



## VQ NEWSLETTER, Fall/Winter 2018-19

### A MESSAGE FROM THE PRESIDENT

Well, another fine reunion is in the books! Mike and Janet Chicvara did a great job in hosting the event at Tempe, Arizona. The event was a little smaller attendance wise, nonetheless a good time was had by all. There were 11 active duty at the festivities, headed up by the squadron Executive Officer. A banquet highlight was a great talk by the squadron Command Master Chief. Coming down the pipeline, in 2019 we will be at Nashville, TN. The hotel we will be staying at is the Maxwell House by Millennium. Nashville is proving to be a little on the expensive side but we're doing all we can to keep the costs down. Mark your calendar for September 4-8, 2019. Thanks to Rich Kessmann for all the preliminary research into the Nashville site.

The reunion for 2020 is scheduled for Providence, Rhode Island. This location is the furthest North East we have ever been and it will be the first one set up by a professional reunion planner. If we are satisfied with their performance, this will give us more latitude on where we can hold our reunions by not having to rely on volunteer hosts. Events being discussed are a day trip to the historical sites in Boston and a tour of Newport RI and millionaires row.

After Rhode Island we will be due to go west. Suitable locations on the West Coast are kind of scarce. If anyone has any suggestions on location we would love to see them. I think Colorado West could all be considered West Coast!

The business of the Association keeps rolling along. Sandy McClellan has agreed to stay on as Treasurer. Actually, she is a treasure to the Association! VP Clint Epley gives new meaning to, "Right Hand Man" and his help is greatly appreciated! Our Secretary Paul Buemi is right on top of the myriad of tasks required of that position. Paul has also been coordinating the reunion golf matches. If any of you golfers would like to step up and volunteer, I'm sure Paul would appreciate a break. Frank Warren has taken on running the Association Small Store. Frank has supported the association for many years and he can always be counted on. Past President Keith May has been doing a bang up job coordinating with the active duty Navy. The last several reunions we have had good participation from the active duty folks which is a direct reflection on his ongoing efforts. At Tempe, Ron Jarabak was elected as a director and we look forward to working with Ron in the years to come. The Survivors Group met in Tempe and they decided to morph into an all ladies welcome group. We invite all the ladies to participate and our thanks to Linda Landrum for all her efforts. Last but not least, if you're reading this it's because of Patti Brosh. She has been doing the newsletter for several years now, even when beset by personal tragedy. Thank you, Patti, you are much appreciated.

I have gone on more than I intended so to conclude, I wish you all good health and happiness and I hope you put Nashville on your calendar for 2019. See you there!

With best regards,  
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### FROM THE BACK SEAT

Knowing how much effort goes into putting on a reunion I personally want to thank Chic and his lovely wife Janet for their efforts in putting on a successful reunion in Tempe. I offer another well done for our Secretary Paul Buemi. His efforts are second only to the coordinator in making the reunion work.

Having the active troops at the reunion is really a bonus and we certainly enjoyed their attendance. Thanks to all for making their visit productive for both sides. Thanks to Keith May for working with the squadron to make that happen. In that regard attendance at this reunion was down from previous years and we all need to work at bringing membership and attendance up. We all know and are in contact with shipmates from our days in the Q and I encourage everyone to contact those people and try to get them to attend a

reunion and for them to invite others. Once we get them there continued presence seems to follow. Many don't know the association even exists. Working to get active duty to join is difficult. You all can relate when you are at that stage of life you have many other things to worry about, family, jobs or business and organizations such as ours are nice but not a priority. Working with the active duty informs them we have an organization and if we are to survive we must get them interested and aware of our existence. Work on your friends from your days in the squadron and especially crew mates and get them to join a crew reunion at one of our events. Remember we also have a special group for spouses so they don't have to listen to all the sea stories but can reminisce about home life and experiences from their days without their significant other while they were on deployment. In short we move around the county for reunions so we are somewhere close to most everyone at least every three years.

Another way we can get in touch with people is through websites/social media if you know a site or magazine or anyway we can advertise our organization and reunions please post it or let our secretary know of it so we can get the word out.

Next year we are heading for Nashville, TN Sept 5 through 8 get your reservation in early and invite all your friends. Should be a great time after all who doesn't like country music?

