



VQ ASSOCIATION

Volume 1 - Issue 3

SUMMER 1999

1999 Prez Letter

Hello VQers, One & All, It is that time again, when everyone is thinking about the VQ reunion. And, in three months we'll be in Jacksonville for another grand gettogether. The phone calls, the voice mails, and the emails indicate I am accurate if not 100% correct. One of the easy things about our reunions is we know they will always be on the weekend preceding Columbus Day. And fortunately we've had willing volunteers to set up subsequent reunion locations for two years in the future. (And who sez we're not organized?) If you don't believe me that Jacksonville is the local just call Jim "Frog" Flynn. "Frog" has everything in hand, and his finished details are shown herein. This will be a great time to come to Jacksonville, and rekindle the friendships that made VQ squadrons such a special place to serve.

Each of our reunions has had something unique to make it memorable. One reason this reunion will be special is because an exceptional person will be attending. I have taken the liberty to invite Mr "KC" Munuz to be with us during this reunion. "KC" is an American who found the VQ community and their mission so unique that he is writing a book about the VQ experience. It is not a history of VQ, but rather a description of the experiences of the men in VQ and their families during a particular time. I've asked "KC" to speak briefly following dinner on Saturday evening. He will give us some background as how he came to choose the topic of his book, a bit on his own background experiences, and how he sees the people and events about which he is writing. I'm sure each of you will find what he has to say interesting, informative and fascinating. "KC" will be with us for the entire reunion and generally hang out around the Ready Room. He has talked with many of us previously, and will want to talk to others during the reunion. I know he would like to see any of your pictures, or other memorabilia you may want to share from the Cold War days.

At last year's reunion I advised you of the intentions of a rather small ad hoc group of us who had worked, and would continue to work towards a VQ memorial in the National Cryptologic Park. Initially circumstances looked very hopeful that the appropriate department and agencies would be able to provide the support we needed. Our optimism and enthusiasm were somewhat short-lived as the Bosnian efforts took a considerable share of time, energy and resources. There were few remaining for less pressing or non-operational tasks. Now as the actual campaign has taken another form we hope to regain some ground on achieving the VQ memorial objective. Perhaps at the reunion there will be substantive progress to report.

I really do look forward to seeing you all in Jacksonville. The reunion is one of the highlights of the things I do that are worthwhile. Pass the word along and encourage all your buddies to come along.

J D

Book to Chronicle the Loss of PR-21

A book is presently being written on the loss of PR-21. The author, Mr. Erol "KC" Munuz, is an Adjunct Research Fellow of the Miller Center of Public Affairs at the University of Virginia. His work is being supported by both the Miller Center and by Harvard University's Intelligence and Policy Project.

The focus of his book is the tragic shutdown of an EC-121 by North Korean aircraft over international waters in April 1969. The story of the men, that mission, and the Washington decision making behind it is the thrust of his narrative. He will also be looking at the broader issues of American aerial surveillance during the Cold War. Mr. Munuz can be reached at: 320 South Columbus St. Alexandria, VA 22314 703-299-4080 or E-mail at: kclandis@aol.com.

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

JACKSONVILLE REUNION

VQ Association Annual Reunion October 8-11, 1999

Now is the time to finalize those plans to attend the 1999 VQ Association reunion that is to be held in Jacksonville, Florida. James Flynn (Frog) and crew have been busy things up and by all indications this should be reunion to remember. **On Friday, 8 October**, the VQ ready room will be open for sign up and check in. This is a day when nothing is scheduled except sea stories and tall tales of yesteryear, happy hour and whatever you find appropriate.

