA. An acclaimed zoo. And more moving historical sites than anywhere else around. If you want a hassle-free, one-of-a-kind trip to remember, Memphis can deliver a soulful experience that you will be talking about for years to come.

The Association reunion will kick off Thursday, October 7, 2004. The ready room will be open that afternoon for those checking in early. On Friday check-in will continue and there are no formal events scheduled for that day. Saturday morning, October 9, there will be a golf tourney at the course at the Navy base. Saturday night attendees will be entertained at the "Coors Belle," which is set up to resemble the river steamboats that plied the Mississippi in days of old. Guests will be treated to famous "Memphis BBQ" catered by Corky's, one of the city's premier BBQ houses. The next day a catered picnic/lunch will be held at the Navy Base Lake House in Millington.

There will be several work shops for interested members. J. D. Meyer will discuss "Overcoming Depression when Transitioning from Willy Victors to A3s." A. T. Holt will talk about "One Hundred Ways to Enjoy Raw Onions." Dale Hagen will speak about "Enjoying Golf in South Dakota in January."

Holiday Inns of America are the gracious host for the VQ Association Reunion. Specifically, the Holiday Inn® Sycamore View is the site from which all the festivities will emanate. This Inn is said to be a favorite destination for travelers on business or pleasure. Conveniently located off exit 12 on I-40 in East Memphis, the Holiday Inn® Sycamore View is adjacent to the Six50 Sportsplex, five miles from the Agricenter International and Shelby Showcase Arena, 11 miles to the Downtown Business District, and 15 miles from the Memphis International Airport.

There are 173 well-appointed guestrooms. You can enjoy a homestyle meal at the Simmering Pot Family Restaurant or you can go to a multitude of restaurants close by. If you are so inclined, you can enjoy a beverage in Conversations Lounge. Remember, there will be a ready room open during the entire reunion period that will feature low cost beverages, camaraderie, and squadron memorabilia (both inanimate and walking).

The hard working reunion committee has negotiated a rate of 57.00 per day plus tax. When calling the hotel **please ask for the VQ Association rate**. We also ask that attendees make their own reservations. You can call direct or use the toll free number.

Holiday Inn, MEMPHIS-I-40 & Sycamore View, 6101 Shelby Oaks Dr., Memphis, TN 38134. **Tel: 1-901-388-7050** Email: mhism1@lodgian.com. Check-In Time: 3:00 PM
Holiday Inn Toll Free Number
1-800-HOLIDAY (1-800-465-4329)

Members driving from the airport, go to I-240E (Towards Nashville) after 11.7 miles merge onto I-40E via exit 12C. Shortly, turn off I-40 at Exit 12 and turn left on Sycamore View. Turn right on Shelby Oaks Drive and Holiday Inn is at the end.

Members coming from the east (Nashville) on I-40 take Exit 12 in East Memphis. Turn slightly right on Sycamore View Road then quickly turn right on Shelby Oaks Drive. Holiday Inn is at the end of Shelby Oaks Drive.

Members coming from the west (Little Rock) on I-40 take Exit 12A toward US-70/US-64/US-79/Summer Avenue. Turn left onto N. White Station Road. At 1.1 miles turn left onto Summers Avenue/US-70/TN-1. At .4 miles turn right onto Summer Tree Drive. Turn left onto Shelby Oaks Drive. Holiday Inn is at the end of the drive.

The annual golf tourney will take place at the Navy Course at Millington on Saturday morning. Fee for this event will be \$30.00 and this includes a cart. Friday night in the Ready Room will witness the no-holds barred process of setting handicaps and team pairings and will be refereed by perennial golf coordinator, Don Martin. Patti Brosh has said she likes the way the trophy looks on her mantel, so she may be a force to reckon with.

Saturday evening members will be treated to a memorable night at the Coors Belle Hospitality Center. This popular Memphis spot routinely hosts events such as ours. Coors Belle has something that no other reception site in the area can offer, a view of Old Man River. Not as you see it today, but as it was years ago. The ballroom looks and feels just like the old river boats. All of Coors beverages are part of the package and include soft drinks, Coors beers and Zima products.