**VP Clint Epley**

**The following is pertinent information that you may find useful. Please keep this list of your board in your VQ records.**

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## **VQ Association Ladies Group**

Some of the ladies of VQ Association membership were visiting during the last VQ Reunion in Tempe, Arizona. During the conversation, several of the ladies expressed feelings that much of the reunion time is specifically geared towards the men of the association. Although the spouses, significant others are always included in the activities planned for the reunion, many of the ladies expressed a "tag along" feeling. It was learned that many of the ladies spent time in the hotel room, alone with a book, laptop, or other means of entertainment while the men were engaged in their own activities, usually as a group.



Because of these discussions, it was decided that instead of the SUR-F group, there is more of a need for planned activities to be made available to the ladies. The discussion soon turned to activities in the Nashville, Tennessee area that would be of interest to the ladies of the association. Linda Landrum and Patti Brosh have agreed to investigate events and activities in the Nashville area in the area of the hotel that would be of interest to the ladies. This would include any surviving spouse or significant other that attend the reunion as well as the spouses, significant others of the membership. It is recognized that the spouses, significant others have played a significant part in the role of each member of the association during their active duty with the VQ.

Anyone familiar with the Nashville area is encouraged to contact Linda Landrum, ([reljl@msn.com](mailto:reljl@msn.com)) and Patti Brosh ([pbrosh123@gmail.com](mailto:pbrosh123@gmail.com)) to discuss your thoughts regarding possible activities and/or events for the ladies of the association. As with other activities of the VQ Association Reunion, activities and/or events planned for the ladies are not intended to interfere with any of the association events, but rather to provide additional options for the ladies of the association. Neither is it the intent to add to the responsibilities of the reunion planner, but rather to coordinate thoughts and ideas with the reunion planner

## MEMBER INPUTS

*The first of the two following stories is a recollection of the time when PR-24 (WV-2Q) was jumped by Chinese aircraft on 4 January, 1961, and follows on to a story written by CT2 Ron Schneider. Ron's story is on the Association Website under History., (website address follows the President's letter) The second article illuminates a period in VQ-1.*

I was the person reporting I had fire control and they were locked on, but I never ran up and dropped my head set. I'm not sure who he means by the PO Plum quote. The CT's were near the front of the aircraft listening and all us AT's were in the rear of the aircraft and when I picked up the hostile aircraft fire control, we were already in a rapid descent and I called and reported I had picked up the signal there was no time to do anything. Petty Officer Plum confirmed what I said when I called in the hostile signal but there was no time to do anything about it. It was a matter of a few seconds and the bail out buzzer went off. As soon as they locked on there was an explosion and the upper radome was lost. When the bailout buzzer went off and, being in the last position in the aircraft, I immediately strapped on my Mae West and parachute and ran to the back door where chief Petty officer Larry Jacobs met me and said, "Carpenter we better throw out some garbage cans to take off some of the antennae's or you are going to take them off!" I was getting ready to jump when Commander Dahlby came on and said to strap in, we're going to ditch in the ocean. That's when Plum sat on the floor next to me and I clearly remember him saying to me, "I hope we get killed I don't want to be taken prisoner." I think it was his first flight. I think back to the fact that I nearly jumped out and would I be the only one out of the aircraft. I was sure that was going to be my last day alive. Chief Jacobs was a great leader, a little guy (WW II Veteran), with a crusty demeanor. It was very noisy in the plane as all the crap up on top was banging against the aircraft. Commander Dahlby came on and said we were going to try to make it back to Taiwan. I don't think anyone thought that was going to happen because it was so damn noisy in the aircraft from things banging against the aircraft. Chief Jacobs, who was the leader of all the ATs in the back, came back and said, "this ain't nothin, I landed upside down on an aircraft carrier in a PBY and survived. I was doing this stuff when you guys were crapping yellow." He was a great leader we all loved him. Needless to say, when we landed in Taiwan, we celebrated that night. The celebration was short lived. The next morning, we were told they flew another aircraft down and we were going right back out where we flew the day before. As we walked out to the plane, I asked LT. Mitchell, our intelligence officer, if he was going to be on the scope that day and he said he was. Everything that happened that day happened so fast there wasn't time to think about anything but surviving to another day. Being chased was nothing new and happened all the time. I was only twenty years old when I went to Iwakuni to join VQ-1 and then we moved to Atsugi. I had many more reconnaissance flights after that.

Richard Carpenter AT3 VQ-1

My name is Bob Schmit and I was on the original flight crew on PR-21. Dick Carpenter is a friend of mine and I'm currently reading his correspondence with you. I've been member of the Association for a number of years and have read most of the literature on the VQ squadrons. Dick Carpenter and I were in Iwakuni and Atsugi during the same time period (59-61) operated and maintained all of the same equipment. In addition, I maintained additional equipment for the CT crew and in 1959, an active Jammer for the P4M's. I would like to address two areas that I've not seen in print.