HOTEL

Lodging arrangements have been made at the Best Western Hotel Orange Park, 300 Park Avenue, Orange park, FL 32073. CALL FOR ROOM RESERVATIONS: 1-800-533-1211. \$55 single/double occupancy. \$5.00 each additional person, 9% sales tax. Daily amenities include: Full American Breakfast Buffet, free parking, free local phone calls, lounge/beverage vouchers and privileges at the "Q – The Sports Club". Guest rooms feature warm mahogany furniture, in-room coffee makers, irons/ironing boards, cable TV/HBO, clock-radio alarms, and key card entry systems

GOLF

The course at Westland is just a short hop from the hotel and we have tee times running 9 AM – 10:30 AM (promptly) on Saturday October 9th 1999. This year format will be Captains Choice (not yours JD). We will have prizes for "closest" to the pin on all par 3. The cost will be \$30.00 per person.

OPTIONS FOR THE LADIES

1. St Augustine Day Trip: Bus transportation (approximately 30 miles) for shopping and sight seeing the "Oldest City in the U.S." will be leaving the hotel at 9 AM (sharp) and returning around 4 PM. Please RSVP ASAP for us to determine the size of the bus. Call Mrs. Frog (Dawn) at 904-779-0531 or Email Frog at frog@freewwwweb.com.

2. Designer Consignment: Designer Consignment shopping with lunch a Victoria Tea Room. Shops and Tea Room are located in Historic San Marco and Riverside. We will plan to use individual cars for this jaunt about town. Wear comfortable shoes and bring plenty of plastic and greenbacks for this trip!

REUNION PICNIC

The Reunion picnic will be at NAS Jacksonville at a cost of \$15.00 per person. The menu consists of Ribs, Chicken, Baked Beans, Potato Salad and Rolls. There will be some delightful deserts for those who dare to venture!

REUNION DINNER

Garden Buffet at the Hilltop Club. Prepare yourself for a pleasurable experience of the "Hilltops Signature Carved Beef". Other choices will include Sweet Spiral Ham, Grilled Chicken Alfredo along with an assortment of side dishes. There will be a dessert display to tease your sweet tooth! Dinner will be Saturday, October 9th at 7 PM till closing. Price is \$35.00 per person. There will be background music for your listening pleasure.

Jacksonville History

On May 1, 1562, French Huguenots began a colony named Fort Caroline. To the south, in St. Augustine, the Spanish military had already formed their own encampment. Three years later the Spanish destroyed the French colony. For the next several years France, Spain, Great Britain and local Timucaua Indians fought for control of this area.

The British victory of Florida used this area to graze cattle and was known as "Cowford". The first farms and plantations were settle in the area we know today at the intersection of Bay and Liberty Streets. Isaiah D. Hart founded a town in "Cowford" and named it Jacksonville in the honor of Andrew Jackson, the new governor of this territory. After Jackson became president, he made Jacksonville a port of entry in the year 1831. Surviving the Civil War, Jacksonville prospered until 1888 when a yellow fever epidemic killed hundreds and thousands of people fled for their lives.

Jacksonville was recovering, but tragedy struck again on May 3, 1901. The Great Jacksonville Fire destroyed most of the downtown area. The community pulled together and rebuilt Jacksonville to become a leading Florida city.

By the end of World War II, there were three (3) naval stations in Duval County. In the years since the war ended, Jacksonville became known for its major banking, insurance and health care industry.

In 1968 Jacksonville consolidated its city and county government becoming the largest city in the world in square miles. Jacksonville began a new era in history. Public services were expanded, property taxes were reduced and a clean-up of the St. Johns River was completed. Duval county's population rose to 600,000 by 1985 and has reached 1,000,000 in the year 1996.



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“Small World” - PR-21 Remembered

In late March 1969, I was an AT-1 and the AES on Crew 4 and we had just returned to Atsugi from my eighth detachment to Da Nang. In those days, due to the vast configuration differences between each of the squadron's EC-121's, one crew flew only one aircraft. Crew 4 flew PR-27 (143186). After our return to Atsugi, we flew two or three SOJ's and PR-27 was due for check. PR-27 had been in-check about a week when Crew 3 and PR-21 (135749) returned from Da Nang. Crew 3 and PR-21 followed Crew 4 and PR-27 by about two weeks in the normal Da Nang rotation. PR-21 was also about due for check, but could not be inducted until PR-27's check was completed.

