

SPRING/SUMMER 2019

Greetings Good People,

I hope everyone has had a healthy and happy start to 2019! I'm happy to report that things are in place for the reunion coming up in Nashville this September. I know you've heard our pleas for early signups from previous times but, we are going to say it again, with more emphasis, please adhere to the deadlines outlined on the sign up information. We don't want anyone to be disappointed! Nashville seems to be a very popular place, with no problems filling their venues.

Our past president, Keith May is working on getting a speaker for our Saturday banquet at the hotel. Linda Landrum and Patti Brosh have some plans for a ladies event on Saturday so we invite all the ladies to check in with Linda or Patti when arriving in Nashville if you're so inclined.

Looking ahead to 2020, the reunion will be in the Providence, Rhode Island area. This is the furthest north we have been for a reunion and will be the first handled by a professional reunion service. We feel that if the service works to our satisfaction, it will give us much more latitude on where we have our events. Some of the things being considered are tours of the historical sights in Boston and Newport. After the east coast, it will be back out west so if you have any ideas on location, let us know. We get together once a year but you can stay in touch year around. In addition to the VQ Association website there is a Facebook page, VQ Association, plus there are other VQ groups having sites on Facebook. Take a look!

Since our last get together, there have been some of our members who have faced serious medical issues or have lost loved ones. I ask that you keep these folks in your thoughts and prayers.

With my best regards,

Allan "Putt" Prevette 805-482-1204, allanprevette@gmail.com

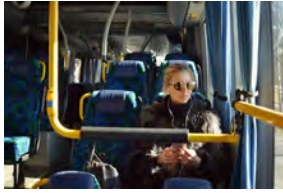
From the Back Seat

The Nashville reunion is coming up quickly and if you have not made your reservation yet you are late. Looks to be a fun time and you don't want to miss it. As Putt has covered, we will be in Rhode Island in 2020, details to be presented at Nashville. Putt also mentioned where to go and find friends and information on former shipmates and what is happening with the association. Facebook not only supports a VQ Association Page but VQ-1 (Fleet Air Reconnaissance Squadron One (VQ-1) and VQ-2 (VQ-2 Fleet Air Reconnaissance Squadron) VQ-5 Sea Shadows, VQ-6 Black Ravens, VQ-1NAS Agana Guam and Naval Air Facility Atsugi Japan and Naval Air Station Rota, have their own pages and people are posting on them daily, lots of pictures and stories. There are several sites that work with former military, one of note is Together We Served that will track your commands throughout your career and notify you when someone joins that served in the same command and time you did. If you know of a publication that publishes reunion information please pass it along to me at epley@gvtx.com or Paul Buemi at buemipaul@gmail.com or you can submit a notice yourself. We need to get the word out so many former members don't know we have reunion or worse don't even know we exist.

These reunions are a great time to call your shipmates and arrange a get together with them and have a lot of fun to boot. If you fear you will not know anyone there you are wrong! We all have shared experiences even if it was at different times, Just join conversations and you will find you know everyone. Get your reservation in **NOW!!**

Clint

LADIES' GROUP



The motel has some specific information. They have a free shuttle, Maxwell House shuttle that goes to the downtown area, with a location at 7th and Commerce Streets. It leaves the hotel and returns every 30 minutes. We would be free to roam around that area for eating, shopping, site seeing, etc. We could all go as a group or smaller groups, as the ladies desire. This announcement will give the ladies time to set their own groups, or individuals to meet and look for the specific options available. The Chamber of Commerce probably would be the best source of information. The direct # for the Hotel is 613 259 4343. We are looking at Saturday, meeting at 10:30am so we can figure out exactly what we want to do.

