

VQ Association News Letter

Winter/Spring 2004

From the President

Las Vegas was another unforgettable reunion, filled with VQ memories for those who attended. For those who missed it, you lost an opportunity to mingle with friends and associates from an organization we regard so highly. I can't thank the members enough who organized the reunion and manned the ready room thus making this one of the most successful events to date. I thank CDR May, our guest speaker, for his inspiring words. He provided confirmation in our belief that VQ is still making a positive contribution to our national defense, especially in the most recent conflict in Iraq. Congratulations to Dale, Patti, Rick and Chuck for winning the golf tournament.

Some say about reunions, "I won't know anyone there." It's something I may have uttered in the past but there has never been a VQ reunion yet that I didn't know some people. At every event at least two people I haven't seen in years will make an appearance. This may not seem like a lot but with them and the common thread of VQ background it is not hard to get a conversation started. New friendships derive from shared experiences.

The event in Las Vegas drew about 225 people and is one of the largest we've hosted. Our secretary has issued a challenge for us to get 300 to the next event in Memphis. This is not an unrealistic number! It just takes all of us letting those we have contact with know that the organization exists and that we are having a reunion. If we spread the word we can make the Memphis event the biggest ever. I urge you to call shipmates and use this event as a venue to get together with long lost friends.

Lastly, I would like to pass along a letter I received from J.D. Meyer, our past president. Unfortunately he could not be present at the last reunion but we did present him, in abstentia, a small statue for his past leadership of the VQ Association. JD writes:

"I've been overwhelmed by the aviator statue with the inscription on the base ever since I opened the package on Wednesday. I cannot remember when I have thought so much of something someone has given me. One of the things that makes it so special is that someone had to think about the gift and then select it. And to choose the words on the inscription truly touched my sensibility. I can only say thank you for the message that really reached to my heart. I just feel so good about receiving it, it is almost impossible to describe. Its placement in our house will always be in a place where it will be visible to me and to any who enters. It seems as if my association and ties to VQ will last as long as I walk this earth. Please see that all in the association know of my feelings and appreciation for the recognition you have afforded me. It is rare that a man receives such an honorable recognition. I thank everyone who has been in the VQ Association and in the squadrons for their sup-

port and friendship. It continues to be an inspiration to me to this very day. There has to be something special about VQ people. I am confident that I have had the richest experience with VQ that one man could ever expect. And that experience has added to the richness of my life. For it all I am eternally grateful. My VQ friends have made for a profoundly humbling experience which has been crowned, so to speak, by the gift from you and the association. I say, "Thank You" with total sincerity!

With kindest regards, JD."

J. D. we meant it. You truly are, "The Wind Beneath Our Wings." **Clint**



VQ Association Members Meeting in Las Vegas

The meeting was called to order by President Clint Epley at 0935 on 12 October 2003. There were 42 members in attendance. The president suggested that the minutes for the meeting in Lancaster, PA, which ran in the January 2003 newsletter, be accepted as read. A motion was made and seconded and the assembled members agreed.

The president asked for inputs to fill the seat of outgoing director Don Muir (term expired) and for an open position for director. Keith May and Francis (Frank) Warren were nominated. The motion was made and seconded and both were selected by acclamation. Our best wishes to the two new board members.

Looking ahead to the 2006 reunion, the idea of having it in Hawaii was floated. Many in attendance thought this to be a good idea. Dave Lemon, a member who lives in Hawaii, told the members he had set up a lot of functions in Hawaii and there were very reasonable packages to be had. He agreed to check out a venue and report back to the board. San Diego is to be the fall back location for 2006.

Chaplain Bob Jaye asked members to advise the board if they knew of a death or serious illness of a member or his spouse.

There were questions on life membership and moving reunion date to happen in mid-week instead of the Columbus Day weekend. The president stated that both of these items had been brought up before and the majority always favored leaving them as is.

Members asked about getting association memorabilia. The president talked about problems in the past of being stuck with items no one wanted. It was agreed that if a vendor could be found that would make these items and sell them direct that would be fine. Members agreeing to finding out about particular items were Clint Epley- hats, Dave Laney- Pins and Chuck Templin-cups. Bob Palmer, a member in attendance, is in the embroidering business and he agreed to give some information to the board.

A motion was made and seconded that the meeting be adjourned. This was approved and the meeting ended at 1020.



