



Newsletter, Fall and Winter, 2020/21

★ Special Edition ★



From the President, Bob Claytor

As you can see in “From the Backseat” by Clint Epley, I was elected President of the Association to give “Putt” Prevette a break from his long service to the Association.

In case you do not know me, I served on active duty from 1968 to 1993. This period included three tours in VQ-1. Yes, all in VQ-1! As a pilot I was privileged to fly the EC-121, EP-3, and EA-3 aircraft. Spending a lot of time in the Pacific and Indian Ocean was an extraordinary life experience. The 3 tours of duty with VQ-1 were by far the best in my Navy career.

The VQ mission was exciting, professionally challenging, and demanding. The people who made mission success were the cream of the crop in every rate, rank and warfare specialty. Fellowship with the people from the mission is the reason I’m in the Association. Looking at the web site, newsletters, and being at the reunion keeps the special relationships alive.

As your President, I want to see the Association continue to support our Family and grow in numbers. In this vein, I request each of our members to contact your shipmates and encourage them to join the Association and become a part of the continuing Family.

The Vice President, Clint Epley, addresses Association information, activities, and how we are all navigating through the ongoing Covid 19 situation. I will not repeat what he has said.

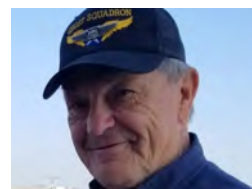
Wishing each of you continued patience and good health through this current environment, I hope to see you all in Rhode Island.



From the Backseat (VP) Clint Epley

This has certainly been a disappointing year for most things including our planned reunion in Rhode Island. Fear not, we have confirmed the same venue for 2021 and will get our fill of fall colors and homes of the rich and richer. Again this reunion is planned for 3rd thru the 7th of October 2021. Same hotel as the cancelled 2020 reunion: the Crown Plaza, 801 Greenwich Avenue, Warwick, RI 02886: phone (401 732-6000). This is again a Sunday thru Thursday due mainly to availability. The special programs have not been set up yet since most venues don’t schedule this far in advance. Stay tuned for the next newsletter to obtain particulars.

Like most of you we have been captive of our home these past 8 months but are still finding time to volunteer and for us anxiously awaiting cruise lines restarting. Had to cancel two cruises already and the next one is December and it is not looking good since cruises are shut down until Nov. 30th at this time. We tried to participate with the Commemorative Air Force in the Arsenal of Democracy in DC but the weather



shut that down. We can't seem to win this year.

Hope everyone is registered and participating in the election which I would suspect is over by the time you see this.

Speaking of elections the board has selected one new member, Bobby Freeman, and adjusted positions of board members who were up this year for rotation. Meetings were done by the board on Zoom and approved the following:

President:	Robert Claytor	V-President:	Clinton Epley
Secretary:	Ronald Jarabak	Treasurer:	Sandra McClellan
Director:	Francis Warren	Director:	Bobby Freeman
Director:	Michael Chicvara	Past President:	Allan Prevette
Small Stores:	Carl Hopkins	News Letter Editor:	Patti Brosh
Ladies Coordinator:	Susann Jarabak		

I would personally like to thank Paul Buemi, who has stepped down as Secretary, for his excellent performance in that capacity. Darwin Leatherman who also retired as a board member, thanks for your service these past years. Linda Landrum has also stepped down as the Ladies Coordinator and deserves a well done as she was the original leader of the group and has weathered the struggles of making it a viable program. Susann Jarabak is taking over the coordinator duties and we appreciate her initiative. Thanks to returning members who are continuing the traditions of our Association. Last but certainly not least, Putt is moving to Past President as Bob takes over. Putt has been a member of the board, I believe, without stop since about 1992 shortly after the establishment of the Association. His dedication and consistent devotion to the realization of the Association's goals are legend. He has been instrumental in establishing the website, setting up several reunions, overseen the printing and mailing of the newsletter and roster and last but certainly not least is the historian for the group. His accomplishments are too numerous to mention and we trust that in his new position he will continue his remarkable service.