Meanwhile, some local tasking was assigned. Crew 3 and PR-21 was available, so they got the missions. The missions would involve some flights off the Korean coast and would include a couple of RON,s at Osan AFB. We were all envious of Crew 3. Crew 4 had never gotten to RON in Korea before. On the fourteenth of April 1969 I had lunch at the galley with my counter-part, the Crew 3 AES, AT-1 Bernie Colgin. Bernie had been an instructor at the FAETUPAC EW operator school that I had attended. While still on his shore-duty tour at FAETUPAC, Bernie terminated his shore-duty, for orders back to VQ-1, for a second tour. Bernie needed a couple of items for the Korean flights that he did not have, and since PR-27 was in-check, I didn't need them. I loaned Bernie my Polariod BRIGAND camera and a couple of TWT pre-amps. He would return them just as soon as they got back from Korea. The morning of 15 April 1969, PR-21 with Crew 3 had a 0700 launch. I was just arriving at work at that time and saw PR-21 on its take-off roll and departure. At about 2200 that night, I had just gone to bed when the phone rang. It was AT-1 Don Stubbs. He said, “have you heard the news on the radio?” I said, “no”. He said, “the North Koreans shot down PR-21 this afternoon.”

The years slipped quickly by. I had been retired from the Navy for many years and living and working in the California desert. Our son Eric, that had been four and a half years in April 1969 is now himself a designated Naval Aviator. I had the profound honor and privilege of personally pinning his wings on

him in Pensacola. In fall of 1995, Eric has completed a sea tour in HS-7 and was then on shore-duty as an UH-3 pilot for NAS Pensacola SAR. One evening, that fall of 1995, Eric called and said, “Dad, I want to mention a name to see if it means anything to you.” He said, “Overstreet”. I said, “of course, LCDR James Overstreet was the aircraft commander on PR-21.” Eric said, “LCDR James Overstreet had a son, Joe. Lt Joe Overstreet is an UH-3 pilot here at Pensacola SAR!” Eric and Joe had discovered their connection by accident while talking about where they had been while growing-up. Eric knew of PR-21 from my accounts of the incident and the fact that I had a model of PR-21 made by a model maker in the Philippines during my second VQ-1 tour.

In January 1996 a company business trip took me to Orlando, Florida which provided the opportunity that I had been looking for. A side trip into Pensacola and a weekend with Eric and his wife Renee' was a simple and inexpensive change to my travel arrangements. But, more significantly, this would provide the chance to meet Joe Overstreet. Joe had already expressed to Eric a desire to meet me, so it was set. My first evening in Pensacola, Eric, Renee' and I spent a most memorable (for me) evening with Joe and his wife in their home. Joe had his dad's flight logs and a Crew 3 crew patch and pictures. I learned from Joe that a concentrated effort had been made during the construction of the Viet Nam Memorial to have the names of the PR-21 crew included, but the effort was in vain. I also learned from Joe that the names of the 23 crew that were lost on PR-24 in the crash at Da Nang in March 1970 ARE included on the Viet Nam Memorial Wall. Joe certainly bears a striking resemblance to his father.

We will always remember!
C. Lyle Fisher, ATCS USN (Retired)





HEY, DON'T FORGET US ARMY GUYS

A while ago I was discussing some of my military experiences with Julian Lake (RADM, Ret), a fellow member of The Association of Old Crows and I told him that I had flown in EA-3Bs and had been a member of VQ-1 in the late '60s.

"I thought you were in the Army?" Julian said. "Yes sir." I replied, "But I flew in EA-3Bs out of Atsugi as a member of a special Army Det. I can even tell you the bureau numbers of the birds. I flew in PR-9 (BuNo 146449) and PR-13 (BuNo 142673)." I had the same conversation with John Dillon, an ex-Whale jockey and co-worker at Ford Aerospace and communications Corp. in Palo Alto, Calif.