A VQ-2 EP-3E with four turning at Paddington, England, date unknown.

The Epitome of a "Hairy Tale"

On an operational flight in the Indian Ocean for the area orientation of a VQ-2 mission crew with mixed VQ-1/VQ-2 flightcrew the following incident occurred. With the VQ-2 Pilot in the left seat, VQ-1 Pilot (Aircraft Commander) in the right seat, and VQ-1 Flight Engineer, start and take off briefs were conducted. Although these pilots and crew had previously flown together, they had not been together at the controls for takeoff.

Max Power was set for the night maximum gross weight takeoff (142,000 lbs), 80 kts was called, and power checked within limits, refusal at 132 kts and rotate 135 kts. The gear was raised and flaps selected up as the aircraft passed approximately 300 feet. Seconds after the flaps indicated up and condition 4 was being set, altitude approximately 300-400 feet, number (NR) 2 fire warning illuminated. The E-handle was pulled and the HRD discharged on NR 2 but the fire warning continued. An AFT observer reported that flames were coming from the tailpipe area and from the Flight Station a bright glow was visible so the oil tank shutoff valve CB was pushed in and alternate HRD discharged. The fire warning and fire on NR 2 ceased and the emergency shut-down checklist was completed.

The aircraft during this time was slowly climbing at approximately 300-500 fpm (feet per minute), 170 kts and the aircraft had attained around 1200 feet of altitude. The tower was advised of the problem and a decision to dump fuel was made. Also at this time the VQ-2 Flight Engineer came to the flight station and reported that either fuel or oil was coming from the NR 2 tailpipe area. The VQ-1 Flight Engineer said "I'll take a look, you get in the seat." Before the tower could respond and as the VQ-2 Engineer sat down, the NR 3 fire warning illuminated approximately 45 seconds after the fire had gone out in NR 2. The engineer put his hand on the NR

3 E-handle and looked at the Aircraft Commander who made the decision not to secure NR 3, as it was known that the aircraft would not be able to remain airborne on two engines at that gross weight and high temperature condition. The Aircraft Commander retarded the NR 3 power lever to flight idle in belief that the fire warning was caused by slow air-speed, high power and high angle of attack, which might not allow enough cooling air around the engine. After approximately five seconds the Fire Warning ceased on NR 3. The aircraft was in an approximate 400 fpm descent to maintain 170 kts. The power lever on NR 3 was advanced

to 2000 SHP and NR 1 and 4 engines reduced to normal rated power as they had been at maximum power for close to five minutes. This power setting allowed a slow climb at 200 fpm to approximately 1900 feet.

As fuel dump procedures were implemented, stall speeds were discussed for a possible worst case and at this time the VQ-1 Engineer returned to the flight station. He reported that the fluid around the tailpipe on NR 2 appeared to be oil and he also took over engineer duties. The decision by the Aircraft Commander was made to make an over-weight landing due to uncertainty as to the specific problem with NR 3 and the possibility of another fire warning or other problems.

A 15-degree angle of bank right level turn was made back towards the runway. The decision was made to go straight into runway 27 as winds had been reported light and variable. The field came into view at approx 3-4 miles at 190 feet and fuel dump was secured on short final. The gear was lowered and flaps were lowered to approach. The landing checklist was completed and landing flaps were selected prior to the runway threshold. Touchdown was made at approximately 135,000 lbs and 160 kts within the first 2500 feet of the 13,300 foot runway.

At approximately 150 kts the power levers (1, 3, and 4) were brought over the ramp to ground start as it was obvious that if reverse were delayed until 135 kts the aircraft would not be able to stop prior to the end of the runway. The engineer called no BETA light NR 1 so NR1 was left in ground start and max reverse was used on NR 3 and 4. Braking was initiated and MAX braking was used as ground speed decreased past 120 kts. The aircraft was stopped with approximately 522 feet of runway remaining.

Pitchlock was released on NR1, and NR1 and NR 3 engines were set to 1200 SHP in an attempt to cool the brakes. The AFT observers were told to check for a brake fire and as the flaps were

raised for a better view; the starboard AFT observer stated that the brakes were smoking but were not on fire. The port AFT observer stated the brakes were smoking badly. The crew was advised that if a fire broke out on the port side that they were to go out the starboard side on command. After NR3 was feathered and flaps lowered to approach, once the brakes stopped smoking the aircraft was taxied to the line and secured. Total flight time was 12 minutes.