Secretary: Ronald Jarabak

Hafa Adai (Hello), I would like to introduce myself as your new Secretary. My 21-year USN service includes both enlisted E-1 to E-9 (AVCM) and as an Aviation Maintenance Officer (O3E), affectionately referred to as a Navy Mustang. I was assigned to VQ-1 Guam (77-79) enlisted and VQ-1 Guam (83-85) officer.

As your Secretary, I am pleased to note that all secretarial records were successfully transferred to my control. My responsibilities include updating/maintaining roster listing, member information, dues status records, email addresses, along with receiving dues payment for processing to the Treasurer, recording and retaining approved General and Board of Director's meeting minute/agendas and to distribute VQ Association Gmail messages announcements.

Regarding dues payment make checks out to "VQ Association". Mail your check and use the Member Application Form to record new member information or to make changes to your member records to me at the following address.

Ronald Jarabak - VQ Association Secretary
13936 Baeyer LN, Orlando, FL, 32827 Phone: 813 390 3790

broken3@outlook.com



Treasurer: Sandra McClellan:
sandyjmcclellan@earthlink.net

Sandy is the widow of long time vice president Richard (Dick or Mac) McClellan and has been treasurer forever.

Director Frank Warren

I joined VQ-1 in 1967 as a ground pander ADR1 and went into the Recip power plants shop. Some time later they were getting short of EC121 flight Engineers. A Group of us went to Guam for five months of school. Then back to VQ-1 and a new adventure began. I left the Q in 1971.

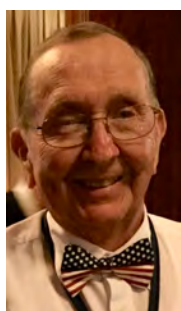


Director Michael Chicvara

Mike was Secretary prior to Paul Buemi.

Director Bobby Freeman

Born 1942 in Newport News VA. Graduated 1960 from Warrick H.S. and joined the Navy when the fish quit running in Sept. 1960. Served 29 yrs. including two tours with VQ-2 in Rota Spain. Deployed to Mediterranean and European sites with a total of 9400 flight hours on board EC-121M(WV) P-3 Orion. Retired 1989 from the Naval Security Group Command, Washington D.C. Hold bachelor in Business Administration (BBA) with an emphasis on statistics from Averett College, Danville, VA



Past President Allan Prevette

In early 1963 I was a young 2nd class ADR flying the Pacific Barrier out of Midway Island. A message from the Bureau came in asking for volunteers with C-121 FE code number to go to VQ-1. I jumped on this and my eight years in VQ-1 began. There were stints in Power Plants, QA, NATOPS, Training and a lot of EC121M missions! To me, VQ-1 lived up to its name, the Navy's No. 1 squadron. Once I retired, the VQ Association offered a chance to occasionally get together and maintain long standing friendships. To me, the association was an adjunct to service in the Q. It's been a great ride and I'm grateful I have lived long enough to enjoy the camaraderie of shipmates and like minded individuals from different eras.

Small Stores Carl Hopkins

It all started with NROTC scholarship to Georgia Tech 1965-1969. Graduated June 1969 with a bachelor's in Industrial Management. Planned on being a pilot and the Navy even paid for my civilian flight training while at Tech but my eyes deteriorated (to 20/25) (too much studying?) so I ended up an NFO. (But still got my private pilot license and currently own and fly a Bonanza B36TN; a single engine piston six seat plane.)

Almost a year to the day I was commissioned I reported to VQ-1 in Atsugi. A year later they moved the squadron to Guam. All my time was in the EC-121M; most of it with the world famous Crew 25 (Bob Claytor and Putt among others). On the ground I was the data processing officer. Three years later, after five years in the Navy, I got out. I stayed on Guam for another three years working for a computer service bureau. I then moved to Santa Barbara where I still live.

While on Guam my girl friend from the mainland got a teaching job on Guam and we got married just before I got out of the Navy. I say she chased me halfway around the world so I had to give up. She says I begged her to come to Guam.