John called me one day and said he had something I should read. It was the Spring 1987 edition of *The Hook*. There, authored by a name out of my near and distant past, was a historical article about "my old squadron." I spent five and a half years in CinCLant (where I was once again a member of a small group of Army guys in a joint military command), at the LANTCOM ELINT Center (Formerly called LANTDAC. Now known as the Atlantic Intelligence Command (AIC)), and Don East's name would either pop up in conversations or message traffic. Names and faces, dates and places crept into my mind. Then I noticed that even though two pictures featured our old "SEABRINE," bird, there was no mention of the Army Det in the article.

"Ah ha!" I thought. Don East spent most of his time in VQ-2 and we had an Army Det there too. (Part Two of his history was to be about VQ-2). But, what about us guys at Atsugi? Did I not catch the wire at Shemya, Alaska, and then have to wait for the Air Force to figure out how to get us off?

Did we not declare an emergency coming in to Midway and then have to fly over the beach because "ropeyarn" had been called? Did I not lose about a pound of facial skin getting into and out of "poopie suits"?

How many times had I been looking out the window to see where the Flagons or MIGs were? What about all those "mystery meat sandwich," flight lunches I ate? Yeah, guys, we were there!

My personal history at Special Activities Detachment One (SAD-I) was the period 1968-71. I first learned that there was a detachment of Army guys flying in Navy jets while an instructor at Fort Devens, Mass. One of the guys,

Sergeant First Class (SFC) Bill Capazolli, was telling me about flying in EA-3s from VQ-2 based in Adana, Turkey.

In a past assignment to White Sands Missile Range, I had earned my Army aircrew wings while flying range operations in Air Force planes at Holloman AFB, N.M. My assignment was with the Office of the Area Frequency Coordinator. This was the FCC office that controlled and assigned the radio frequency allocations for the southwestern United States.

I really wanted to get back to a flying billet, so I put in a request for reassignment to Special Activities Detachment Two. I also wanted to go back to Europe and SAD-2 was quartered at Ramstein AFB, Germany. The Army in their infinite wisdom offered me an assignment to SAD-1 at some place called At-a-zuki, Japan.

With some trepidation, I set off for wherever and eventually arrived at NAS Atsugi. Major Craig Loe commanded the detachment, his XO was First Lieutenant Willie Haynes, and the NCOIC was an old acquaintance from Fort Devens, SFC Pete Muller.

CAPT Diloreni was Squadron Commander, CDR T.W. Connolly was the XO and CDR J.D. Meyer was Ops Officer. Our Det had an assigned pilot, LCDR Larry Lamb, and our Navigator was LTJG Harold T. (Mr. 'O', also-known as Weird Harold) Ostensen. Shortly after I arrived, Lamb and Loe transferred.

LCDR Lamb's replacement was everyone in the pilot pool. They included "Navy," Dave Pate, CDR Calhoun, the squadron Maintenance Officer, J.D. Meyer and the guy I have the fondest memories of, LCDR Dick Von Hendy. LCDR Von Hendy was a droll sort who used to look at you through his eyebrows when he talked. He apparently had a philosophy that the airplane would do two things for him; it would damn well fly and it would damn well land.

He once told me that he believed that he should have single engine airspeed before rotating. You could tell when he was flying because the plane always had the wheels in the well before it was really off the ground.

A example of LCDR Von Hendy's skill was an incident at Shemya, when immediately after takeoff in PR-13, the aircraft experienced a run away up trim! As the PC worked to cut the electrical power, Von Hendy flew the aircraft around the island and brought it back in.

Unfortunately, the Air Force Base Commander thought we were showing off and raised holy stink about the incident.

A piece of virtually every pilot and

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VQ-2



navigator's airmanship went into finding Atsugi after a mission. It always seemed to be, "Down there under the clouds somewhere."

We also had some of the best Plane Captains. ADJ2 B.C. Turner, PR1 Lord and ADJ1 Joe Roth, come to mind. Major Loe's replacement was James F. Miller, Captain U.S. Army. It is interesting that Major Loe was always Major Loe, but it was really hard for the Navy guys to call someone wearing two bars "Captain." There was the time I was called to the Comm-Center to review some message traffic. When I got there was told, "Mr. Miller is already here." Being in the Army, I didn't know any Mr. Miller.