The dinner will be catered by Corky's of Memphis, a world renowned purveyor of Memphis BBQ. Pork shoulder, ribs, chicken, beans, cole slaw and pecan pie will be in abundant supply! All the Memphis natives say, "If you want Memphis BBQ, go no further than Corky's!" The paltry charge for this evening of fun and down home food is a mere \$27.00 per person. This event will be casual so don't wear anything you don't want BBQ sauce on!

Sunday, October 10 will feature a picnic at the Navy Base. The venue is the Navy Lake House, which is described as the perfect spot for a gathering. The Lake House's rustic decor and modern conveniences provide the best of both casual and outdoor entertaining. The Lake House is virtually surrounded on all sides by large windows which supply an abundant amount of light as well as an excellent view of the lake. There are horseshoe pits, a softball field plus you can rent paddle boats, canoes or fishing boats. For the RV'ers there are 12 full hookup camping pads.

The menu is All-American and will feature hamburgers, hot dogs, brats, chili and all the condiments. Soft drinks, draft beer and wine will be available for your pleasure. The price per person to enjoy all of this is \$10.00. The picnic will also provide those who attended M. I. T. (Memphis Institute of Technology) or otherwise known as NATTC, a chance to see old stomping grounds. Come on down!!

VQ ASSOCIATION MEMBERSHIP APPLICATION and/or REUNION SIGN UP SHEET

(Please use this form for changes to your personal info and/or pay your dues)
(Mail this form with your check - Please Print)

Name: _____ Spouse _____

Address: _____ City _____ State _____ Zip _____

Telephone: Home: _____ E-mail: _____

Highest Rank (Optional): _____ Present Status: _____
(Active-duty, retired, civilian)

Squadron(s) Service (VQ 1, 2, 5 and 6 or Support only):

Squadron: _____ Years: _____ to _____ Base: _____

Squadron: _____ Years: _____ to _____ Base: _____

Please **"briefly"** describe duties & aircraft flown or maintained in each squadron:

VQ Association Dues (\$15.00 one year, \$25.00 two years) **Total Dues Enclosed:** \$ _____
Membership will entitle you to notification of our annual reunions, membership roster, newsletters and inclusion in our data base. Dues are payable for a one or two year period and are due in October. We do not send billings. We appreciate your help!



REUNION SIGN UP:

Name: _____ Spouse/Signif. Other _____

Guests: _____

I/we will be staying at the Holiday Inn Motel: Yes: _____ No: _____

If yes, from: _____ until: _____

I/we will be in the Golf Tournament: Yes: _____ No: _____ Number playing: _____
Number in party @ \$30.00 each **Total Golf:** \$ _____

I/we will attend the Corky's BBQ Dinner: Yes: _____ No: _____ Number attending: _____
Number in party @ \$27.00 each (dress casual) **Total Dinner:** \$ _____

I/we will attend the Sunday picnic: Yes: _____ No: _____ Number attending: _____
Number in party @ \$10.00 each **Total Picnic:** \$ _____

Total Reunion: \$ _____

Is this your first VQ Association reunion?: _____

Enclosed is my check made payable to **VQ Association**. I promise to send no later than 2 September 2004 to: **Allan "Putt" Prevette, Secretary, VQ Association, 3232 Village 3, Camarillo, CA 93012 E-mail: PierrePutt@att.net Telephone: 805-482-1204**

Volunteers are needed to assist in the ready room. If you would like to donate a couple of hours over the course of the reunion to help man the ready room, please see the secretary, Frank Warren or Charlie Woody when you check in.

Check out the VQ Association web site, Upgrades are going on as you read this. Reunion photos, squadron patches and new pictures of airplanes are all being updated. The URL for the site is: **<<http://www.kleinandstump.com/VQ>> Please take a look!**

Remember! Members must make their own hotel arrangements with the Holiday Inn Sycamore View! Call 1-901-388-7050 or 1-800-HOLIDAY (1-800-465-4329). Be sure and ask for the VQ Association rate when calling either number.

VQ ASSOCIATION REUNION



MEMPHIS, TENNESSEE OCTOBER 7-10, 2004

Visit the VQ Association website at www.kleinandtump.com/VQ

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