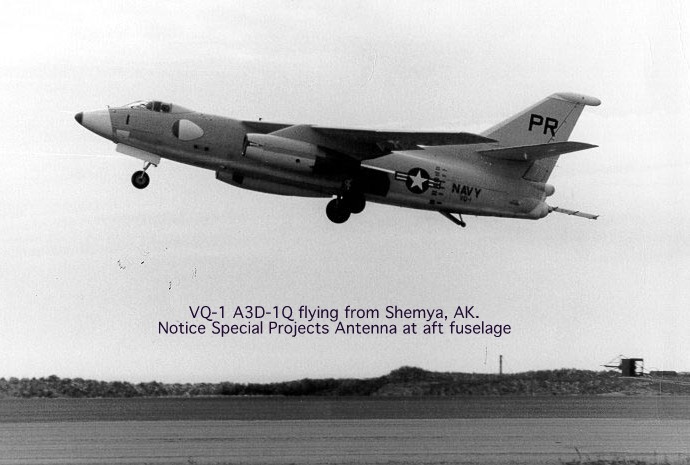
**A3D-1Q, P4M-Q and P2V-5F At Shemya**

I worked on two P2V-5Fs 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.

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