Then there was the time Captain Miller from NAS Atsugi made reservations for himself and his wife at the Sanno Hotel, an officers hotel in Tokyo and the reservations clerk thought he was Captain Miller, USN.

The reverse was also true. When Captain Willie Haynes (he got promoted at Atsugi) transferred, his replacement was an Army Second Lieutenant, Jerry Autry. Yep, even the Army guys always called him "Mr. Autry". Of course, he did have his own private parking space all over the base, it read "Any Ensign."

In 1969 we took possession of BuNo 142673 (PR-13) from VQ-2. Our detachment activities increased and the SAD-2 operations were shutting down. The guys from Rota regaled us with stories of deployments to the Canary Islands and warm weather flying. So we made sure that they got to make the Det to Shemya!

Our SAD-I birds were unique in that they were the only "long nosed," (other than "Double Nuts." the TA-3) EA-3Bs in the squadron. Both PR-9 and PR-13 had cheek bulges for special phased array antennas and PR-13 had a "cross plane" antenna mounted in the tailgun position, which looked pretty ominous.

The trick was to arrive at a base and tell the unsuspecting flightline guards that the "cross plane" was a special high-powered laser and it took a long time to cool down. The guards would walk a real egg-shaped pattern around the plane, with the small end of the egg at the nose of the plane.

SAD-I deployed to the garden spots Midway and Shemya, as well as Kunson and Osan AFBs in Korea.

Many were the hours we sat in poopie suits waiting to jump at the sound of the klaxon at Shemya, only to be told to stand down

(usually 12 hours at a whack), crawl into bed, just get comfortable and then have the klaxon go off! Charge out of bed to the plane and "Hollywood start." The devil at the hangar doors! They either chose to blow the klaxon while we were sleeping or just getting served in the chow line.

There was the time when one of the guys had to spend two days in his poopie suit on Adak because he chose not to wear the liner and had worn only long johns.

There was the incident on Midway when a "Blackshoe" chief chased our alert truck back to the flightline on his bicycle because we had broken the speed limit. By the time the chief got there the offenders had launched.

At Midway we cooperated with a VP squadron from Barbers Point. The VP Detachment Commander had it figured that when he heard us fire up it was time to go. One day we were testing the engines and we watched as the P-3 lumbered out to the runway and took off. Boy, were they hot when they got back.

There were the sad times, too, like walking around the recovered parts of the "Willie" laid out on the hangar deck after the shoot-down. Or the friends we lost in the crash at DaNang. Getting the letter from Dick Von Hendy's wife, after they returned to the States, to tell me he had died of a cerebral hemorrhage.

We Army guys qualified as Naval Aircrewmen and after the April 1969 shutdown, I wore my Navy Aircrew wings on my uniform as a token for my "squadronmates".

In the years after I left VQ-1, whenever I stood inspection, I could expect the inspecting officer to ask about the gold wings and when I told him they were Navy Aircrew wings, he would invariably say, "Oh, prior service in the Navy?" "No sir." I would reply, and then explain why I wore them and that I had earned them. Most times the inspecting officer would offer a compliment. Only once did an inspector grunt and walk on. He just didn't understand.

Unfortunately, the only thing I have left are these memories, because over the years I lost all my pictures and memorabilia, squadron coffee cup, decals and patch. I've been told that BuNo 146449 and 142673 reside at Davis-Monthan AFB, Ariz., baking in the sun. But I've still got my wings!

In the 21 years of my Army career, I always had interesting assignments but being part of VQ-1 and flying in the "Whale" was the best.

Gil Bouffard



MEMBERSHIP

Dues are presently the only source of revenue for the Association. If funds are available, the newsletter could be published, hopefully, more than once a year. Newsletters are the best way to hold an organization together and make it grow. With your membership, we can make that happen. We see many members forgetting to pay dues after the first year. Paying your dues insures you of receiving the VQ Membership Roster updates. If you can't make the reunion, you can send dues to the secretary.