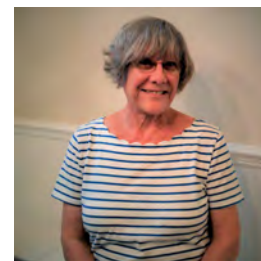
Carl and Susan Hopkins; Santa Barbara, CA 93111; 805-967-2943

CarlHopkins@Cox.net



Ladies Coordinator Susann Jarabak

Greetings, my name is Susann Jarabak, your volunteer Ladies Luncheon Travel (LLT) coordinator. As an introduction, my travels include following (or should I say leading) my husband to naval bases in Millington TN, Fallon NV, Brunswick ME, back to Millington TN, VQ-1 Guam, Key West FL, Bangor ME, VQ-1 Guam (2nd tour), and finally stationed at the Ocala National Forest, then retiring in Orlando FL. At that time, with our children in college, I returned to my initial civilian career as a K-1 elementary school teacher. Association ladies interested in participating in our LLT group are invited to contact me at broken3@outlook.com or 813 326 2542.



And now about the next reunion: The arrival of autumn brings cooler weather and a chance to explore new opportunities waiting for us around every corner during our Providence/ Warrick RI Oct. 2021 reunion (pending Covid 19). Suggested ideas for our time together include: arranging a group outing to explore the city venues (planned during the golf event), In-hotel ready room reserved for our Ladies group with light refreshments for presentations which will be given by a local historian to provide a history the Providence/Warrick area, Brown University, Rhode Island School of Design and Visitor Bureau speakers. If you call the reunion city home or visited the area, will you suggest activities, venues of interest or contribute your time and talent on behalf of the **Ladies Luncheon Travels** group contact, Susann Jarabak at broken3@outlook.com or 813 326 2542.

SOME JOKES JUST AREN'T FUNNY!

Submitted by Bill Langdon



In early 1953 I went out to Sangley Point in the Philippines for duty with a detachment that later was commissioned as VQ-1. The unit was flying P4M aircraft (*see plane on Planes p. 1*). The P4M had gun turrets, twin 20 mm in the nose and tail and twin 50 cal. machine guns in a turret on top the plane by the trailing edge.

We had an independent group with us from a unit up in Japan that we hauled around. Each operational flight we had one of their officers called an evaluator and four enlisted sitting in the back of the plane. We hauled them along the coasts of China, North Korea and Eastern Russia. My first operational flight we must have drifted in over China. The evaluator called the pilot and told him we had a large caliber radar controlled antiaircraft unit ahead of us that was searching for us. The pilot told him to keep him informed. Just a couple of minutes later the evaluator told the pilot the radar had locked on and to “break right NOW”. We banked around and headed out toward the coast. I was sitting back in the tail turret thinking that this was all pretty exciting and they were paying me extra for this. About that time the round that the radar had programmed to explode where we would have been if we had not turned went off. It lit up the whole sky and just scared the daylights out of me. Winston Churchill wrote “There is nothing more exhilarating than to be shot at without result” I don’t believe Sir Winston was ever shot at with what they said was probably a 155 mm the Chinese had captured in Korea. It exhilarated me so much I almost had a big we spot on front of my flight suit.

I stayed there a long time and we had a big loss August 22, 1956 when the Chinese shot down one of our planes up by Shanghai and killed all 16 of the crew. It was bad for me because I was down in Tainan, Taiwan changing an engine and we had sent most of our crew back home to Iwakuni. They took seven of them to flesh out a crew whose plane had been down for a long time. One of them was the best friend I had in the Navy, Duke Carron. We were not sure if that signaled a new Chinese attitude so we were just a little apprehensive around the coast of China. We were going along the coast one night with everything seemingly normal. I was up in the upper deck turret and all of a sudden my headset was filled with two excited Chinese voices. I imagined one was saying “I have a good shot at him” and the other saying “get our of the way I’ve got a better shot”. My heart went from normal to a full stop and then up to about 180 bpm. I was looking all around waiting for a stream of tracers to be coming at us but there wasn’t any. The plane dipped over a little coming off autopilot and the lights dimmed a little when the pilot started the jets in case we wanted to get back out of there. But nothing happened; we flew along with no tracer and non more transmissions. Finally the pilot called radio and asked if that transmission had been UHF or VHF? Radio answered that it wasn’t either one, it was ICS (Inter Communication system) meaning it was coming from inside the plane. About that time I come to realize that I could only

hear ICS in the turrets so I told the pilot I had heard it in the deck turret it had to be ICS. The pilot said “ICS” incredulously and radio assured him it was. There was a long silence while the pilot digested that then yelled “WHO SAID THAT?” Then there was a really long silence and finally a weak, little voice “This is nav sir”. Evidently this young LTJG had been bored sitting up in the nav compartment and dreamed up a little excitement for us. The next voice was from the pilot,