A Tale of What Almost Was

ARIES II by AVCM Bill Beard

In the late 80s, we embarked on the Conversion In Lieu of Procurement (CILOP) program that produced the ARIES II configuration. The plan was to cross deck the majority of the ARIES I/Deepwell systems onto "low time" P-3Cs. The low time aircraft generally had approximately 8,000 hours and less than 8,000 landings on the airframes. The systems integration was done by Naval Avionics Center Indianapolis with the conversions contracted to Lockheed Martin's Greenville, S.C. facility. The aircraft were to all be converted and delivered by the early 90s, but ran into trouble very early. I spent nearly a year at the Lockheed facility testing systems as they were completed, and troubleshooting discrepancies. Keeping in mind the majority of the systems were to be cross decked, we ran into trouble on the existing systems wiring because Tech Pub Deficiency Reports (TPDRs) that the fleet had submitted over the years had not been incorporated into the NAC drawing package...due to cost. Since the NAC drawing package was the baseline for the conversion, wiring discrepancies that the fleet had noted years before were built into the new aircraft. Combining this fact with the challenge of integrating new systems concurrent with their development, NAC released hundreds of engineering changes that were flowed down to the Lockheed installation teams. By late 1989, it was apparent that the contract was in trouble. Lockheed and the Navy were in a pissing contest over the engineering changes, and the first two aircraft were using up most of the contract funds. The first two aircraft PR-31 and PR-32 were first in line to replace VQ-1s EP-3Bs. PR-31 was finally nearing completion by the spring of 1990. The Lockheed test crew flew the first five flights on the aircraft and returned NORDO on 4 of 5 flights. The Chief Test Pilot remarked that the AIC-37 Digital Communications Management System (DCMS) was the biggest failure he had seen in his many years of flying. Myself, my crew along with NAC, Telephonics and Lockheed engineers troubleshooted the troubled ICS system and got the aircraft stable enough for a series of flights with a Navy crew. The first flight was in June or early July of 91. The pilot was LCDR Mike Lopez Allegría. I along with Tim Nagle flew the observer seats on the first few flights. Upon reporting to Greenville, LCDR L.A. remarked, I believe that antenna (an ALD-9 blade on the centerline aft of the HSC) will drag on a no flaps landing. He was also mildly concerned about the OE-320 radome on the centerline, but was convinced that the blade would be a problem. As we lifted off on the first flight, and L.A. was going through the after take off checklist, he reported he had a flap asymmetry light.... we would be testing his theory on landing. The flight was short and uneventful (we had taken hand held VHF radios onboard in case the DCMS failed). We made a no flaps landing, and sure enough scraped about a quarter inch off the end of the ALD-9 blade in question. I had my crew remove the antenna from the aircraft and we presented it to LCDR L.A. as a memento. I later took a good ass chewing for throwing away a repairable. We flew a couple of full crew flights on the aircraft out of Greenville. A few days later, the decision was made to re-position the aircraft to Pax River, but the Navy and LM were still engaged in a tussle over funds. We had left a ramp load on the aircraft. We showed up on a

weekend day, loaded the aircraft and flew PR-31 out of S.C. to Patuxent River with almost no support from LM. We flew a series of test flights at Pax that were cut short by the need to get the aircraft into the fleet due to operational needs arising from Desert Shield. We flew the aircraft into Guam just before Christmas in 1990. We still didn't have reliable secure comms on the aircraft, and weren't able to deploy it immediately. I flew out to Bahrain and Desert Storm on an ARIES I aircraft the day hostilities began.

The contractual relationship between the Navy and LM continued to erode, and the Time and Material funds being expended to correct engineering deficiencies consumed the majority of the program funding. The result was that the first few aircraft consumed all of the funding programmed for all 12 conversions. All 12 were on deck at LM Greenville in different stages of disassembly with only 3 being on the flight line in nearly flyable condition. The Navy and LM reached an agreement to terminate the contract for convenience of the Government. Several aircraft had to be reassembled to a flying condition to be flown to NADEP Alameda to be completed at a later date. Crews flew some of these aircraft de-pressurized with no more than a wet compass, highway map and hand held radios across country. NADEP Alameda would later be closed by BRAC. Three conversions that the Sensor System Improvement Program (SSIP) was replacing the ARIES II configuration. PR-36 never flew a mission as an ARIES II, because my crews de-configured it in Waco, Texas and converted it to SSIP more than ten years after it was originally inducted into the modification cycle. The aircraft had logged less than 200 hours in more than 10 years.

Points to ponder!

Law of Public Speaking. A CLOSED MOUTH GATHERS NO FEET!

Law of Commercial Marketing Strategy. As soon as you find a product that you really really like, they will stop making it OR the store will stop selling it!

Remember the story of VQ-1's PR-29? (Fall/Winter '17-'18)

Well, here is an addendum! David Ayres, CDR, USN (Ret) said:

I was surprised and pleased to read the Thumbnail History of VQ-1's PR-29. Surprised because very few knew about it and pleased because it worked. I was the "*folks in REWSON who provided this.*"

I started with a secure phone call from Chuck Christman (aka Crab) to my office in Crystal City at the Reconnaissance, Electronic Warfare, Special Operations, and Naval Intelligence Processing, (REWSON) Project Office (PM-7) in CHNAVMET HQ. A Soviet sonobuoy was found washed up on the beach of Gab Gab Bay that set off alarm bells. Crab asked if I could provide some assets for VQ-1 to conduct surveillance of any more such devices using RV to be outfitted with receivers, processors, and crew positions to find out what was actually going on. I briefed the boss, RADM Julian Lake, and he told me to do whatever was necessary. We used existing procurement accounts to acquire the equipment list the Crab came up with and we had it shipped priority to VQ-1. Tim Connolly was the senior officer in charge of the project. I never heard back of any results that might have been reported, but my part was done when they got the gear.