Ron Holmberg
16217 Gales Street
Laurel, MD 20707



Wanted Tall Tales, Hairy Incidents and Sea Stories

Everyone has a tale that can fit one of those categories. Articles are needed for future newsletters /no news-no bulletin. So dig in your old ditty bag and send in a few you have been telling all these years. You may even make page one! You operators in the back end of the aircraft (The Spooks) also probably have some great tales. (but make sure the articles are Unclassified). Articles about the first females to fly in VQ aircraft would also be of great interest. Send articles to Allan "Putt-Putt" Prevette, 5850 Nielsen Drive, Paradise, CA 95969. Files that go to the Newsletter editor, should be PC based text or MS Word files.

VQ-1 Change of Command

VQ-1 held a Change of Command in June at NAS Whidbey and CDR Mike Paul was relieved by CDR Todd Boyers. CDR Paul will report for duty at Naval Air Systems Command in Pax River.

VQ-6 Disestablishment

The Black Ravens of VQ-6 will be holding their disestablishment ceremony on Thursday 26 August 1999, at 1000 in the O-Club aboard NAS Jacksonville. Any and all interested parties, especially former Black Ravens, are invited to attend. Please send your response to blackraven01@istnet.net, and provide a snail mail address to obtain an official invitation. "SEMPER SIGINT"
Very respectfully, George L. Cowan, LCDR, USN (formerly of VQ-5, soon to be formerly of VQ-6)

CPO or "O" Logic

A man is flying in a hot air balloon and realizes he is lost. He reduces height and spots a man down below. He lowers the balloon further and shouts: "Excuse me, can you tell me where I am?" The man below says: "Yes, you're in a hot air balloon, hovering 30 feet above this field." "You must be a Chief Petty Officer", says the balloonist. "I am" replies the man. "How did you know."

"Well" says the balloonist, "everything you have told me is technically correct, but it's of no use to anyone."

The man below says "you must be an Officer".

"I am" replies the balloonist, "but how did you know?"

"Well", says the man, "you don't know where you are, or where you're going, but you expect me to be able to help. You're in the same position you were before we met, but now it's my fault."

A group of Naval Officers were given the assignment to measure the height of a flagpole. So they go out to the flagpole with ladders and tape measures, and they're falling off the ladders, dropping the tape measures - the whole thing is a mess. Finally, Chief Bing comes along and sees what they're trying to do, walks over, pulls the flagpole out of the ground, lays it flat, measures it from end to end, gives the measurement to one of the Officers and walks away without saying a word. After the Chief Bing has gone, one Officer turns to another and laughs. "Isn't that just like a Chief? We're looking for the height and he gives us the length."

ES-3A SHADOW

VQ-5 Ends a Short but Illustrious Career

*The following article appeared in the San Diego Tribune, November 13, 1998
Carrier-Borne Surveillance Jets Ship Out For Their Last Mission*

By James W. Crawley, Staff Writer

As warships steam toward the Persian Gulf and prepare for possible air attacks, the Navy's only carrier-borne electronic surveillance jets have started their final deployment — just five years after the eavesdropping aircraft joined the fleet.

Two of the ES-3A Shadow jets left their North Island Naval Air Station base this week to join the aircraft carrier Vinson. When the jets return in May, they will be mothballed in Arizona, and next summer their squadron, VQ-5, will be disbanded.

Current and former Navy officers say the loss of the Shadow jets could hurt the ability of Navy battle groups to obtain up-to-the-minute intelligence about enemy radar and communications.

The twin-engined jets, which carry a crew of four, serve as electronic snoops, both for the carrier and intelligence organizations, such as the National Security Agency. They are used to locate anti-aircraft radar sites, find enemy command centers and intercept radio communications.