\* Conventional wisdom says that the P4M had only passive ECM and no defenses. When I joined the squadron, Chief Self pointed at me and said, "We have no one to maintain the ALQ-23 active jammer on the P4's and you are the man!" The ALQ-23 was a noise modulated jammer with a tunable magnetron that could jam multiple sources of fire control at the same time. I don't know if it was actually used, but during the final days of the P4's there was a defense measure available to them. I know it worked well, because I accidentally jammed the GCA at Iwakuni and caused quite an issue. We were suspected, but of course we didn't know anything about it.

\* The other omission is that PR-21 and PR-24 did spend two different periods of time on Johnson Island in the South Pacific. We were there for extended periods of time recording telemetry in the splash down zone of the Russian ICM'S that were being shot out of Siberia. Of course, the Russians said it was off limits, but we ignored it. The information was extremely valuable, because we were behind the Russians in missile technology. We did spend a lot of time waiting for the Russians to fire the missiles. We would get the word to scramble and off we'd go.

## A Lost P4M-1Q Engine. Really! By Hugh Ward

I reported to VQ-1 in August 1955 shortly after the event I shall describe occurred. It may be best described as a midsummer night's nightmare. One of our P4Ms was out that night doing what VQ-1 P4M's did when all of a sudden, apparently with no warning the plane lost its port 4360 engine. I mean lost, as in it made a sudden descent to earth unaccompanied by the P4M to which it was formerly attached. With the sudden loss of power and on aerodynamically inferior fire wall exposed, a descending spiral to the left began.



Meanwhile in the cockpit, as the story went, the young co-pilot, Karle Naggs, succeeded in getting the J33 jet engine which was located beneath and behind the 4360 started. This helped to regain control of the aircraft.

I will divert for a moment to recall a characteristic of flight crew life at VQ-1. We usually got up about 6AM and spent our day with preflight preparations and working on our jobs (admin, personnel, maintenance, etc.). We then took off about 12 hours later on flights that would be about 12 hours long. This made for a very

long day and it was not unusual for one pilot to take a brief catnap in his seat while the other one watched things. The story had it that the pilot, Jim Edixon, was in the left part of the aircraft answering a call of nature when this event occurred. Of course he abruptly made his way forward and took charge. After serious loss of altitude, control was regained.

This night was not without further incidents. In the midst of this poorly controlled descent, Taiwan air control queried whether they were flying a lost plane pattern and were advised the plane was spinning in.

The electronic officer came on the intercom, apparently repeatedly, to find if he should jettison the security bag (I've forgotten the proper term). The normally mild LT Edixon is supposed to have suggested it be stuffed into a dark and odorous place. The exhausted crew made it back to Naha, Okinawa where I believe they had to make a rare, actual GCA approach and landing.

Fate was unkind to LT Edixon even after the plane was stopped. As I heard it, everyone else got out of the plane uneventfully except LT Edixon. For those unfamiliar with the P4M, the front crew got out through a vertical tunnel with a door that hinged down. This door had steps in it, and for most, it was a bit high so you stepped off the bottom slip and dropped to the ground. On this night with the loss of the engine weight, the planes balance shifted slowly to the back and settled slowly onto the tail skag. When LT Edixon stepped off the bottom step it had become about 8 feet in the air. He got a broken wrist. When I arrived at VQ-1 at Sangley Point, PI, LT Edixon had an arm cast and the P4M was still in Naha for a 4360 transplant. The only explanation for the engine coming off is possibly a propeller blade failed and the sudden loss in balance caused the engine mounts to fail.

### US Army in the VQ Squadrons.

*This is a condensed article written by Bill Crane, USA. The full version can be viewed on the VQ Association Website, under History.*

#### The Mission from 1961-1964

In 1961, a Navy flight crew from Fleet Air Reconnaissance Squadron One (VQ-1) flew PR-9 to the States for installation of Army optical and telemetry gathering equipment. It became a one-of-a-kind bird. The first Army group assigned to the project flew missions in 1961 & 1962. They flew out of Shemya Air Force Base in the Aleutian Islands. I joined the group in 1963 as part of the 2nd group to work the mission. By then a second aircraft (PR-10) had been fitted with optical and telemetry gathering equipment although without the sophisticated antenna array as on PR-9. Our two aircraft were known as Sun-1 (PR-9 BuNo 146449) and Sun-2 (PR-10 BuNo 144854). During the spring of 1964 our Army group was formally identified as Special Activities Detachment One (SAD 1). Prior to that we did not have a formal name and I did not know our chain of command beyond our Army Captain. A second Army group identified as SAD-2 flew in a similar Army/Navy arrangement with VQ-2 in Turkey. The back end crew consisted of 4 enlisted Army men who included an analyst, two radio intercept operators and an optical recording operator. Sometimes a position would be manned by our Army Captain or Lieutenant.