Our thanks to Shannon Sharpe and Bruce Johnson for submitting this incident report. Both were on the flight. Editor



Traditions

On a carrier, the Naval Aviator looks over at the Catapult Officer ("Shooter") who gives the run up engines signal by rotating his finger above his head. The pilot pushes the throttle forward, checks all gauges and gives the Cat officer a brisk salute, continuing the Navy tradition of asking permission to leave the ship. Cat officer drops to one knee while swooping his arm forward and pointing down deck, granting that permission. The Navy pilot is immediately catapulted airborne.

We've all seen Air Force pilots at the air base look up just before taxi for takeoff and the ground crew waits until the pilot's thumb is sticking straight up. The crew chief then confirms that he sees the thumb, salutes, and the pilot then takes off. This time-tested tradition is the last link in the Air Force safety net to confirm that the pilot does not have both thumbs up his butt on takeoff.

Our thanks to Don Gibbs. Editor



Storied Rivet Joint Adds New Missions

By David A. Fulghum/Aviation Week & Space Technology

22-Nov-2002 2:35 PM U.S. EST

The RC-135 Rivet Joint, a collector of enemy electronic signals and communications for more than 30 years, is making the transition to the 21st century. It is becoming a key element in the Pentagon's efforts to fuse the available intelligence, surveillance and reconnaissance and feed it, in rivulets of useful information and not as a tsunami of raw data to tactical commanders on the battlefield.

Modifications to Rivet Joint are apparent even from the exterior. The large new engines add altitude, endurance and shorter takeoff distances. Two new satcom antennas on the fuselage sides ensure communications coverage during turns.

Planning military operations that are smart and discriminately lethal is at the heart of network-centric warfare (NCW). A necessary capability of NCW is being able to rapidly locate enemy targets, in particular mobile air defenses, battlefield ballistic missile launchers, communications

nodes and key command centers on the modern battlefield where success may lie in catching fleeting transmissions, available for only microseconds.

This role is not so far removed from Rivet Joint's original mission of intercepting enemy radio communications for national intelligence agencies. But only a fraction of the intelligence collected in the 1970s and '80s resulted in timely reports to tactical planners, even though much would have been of use to warfighters. During the Vietnam War, Rivet Joint aircrews listened to the chatter between enemy pilots, messages to and from air control centers, conversations between aircraft and ground vehicles, signals from air defense sites and even the status reports of units moving through jungles and rear areas.

For years they listened to the North Vietnamese army's general directorate of rear services that controlled logistics and maintained the Ho Chi Minh Trail. These units used a simple code to file regular reports of movement along the trail, bomb damage assessments, transfers of U.S. and South Vietnamese prisoners, troop strengths, health, morale and even promotions (AW&ST May 5, 1997, p. 53).

In the years since, Rivet Joint's role has shifted from the strategic to the tactical. During the 1990-91 Persian Gulf war, intercepts were used to locate Iraqi units for quick response air strikes. Intercept specialists set up direct links to U.S. combat troops. They were able to tell crews of jamming aircraft when Iraqi tank commanders could no longer talk to one another. Those intercept skills are being further honed and integrated with the electronic attack capabilities of other aircraft such as the EC-130 Compass Call (AW&ST Feb. 26, 2001, p. 50).

Rivet Joint's improving capabilities paced by blazing progress in computer technology are seldom talked about openly. But they include the ability, often in conjunction with other aircraft, to spoof, misdirect, confuse or scramble an enemy commander's communications to his personnel and equipment. It is quietly acknowledged that the RC-135 has become a key tool in the electronic attack of enemy air defenses that rely on rapid exchanges of data about the location of attacking allied aircraft (AW&ST Nov. 4, p. 30).

Before any military action, Rivet Joint and other special missions aircraft are actively mapping the types and location of communications and electronic emissions so an electronic order of battle, who's emitting and for what purpose, can be assembled as part of the intelligence preparation of the battlefield.

With its latest upgrades, including powerful new CFM-56-2B-1 engines and the Baseline 7 electronics package of high-speed processors and specialized algorithms, Rivet Joint's primary assets now include the ability to rapidly fuse intelligence from several sources and pass the refined product to key decision makers.