While the Navy has only 16 Shadow jets, the aircraft has one of the highest utilization rates in the Navy, flying nearly every day during deployments.

"It's interesting that the situation in the gulf is heating up and it's ironic that we have a final chance to prove ourselves," said LCDR. Kevin Elmore, the officer in charge of the detachment aboard the Vinson.

The jets are being retired to save money, but no carrier-based replacement has been selected. Navy officials in Washington say the planes' mission will be handled by shore-based Navy and Air Force aircraft.

"We're all disappointed because we're all believers in the plane and the people," said CDR Dave Robey, the squadron commander.

While the lack of money is a militarywide problem, retired Rear Adm. Eugene Carroll said the retirement of Shadows is "the Band-Aid that they've put on the problem."

The planes give admirals on deployed carriers their own surveillance system, warning pilots of enemy radar and missile locations and providing intelligence, said Carroll, deputy

director of the Center for Defense Information, a Washington military watchdog group.

In the future, Navy flotillas will have to rely on land-based EP-3 Aries II surveillance planes and Air Force-operated Rivet Joint aircraft. Both have greater intelligence-gathering capabilities, but aren't under the carrier group's control and can't be launched on short notice.

"For us to go away seems like it would be a loss" to national security, said Petty Officer 2nd Class Neftali Vargas, who deployed with the detachment on the Vinson.

It was only five years ago that Shadow jets started deploying on carriers. Two squadrons, VQ-5 here and VQ-6 at Jacksonville, Fla., fly the aircraft. Two Shadows, assigned to the local squadron, are based in Misawa, Japan, and assigned to the carrier Kitty Hawk.

The Shadow, which uses the S-3 Viking airframe, is distinguished by dozens of small fin-shaped antennas; two turretlike protrusions, one on top and one on the bottom; and a dorsal ridge along its fuselage. Each aircraft cost about \$92 million.

Not having a replacement plane to fill the Shadow's role is "the hardest pill to swallow," said squadron commander Robey.

But the commander's biggest challenge has been working to get all the squadron's aviators and sailors placed in good assignments. The unit already is losing personnel, who won't be replaced, as the roster is thinned. Pilots and flight officers will be transferred to units flying radar-jamming planes, attack jets and other surveillance and command and control aircraft.



The Art of Flying by Anonymous

Truly superior pilots are those who use their superior judgement to avoid those situations where they might have to use their superior skills.

Rule one: No matter what else happens, fly the airplane. Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.

It's better to be down here wishing you were up there, than up there wishing you were down there.

An airplane will probably fly a little bit over gross but it sure won't fly without fuel. Think ahead of your airplane. I'd rather be lucky than good.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em backoff.

A check ride ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

Always remember you fly an airplane with your head, not your hands.

Never let an airplane take you somewhere your brain didn't get to five minutes earlier. Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi. Cessna pilots are always found in the wreckage with their hand around the microphone.

If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. (Unless you keep pulling the stick back — then they get bigger again)

Hovering is for pilots who love to fly but have no place to go.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man.... Landing is the first!

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.' It's one after which you can use the airplane another time.

The probability of survival is equal to the angle of arrival.

IFR: I Follow Roads.

You know you've landed with the wheels up when it takes full power to taxi.

I had a fighter pilot's breakfast - a shot of whiskey, two aspirin, a cup of coffee and a puke.

Those who hoot with the owls by night, should not fly with the eagles by day.

A smooth touchdown in a simulator is as exciting as kissing your sister.

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion. Helicopters can't really fly - they're just so ugly that the earth immediately repels them.

Young man, was that a landing or were we shot down?

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Pilots believe in clean living. They never drink whiskey from a dirty glass.

Things which do you no good in aviation:

Altitude above you. Runway behind you.

Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.

If God meant man to fly, He'd have given him more money.

What's the difference between God and pilots? God doesn't think he's a pilot.

Flying is not dangerous; crashing is dangerous.

Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.

There are four ways to fly: the right way, the wrong way, the company way, and the captain's way. Only one counts.