The optical equipment consisted of an ultra sensitive TV camera that was aimed by the Navy plane captain who sat behind the pilot. A conventional film movie camera that was pointed at a video display then recorded the closed circuit TV system. You can see the film canister in the background of the interior picture above

The Navy navigator did the actual navigation while we were traveling at 500+ knots. Without radar and in radio silence this was a challenging assignment given the state of navigational aids of the era. We had a Nikon 35mm camera with motor drive taking star pictures during the event. The Naval Observatory would later figure out where we actually had been. At times they came back with a report that we were not where we thought we had been. In the winter of 1964 we received one of the first airborne Loran receivers



available which was installed at the analyst position. I was sent to the Loran school at the Pearl Harbor Submarine base. There were many very nice and very curious submariners in my class. On our first flight with it, I noted that we made an inappropriate turn and accidentally flew over an island with a known Russian SAM site. The navigator didn't appreciate my pointing that out since he was still using the much more primitive methods.

The nature of the mission required us to be scramble ready much of the time. We had very short notice to be on station off the Kamchatka Peninsula. Inevitable last minute ICBM launch delays often required in-flight refueling on our part. We flew summer missions out of Shemya AFB at the end of the Aleutian Islands. The weather and cross winds precluded working there in the winter. The EA3B was designed for carrier landings and with the large tail plus the narrow main landing gear it was limited to cross winds of less than 25 kts. The standard Navy response was to turn the runway into the wind. We couldn't get the Air Force to rotate their runway to meet our needs.

At times the winds would exceed the landing parameters while we were out on station. The nearest alternate landing site was 300 miles away at Adak. Additionally, we might not always have enough fuel to go on that far. We positioned a destroyer anchor chain down each side of the only runway and connected them with a cable. When needed, the cable could be propped up on a couple of old tires that had been cut in half and we would catch it with the tail hook. We would stop in very short order while making a spectacular show of sparks at night. The Air Force was really not too keen on that arrangement. I think they were really jealous that they couldn't use it.

The seas around Shemya are so bad that there were no boats of any kind on the island. If we happened to go down off the end of the runway, there was no way to get to us so we just flew in light cotton summer flying suits. I understand that the guys after us had to follow regulations and get into cold weather "poopy suits". I don't think it would have done them much good since the nearest rescue plane was a Navy amphibious Albatross that would have had to lumber out from Adak. By the time it would have gotten to them the cold water would have taken its toll.

At the end of each mission, I took the tapes to the Army Air Force Joint Operations Group (AAFJOG) for post analysis. The guys there were always very helpful while also questioning our sanity as they had watched the mission with their "over the horizon" radar. A special Air Force plane was sent to carry the tapes and films to the NSA for further analysis after each of our flights.

I recently received the following from one of the guys that worked in AAFJOG on Shemya.

Knowing the survival potential in a ditching situation (or worse) for a Bering Sea or North Pacific region...having jumped into freezing water myself (once was more than enough to have a thousand needles almost stop your heart)...it takes tremendous courage to volunteer to fly that "then, potentially hostile" area off Kamchatka, and to do the hard take-off and landings dictated by that airfield on that speck of an island. I remember the alarms going off for the air crew alerts while sitting in the Mess Hall at Shemya, and laughing at the guys tripping over chairs and each other to get out the door for the ride to the air strip. Never appreciated at that age what was really being asked of those guys. We should have stood and saluted them, or cheered them on. They must have thought we were idiot "ground pounders." REMFs[2], to say the least. I learned a saying later, "You gotta love it." Several years later, we started modifying that saying to, "You don't gotta love it, you just gotta do it."

In the winter we flew missions out of Barber's Point NAS in Hawaii and Midway Island to cover the Russian Pacific missile range. Ground based listening stations in Europe and Asia would alert us as to when to fly.

We maintained complete radio silence from takeoff to landing. I attended the Navy Radio Code School in Yokohama, Japan to learn the first 10 letters of Morse code. Again, confused and curious sailors were very nice to me. I received the coded instruction giving us mission instructions, which kept me busy the entire flight.