In the murky area of significant but unadvertised new capabilities is the extension of an open architecture based on national intelligence

agencies and Joint Airborne Sigint Architecture guidelines. The aircraft's computers, networking and signal distribution systems were all upgraded to prepare the mission system to receive the Low-Band Subsystem (LBSS) sigint (signals intelligence) search-and-collection hardware being developed outside the Rivet Joint program for common application across the military services.

LBSS was being redesigned to better target and define low-frequency emissions. Of particular interest were low-frequency communications, some of which were hidden among radar signals. The LBSS program ran into major technical and cost problems and was eventually canceled by the Air Force.

However, Air Materiel Command's security shrouded Big Safari office, noted over the decades for its classified reconnaissance programs, continued to open up Rivet Joint's software and hardware architecture. That allowed the Air Force to rapidly integrate several new "quick reaction capabilities" that were only prototypes in national intelligence agencies' laboratories at the time of Al Qaeda's attacks on the U.S.

Within weeks, according to a senior Air Force official, L-3 Communications engineers were able to complete integration in time to support the war in Afghanistan to contend with Al Qaeda, whose substantial financial assets allowed it to buy the most sophisticated communications gear available.

Our thanks to Ed Laney for this input. Editor

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Full Accounting, Washington Outlook,
Edited by James R. Asker

The only way to replace the aging EP-3 intelligence gathering aircraft in the near-term, and still provide the capability through 2020 is to have the Air Force's rival RC-135 Rivet Joint take on the Navy's signal-intelligence collection role, the house Intelligence Committee believes. Such a consolidation was proposed before, but Navy officials kept the EP-3 alive by arguing that using the RC-135 was more expensive. But the House panel looked at that argument in more detail, and believes that a full accounting shows otherwise. "Past comparisons of the two aircraft have not considered all direct and indirect costs and that, in fact, when all factors are considered the two aircraft are not dramatically different in cost," states the panel's authorization report. The committee's math is driven, in part, by the fact it believes 6-8 RC-135s could replace the 12 EP-3s in service. The issue has surfaced largely because the EP-3s have been heavily tasked in recent months, resulting in half the aircraft reaching the end of their service life this year. Moreover, the committee notes that the Navy has no long-term plan for an EP-3 replacement, since the service dropped the idea of having the upcoming Multi-mission Maritime Aircraft (MMA) fill the EP-3 role.

Our thanks to Dick McClellan for this input. Editor

Attack on U. S. S. Liberty

On 02 July 2003, the National Security Agency (NSA) released additional information relative to the 08 June 1967 attack on the U.S.S. Liberty. This release includes three audio recordings, transcripts (in English), three follow-up reports, and a U.S. Cryptologic History Report entitled "Attack on a Sigint Collector, the U.S.S. Liberty." The recordings are in Hebrew and contain time counts in English that were added by the intercept operator. The follow-up reports are summaries of the three transcripts with non-substantive chatter omitted and a compiled report that summarizes the activity and contains the text of the transcripts. The U.S. Cryptologic History Report is a less redacted version of the same document originally released in 1999.

How the information was obtained:

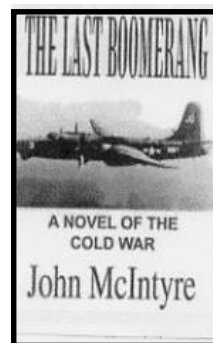
Within an hour of learning that the Liberty had been torpedoed, the Director, NSA, LTG Marshall S. Carter, USA, sent a message to all intercept sites requesting a special search of all communications that might reflect the attack or reaction. No communications were available. However, one of the airborne platforms, a U.S. Navy EC-121 (Buno 135757 (JQ-14), had collected voice conversations between two Israeli helicopter pilots and the control tower at Hazor Airfield following the attack on the Liberty. This information can be accessed at:

www.nsa.gov/docs/efoia/released/liberty.html

Our thanks to Chuck Huber for providing the information on this web site. Editor

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Three New Books

The Last Boomerang;, McIntyre, John; 322 pages. Bloomington, IN, 1st Books Library; ISBN 1-4107-9876-3 (Trade paperback), 1-4107-9876-5 (Hard cover).



Association member and author John McIntyre writes, "This book tells the story of the fictional last "spook" flight conducted by the US Navy from Nicosia, Cyprus, in late December 1955. By that time, Cyprus was in turmoil, security was terrible, the flights were frustrating and dangerous, a whole bunch of stuff was going on and it was pretty hairy flying...well it's all in the book."