A good simulator check ride is like successful surgery on a cadaver.

Asking what a pilot thinks about the FAA is like asking a fireplug what it thinks about dogs.

Trust your captain but keep your seat belt securely fastened.

An airplane may disappoint a good pilot, but it won't surprise him.

Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold Niagara Falls.

The friendliest flight attendants are those on the trip home.

Good judgment comes from experience and experience comes from bad judgment.



VQ ASSOCIATION MEMBERSHIP APPLICATION

(Please Print)

DATE: _____
NAME: _____
ADDRESS: _____
TELEPHONE: _____
HOME: _____ WORK: _____
FAX: _____ email: _____
SPOUSE NAME: _____
ACTIVE DUTY RANK: _____ PRESENT STATUS: _____
(Active, Retired or Civilian)

SQUADRON(S) SERVED IN:
SQUADRON: _____ YEARS: 19__ TO 19__ BASE: _____
SQUADRON: _____ YEARS: 19__ TO 19__ BASE: _____
SQUADRON: _____ YEARS: 19__ TO 19__ BASE: _____
PLEASE BRIEFLY DESCRIBE YOUR DUTIES IN EACH SQUADRON:

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

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

MEMBERSHIP

I will be attending the VQ reunion

Name _____ Others accompanying me (No.)

I will be staying at the Best Western: Yes No

If yes, from _____ Until _____

Don't forget to make your own reservations.

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

Work Phone _____ Home Phone _____

Signature _____

I/we will be in the Golf Tournament

I/we will be interested in the St. Augustine day trip

I/we will be attending the:

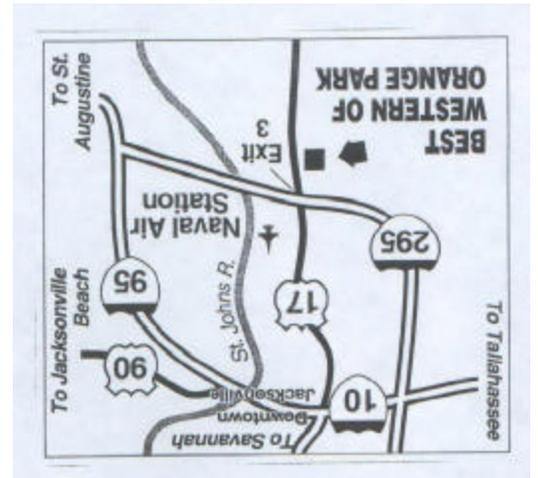
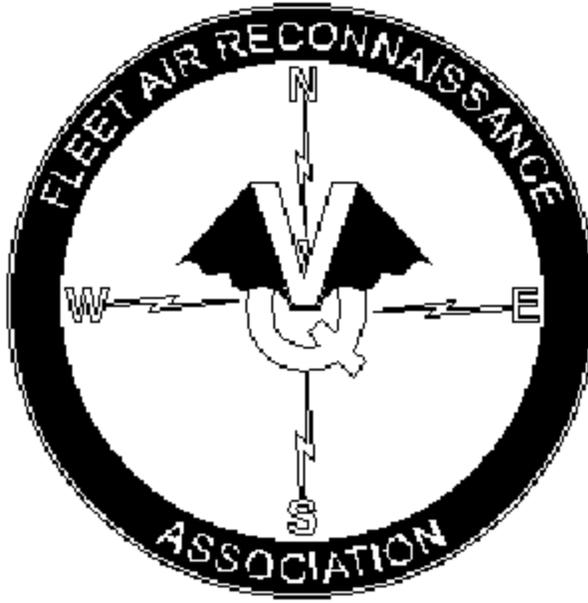
Reunion Dinner No. Attending _____ Total _____
No. in Party @ \$35.00 a person

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

VQ Association Dues (\$15.00) Dues _____ Total _____

Enclosed is my check for: **Total** _____

*Make check out
to
VQ Association*



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

VQ ASSOCIATION

Ron Holmberg
16217 Gales Street
Laurel, MD 20707