During this early period, the Air Force was developing their RC-135 aircraft known as Rivet Ball. I had a chance to tour it while on Shemya and it was very impressive. From what I can determine, as soon as they solved initial video calibration and tracking problems, they took over the optical portion of our mission. Rivet Ball had 10 cameras that looked through optically clear windows. That had to be much better than our single camera looking through a Plexiglas cockpit window. Their all officer crew was shocked when one night at the chow hall, they realized that very junior Army enlisted men were crewing in the back of the A3's.

In 1965 the optical equipment was removed from PR-9. Updated telemetry receiving equipment was installed. The project then took on the name of Seabrine. As time passed, 1st SAD crew members were awarded Army & Navy aircrew wings, some even earned membership in the Navy Tailhook Society for landing and launching off of carriers. They continued the mission until 1972 with service in the Pacific and Indian oceans. In 1969, the Air Force RC 135 aircraft disappeared on a flight from Shemya AFB to Eielson

AFB. The following comment is from the Air Force Rivet Ball web site and confirms the importance of the mission and the Army/Navy involvement.

“The loss of Rivet Ball, Rivet Amber and 19 crew members in 1969 was devastating for all concerned. It was also a severe setback to our intelligence network and its ability to monitor the Soviet missile threat. The need for a replacement was of the highest priority. The Air Force worked 24/7 on two replacement aircraft (RC-135S) named Cobra Ball I and Cobra Ball II. While Cobra Ball was under construction the Army (SAD-I) and Navy (VQ-I) returned with their EA-3B Skywarrior (“The Whale”) to help cover the gap until Cobra Ball was up and running.”[4]

None of this story would have been possible without the dedication of hundreds of the very best and dedicated Navy enlisted ground crews. They kept our birds flying while stationed thousands of miles from their squadron support and worked in cold and windy conditions at all hours of the day and night. The Navy pilots were absolutely first class senior officers, with hundreds of hours. They always brought us back safely. I am humbled at the amount of support that was required to get a plane with 4 Army personnel safely into position to accomplish the mission. *Bill Crane*



**Photos from the Tempe Reunion**

Note from the editor: If you take photos at the next reunion and think they would look good in the Newsletter, send them in.

If you have “sea tales” that you would like to share with the world, send them in. Everyone enjoys a good “sea story”.

## SMALL STORES



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Item	Qty	Description	Price	Total

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

City/State/ Zip \_\_\_\_\_

Phone \_\_\_\_\_

EMail \_\_\_\_\_

**All prices include Shipping**  
**Make check/M.O. to: VQ Association**  
**Mail to: Frank Wareen**  
**8821 Covina Street,**  
**San Diego CA 92126**  
**858-566-6370**

Item	Description	Price
101	EA3B Hat (no eggs)	\$2,000
102	EA3B Hat (eggs)	\$21.00
103	EC121 Hat (no eggs)	\$20.00
104	EC121 Hat (eggs)	\$21.00
105	EP3E Hat (no eggs)	\$20.00
106	EP3E Hat (eggs)	\$21.00
107	P4M-1Q Hat (no eggs)	20.00
108	P4M-1Q Hat (eggs)	\$21.00
109	VQ Ground Pounder Hat (Bat)	\$17.00
110	VQ Ground Pounder Hat (Sandeman)	\$17.00
111	VQ Assoc. Logo Hat (White/Soft/Golf)	\$20.00
112	Olive Drab Patrol Cap w/ "Navy" Front	\$19.00
113	VQ-1 Bat Patch	\$6.50
114	VQ-2 Bat Patch	\$6.50
115	VQ-2 Sandeman Patch	\$6.50
116	A-3 Patch	\$6.50
117	EC-121 Patch	\$6.50
118	EP-3E Patch	\$6.50
119	Tonkin Gulf Yacht Club Patch	\$6.50
120	VQ Assoc. Logo Coffee Mug	\$12.50
121	VQ-2 Assoc. Logo 4 inch Decal	\$3.50

What do you get if you cross a dog and an antenna?  
A golden receiver

Why do melons have such fancy weddings?  
Because they cantaloupe

A fly and a flea in a flue were imprisoned, so what could they do?  
Said the fly, "Let us Flee!"  
"Let us Fly!" said the flea  
So they flew through the flaw in the flue. (Ogden Nash)

Altho' insured  
Remember Kiddo  
They don't pay you  
They pay your widow.  
(Burma Shave)