Flash Point North Korea, The Pueblo and EC-121 Crisis; Mobley, Richard A.; 240 pages. Annapolis, MD, Naval Institute Press; ISBN 1-5570-403-2.

Rich Haver writes, "*Flash Point North Korea* is as fresh as today's headlines. More than thirty years later the basic conditions of the

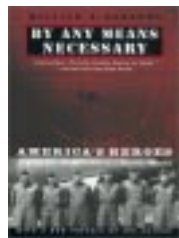


free world's standoff with North Korea remain the same. Very well researched and fast paced, this book focuses on the

large issues of the state of our intelligence and strategy."

By Any Means Necessary, America's Secret Air War in the Cold War; Burrows, William E.; 416 pages. Farrar, Straus & Giroux; ISBN 0374117470.

Bill Crane, 1st SAD VQ-1 63-65 writes, "Once I started reading it I couldn't put it down. The subject is flying secret missions in a hostile world. It talks about Elint, Comint, radar ferreting and missile telemetry interception.



If you haven't heard of or read this, I strongly recommend it. I am having my family read it so that they know what I really did."

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Dick McClellan writes:

I was inspired to tell this story after reading about "the big round engines" in the last newsletter.

Most of my Navy career involved flying in some capacity in the Douglas A-3. Back somewhere around 1966-67 while in VQ-1 we were doing our Vietnam thing from 7th fleet carriers and had occasion to visit Danang AB now and then for fuel or maintenance. On one occasion my A-3 limped into Danang on one engine. We found it was going to be days before we could expect a new engine. My thoughts of getting some well deserved rest and sleep were not to be! At that time there were two EC-121's operating from Danang. One aircraft flew day missions and was relieved by the other for night operations. Soon after arriving with the broke "one engine" A-3, I was told to "suit-up" and brief for duty involving flying with the night ops EC-121 as a replacement ECM operator for a sick "willie" crew member. As some of the ECM positions in the A-3 and EC-121 were quite similar, this was an easy but somewhat unexpected transition. After some good natured ribbing before, during and after flying, I did quite well in my new aircrew duties for three or four nights. When word came that the new engine would be arriving soon I was relieved of my "willie " duties and I went back to work on the A-3. Everything went along just fine and after some thanks from the "willie" crew, I was soon back on the ship enjoying Yankee station ops.

Many weeks later back in Atsugi, I ran across the EC-121 evaluator and we chatted about my temporary "willie" duty. Asking me to compare flying in the A-3 to the EC-121 I said, "Well sir, the A-3 with its turbine (jet) engines gives a great feeling of power, preciseness and precision. In the "willie" I felt somewhat like a taco." When asked to ex-

plain I said, "Well, I felt like I was all wrapped up in a bent trash can lid, surrounded by 23,000 noisy and rattling parts all trying to stay together in close formation!"

Later in my career while in VAQ-33 I had occasion for another "willie" ride. I asked flight engineers Bill Peavey and "Cy" Siebert how they ever learned what to do with all those buttons, switches and levers at their position. They told me, "Mac, we'll let you in on one of our best kept secrets. FE's really don't know what all this stuff does but everyone thinks we do. All we really have to do is push everything in, up or forward and she'll go. The rest of the time we just eat, look busy and hope to God nothing flies apart!" Roger that!!

We thank "Mac" for his input and we're sure he would agree that he's a far better man for having had the "Willy" experience. Editor

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Three gentlemen are seated together on a cross-country plane trip. After about an hour the first gentleman, by way of breaking the ice, puts down his New York Times and announces -- "My name is Jonathon Smith. General USAF Retired. Served in Korea and Vietnam. Married. Two sons. Both doctors." He picks up his paper and continues to read.

About half an hour later, the second gentleman puts down his Washington Post and says, "Dillard Jones. General US Army. Retired. Served in Korea, Vietnam and Gulf War I. Married. Two sons. Both Lawyers." He then picks up his paper and continues to read.

Later on, the third man puts down his Daily Racing Form and grunts, "Gus Miller. Chief Petty Officer. Retired. Served in Korea and Vietnam and Gulf War I and Gulf War II. NEVER married. Two sons. Both Generals!"