Glad to hear that it went well at their end and it was just another example of the Can-Do VQ spirit. Sincerely, Dave

From the defunct Aries II to the ongoing P-8A Poseidon:

The following condensed article was taken from Business Insider.

The USNavy's best sub-hunting aircraft is facing some nagging problems

Christopher Woody, Feb.1,1019

The Boeing-made P-8A Poseidon is one of the most advanced maritime-patrol aircraft in service. Its high-tech surveillance gear has made it a mainstay of the Navy's air fleet and drawn the interest of allied forces around the world.

But some nagging problems are affecting the Navy's P-8As, according to a recent Pentagon report. The P-8A Poseidon, introduced in 2013 to replace the P-3 Orion, has quickly become one of the most highly regarded maritime-patrol aircraft in service, fielded by the Navy and sought after by partner countries all over the world.

But the P-8A is dealing with some lingering issues that could affect the force as a whole, according to the fiscal year 2018 annual report produced by the Pentagon's Office of the Director of Operational Test and Evaluation.

The Poseidon's capabilities now include receiver air refueling, employment of the AGM-84D Harpoon Block1 anti-ship missile, and several upgrades to its communications system. But, the report said, "despite significant efforts to improve P-8A intelligence, surveillance, and reconnaissance (ISR) sensors, overall P-8A ISR mission capabilities remain limited by sensor performance shortfalls. Moreover, the report found, data from the operational testing and evaluation of the P-8A's latest software engineering upgrade as well as metrics from the Navy "show consistently negative trends in fleet-wide aircraft operational availability due to a shortage of spare parts and increased maintenance requirements."

Forward-deployed P-8A units have reported "relatively high mission capable rates" when they have access to enough spare , sufficient logistic supply support, and priority maintenance. However, the report said, focusing on supporting forward-deployed units "frequently reduces aircraft availability and increases part cannibalization rates at other fleet operating locations. Shortages in spare parts for the Poseidon are exacerbated by the nature of the contracting and delivery system for the P-8A, according the the report.

The use of engineering model predictions rather than reliability data from the fleet itself, "ensures that some mission critical spare part contracts lag actual fleet needs," lengthening the already long six-to nine-month contracting process. These delays are exacerbated by consumable-item processes at the Defense Logistics Agency, which requires depleting stocks and back orders before starting to procure new items, according to the report. "these delays are a major contributing factor to the observed increases in aircraft downtime awaiting parts and higher part cannibalization," it added, saying that the P-8A program is working with Naval Supply Systems Command to procure parts in a more flexible and proactive basis and to start basing procurement on fleet-reliability data.

More than 60 P-8As are in service for the US Navy. The plane is based on Boeing's 737 airliner but built to withstand more stress and outfitted with a suite of electronic gear to allow it to detect and track ships and subs—even just their periscopes—across wide swaths of ocean, as well as to conduct surveillance of ports and coastlines.

"I went up on a training flight, and basically...they could read the insignia on a sailor's hat from thousands of feet above," Michael Fabey, author of the 2017 book "Crashback," about China-US tensions in the Pacific, told Business insider in early 2018. "Its not the aircraft itself of course," he added, but "all the goodies they put in there."

The Navy plans to improve the aircraft's capability going forward by adding the Advanced Airborne Sensor radar and by integrating the AGM-84 Harpoon Block II+ missile and the High Altitude Anti-Submarine Warfare Weapon Capability MK 54 torpedo.

P-8A continued

Interest in the P-8A continues to grow.

India has bought 12 of the P-81 variant, and the country's navy chief has said it's looking to buy more. Australia is buy eight and has an option for four more. Other countries in the Asian-Pacific region are looking to buy, too, including South Korea, to which the US State Department approved the sale of six in 2018. Nato countries are also looking to reinvigorate their airborne anti-submarine-warfare capabilities, including the UK and Norway, which are adjacent to the Greenland-Iceland-UK gap, a chokepoint for submarines traveling between the Atlantic and the Arctic, where Russia's Northern Fleet and nuclear forces are based. The US recently sent P-8As back to the Keflavik airbase in Iceland, though it does not plan to reestablish a permanent presence.