VQ-1 EA-3B (PR-14) comes alongside an EC-121M in the Gulf of Tonkin, circa 1967. Contributed by A. "Putt" Prevetete.



Fallen Heroes

In an old, gold mining town called Paradise, located in Northern California, this flag flies proudly on each national holiday. The legend on the flag reads, "VQ-1, PR-21, 1969.

Each holiday this flag, along with over 1200 others, line the main road leading through town. It's really a sight to see! Editor

Photo contributed by Ed Lesko

Remember PR-21 the mission fly into the rising sun.

As a new day is born, they fly into the blue , thirty-one men each with a job to do.

They are brave men one and all, men who could always stand tall. Different in religion and color each we are proud to call brother.

Together they will stand with death their fate for April 15 is the date.

Remember PR-21 her gallant crew has flown their last. Two Migs came out of the sun, their task down PR-21.

For them the sun will never set, on that day God they have met.

In a watery grave they now lie the lives they gave were for you and I.

Wings of gold now torn and cold were theirs to keep us free.

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May their story forever be told. May their dreams of freedom never be old.

Remember PR-21 the mission fly into the rising sun.

As a new day is born a Willy flies into the blue, thirty-one men, each with a job to do.

Together we will stand if death be our fate for April 16 is the date.

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Written by Bill Kirner, VQ-1 67-70. This poem was found on the Willy Victor web site visitor page. When prompted by the site, "Do you have any comments?" Bill simply wrote, "My tribute to PR-21."

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Dues and Membership

Due to popular demand, a new procedure will be implemented to let members know their dues status. Starting with this newsletter, a number will appear following the member's name in the address label. A "4 " will indicate 2004, a "5" 2005 and so on. This number indicates the year (October) the dues expires. It should be pointed out, the absence of a number does not indicate you are paid up until 3000!

Dues are due in October and 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. Checks should be made out to VQ Association and sent to the secretary, Allan Prevette, at 3232 Village 3, Camarillo, CA 93012.

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Join us in Memphis 2004

Now is the time to mark your calendar for the VQ Association reunion in Memphis, TN that will be held during the Columbus Day weekend, 2004. Join us in making this the first reunion with 300 attendees.

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NAS Sanford Reunion

NAS Sanford and all Squadrons, FRA Branch 147 Home, Sanford, FL, June 25-27, 2004. POC Gerald Bohm, 386-668-4851

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VQ Association Board

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| Chaplin | Directors |
| Rev. Robert Jaye | Charles 'Chuck' Templin |
| Past President | Keith May |
| J.D. Meyer | Francis "Frank" Warren |

John "Jack" Taylor (Hon)

Assistant MO, VQ-1 Det DaNang

1969-1970 (approximate)

This primate's tour in Vietnam began with a clandestine journey aboard a super secret Navy spy plane rumored to be either a EC-121M or a EP-3B that had been in the Philippines on a top secret mission.

The poor fellow was shanghaied while partying in the back streets of Olongapo. Thrust into an alien environment upon his arrival in Vietnam, he somehow recognized from the beginning that perhaps he should throw his lot in with the detachment maintenance officer. In a short time he was a fixture in the maintenance office, usually sitting on the desk of the MO. He may have had a name but usually it was just "that @#?!*% monkey."

To answer calls of nature, the monkey did go outside (a favorite spot was the pilot's seat on A-3 aircraft) and it was during those trips that his encounters with flight line dogs became legendary. His agility and ability to easily get out of harms way infuriated the dogs and provided much amusement to the troops. Unfortunately those encounters provided much amusement to the men who passed through and served at that location so long ago.



*Photo contributed by Don Carver
Recollection by A. Prevetie*



Wanted (Again)

Not wanting to sound like a broken record, but--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 also need photos of aircraft and people. Photos over the internet would be great. If you're not on the net, you can send in a photo, we will make a copy and return it you forthwith! Please send inputs to Al Prevetie, 3232 Village 3, Camarillo, CA 93012, e-mail pierreputt@att.net.

The photo shown below is a challenge to any member with experience and recollection of the Lockheed P-2V in the VQ community to come forward and tell this little-known story.

Photo contributed by Tom Maroldy.





Bob Hope
1903-2003

Visit the VQ Association website at kleinandstump.com/VQ/index.htm

VQ Association
Allan Prevette, Secretary
3232 Village 3
Camarillo, CA 93012



Winter/Spring 2004 Issue