At the end of January, Boeing was Awarded a \$2.46 Billion modification to an existing contract for the production and delivery of 119 P-8A Poseidons –10 for the US Navy, four for the UK, and five for Norway.



Parthenon



Titans Stadium



More pics of Nashville

SMALL STORES



NAME _____

ADDRESS _____

City/State/
Zip _____

Phone _____

E-Mail _____

Item Qty Description Price Total

Item # _____ Qty _____ Desc _____ Price _____

Item # _____ Qty _____ Desc _____ Price _____

Item # _____ Qty _____ Desc _____ Price _____

Item # _____ Qty _____ Desc _____ Price _____

Total Price _____

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

Item	Description	Price
101	EA3B Hat (no eggs)	\$20.00
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	\$20.00
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	\$6.00
117	EC-121 Patch	\$6.00
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

Nashville Reunion Signup Sheet

VQ Association Dues Payment/Reunion Signup Nashville, TN, September 4-8, 2019

Dues are due each October. **Twenty dollars/year or 30 dollars/two years.** We do not collect back dues! Make check payable to the VQ Association and send to Secretary listed at the bottom of this signup sheet. **For new members**, please include the following: **Name, Rank/Rate (optional), Spouse/Sig. Other, Phone, Email, Address, Squadron/Group, Dates and brief description of duties.** This information will appear in the Association Roster and will not be shared outside of the Association. A formal membership application is located at: vqassociation.org.

Important Notice: The rate for the hotel is guaranteed until August 2, 2019. After that, you're on your own! We will need an accurate count for Grand Ole Opry tickets by 15 July!!! If you wait till after that, you will probably miss out!

- Reunion Hotel is Maxwell House by Millennium, 2025 Rosa L. Parkway, Nashville, TN. For reservation call: 800-457-4460. Be sure and ask for the VQ Association rate of 139.00/night plus applicable tax. Price will include a full breakfast. Hotel has free parking. Handicapped rooms available.

- Name of Attendees _____

Total Attendees _____

- Friday Grand Ole Opry Show and bus. Seventy-five/Person.

Total Number for show _____

Total Opry X \$75 _____

- Saturday Golf at Ted Rhodes Municipal Course, seven minutes from hotel!

Fifty bucks with a shotgun start, course has 10 sets of club rentals.

Total golf at 50/person Total Golfer/s _____

Total Golfer X \$50 _____

- Saturday Dinner Banquet at Maxwell House. Fifty/person.

Total Dinner _____ Beef no. _____ Chicken no. _____ Vegetarian no. _____

Total dinner X \$50 _____

- Reunion Set Up. \$10/Person.

Permanent Name tag with lanyard. Most put Name, Squadron/Unit

and Years Served. Five bucks/Tag. #1 Name : _____

Unit: _____ Dates: _____ Job _____ #2 Name: _____

Unit: _____ Date: _____ Job _____

Total Attendees X \$10 _____

Name Tag X \$5 _____

• Total Reunion

Total _____

• Total Dues

Total _____

• Grand Total

Grand Total _____

Dues are \$20/year or \$30 for two years.

Signup sheet with check/MO should be made out to VQ Association and sent to the Secretary:

Paul Buemi, 5605 Medinah Court, Granbury, TX. 76049, phone: 817-964-3016, email: vq1256@gmail.com

Note: The Association Ladies have a guided tour set up for Saturday. See Linda Landrum or Patti Brosh on your arrival if interested.

Nashville, the home of country music, is often called the “Athens” of the South. Situated on the Cumberland River, it is a vibrant city rich in history and things to do. The following is a listing of the most popular attractions. We all know about the Grand Ole Opry but if you are so inclined, you can also see a Greek Parthenon, see an old Southern Plantation or kick back in world famous, Tootsie’s Orchid Lounge!

Here is a list, in order of popularity, all in Nashville. 1. Ryman Auditorium; 2. Country Music Hall of Fame and Museum; 3. The Parthenon; 4. Grand Ole Opry; 5. The Johnny Cash Museum; 6. Belle Meade Plantation; 7. Tootsie’s Orchid Lounge (free). And there is the Hermitage, home of Andrew Jackson not too far away.



Newletter Editor

Midlothian, TX 76065

2221 Cottonwood Ct.

Pati Brosh