“Nav come up here I want to talk to you”. It was just a few feet up to the cockpit but I bet that was a long journey for that young man. He came back to the flight deck to get a cup of coffee when the pilot was finished with him. The curtain between the cockpit and the flight deck was about 4 or 5 inches from the deck. They said he walked right under it without disturbing his cap.

On a more sober note, tragically the list of heroes that have been shot down in VQ-1 aircraft grew by 31 on April 15, 1969 when a WV-2 “Willy Victor” was shot down by North Korean MIGs. Rest in Peace Shipmates.

ATTENTION

VA plans to outsource all compensation and pension exams

By NIKKI WENTLING | STARS AND STRIPES

Published: October 21, 2020

WASHINGTON – The Department of Veterans Affairs is eliminating its in-house compensation and pension exam program and will outsource all of the exams, which are crucial to determining whether veterans are eligible for VA benefits.

In a letter to VA Secretary Robert Wilkie on Tuesday, Rep. Elaine Luria, D-Va., said the plan was developed with no notice to Congress. She’s concerned the move could slow work to reduce a backlog of compensation and pension exams, commonly referred to as C&P exams, and she’s worried about the VA’s ability to oversee the contractors. Luria also criticized the department for cutting federal jobs during a pandemic.

“For many veterans, thorough and accurate C&P examinations are crucial to securing service-connected benefits,” Luria wrote. “VA’s quiet decision to carry out a major reorganization of its C&P program without a plan to make key improvements, reduce backlog, or retain employees is unlikely to deliver the high-quality results we expect.”

Luria leads the Subcommittee on Disability Assistance and Memorial Affairs, part of the House Committee on Veterans’ Affairs. During a hearing she led last year, the VA said it would contract with more outside medical providers to perform C&P exams. Lawmakers were led to believe the contracted examiners merely supplemented the existing program, primarily to help rural veterans and those veterans facing long wait times, Luria said.

Recently, however, VA staff told Luria’s office about the department’s plan to shutter the C&P program at the VA and contract with the private sector for 100% of the exams.

“VA privately advised my staff of the decision after it was made, without a press release or communication to the affected veterans, advocates, or labor representatives,” Luria said. “Such a consequential decision should have been communicated directly to the chair and ranking member of this subcommittee and should not have moved forward during the turbulence of the pandemic.”

The VA did not immediately respond to a request for comment.

The change comes as the VA is working through a backlog of requests for exams. The department suspended the exams in April, as coronavirus cases grew across the United States. During that time, the backlog grew to about 350,000 requests. The VA resumed in-person exams in some locations May 28. As of mid-October, exams were being scheduled in all areas of the U.S. In all the new instructions about the resumed exams, the VA notes that a “VA contract medical examiner” would be in touch to schedule them.

During a C&P exam, a health care provider examines a veteran to help determine whether his or her disabilities are connected to military service. The information gathered during the exam is used by the VA to make a decision on a veteran’s claim and to issue a disability rating. The rating determines how much monthly compensation the veteran is due. The VA has increasingly relied on contractors to perform the exams – spending nearly \$6.8 billion on exam contracts in 2016. Recently, contractors were performing about 60% of exams, Luria’s letter states.

The Government Accountability Office reported in 2018 that the department doesn’t track whether contractors are meeting quality and timeliness standards. The VA has not yet implemented the recommendations the GAO made in that report, Luria said. She’s worried that as the VA expands its use of contractors, the department lacks the ability to oversee them.

“More than two years later, [the VA] has not fully implemented these recommendations it agreed were necessary for proper oversight,” Luria wrote to Wilkie. The “failure to implement these recommendations raises concerns about its ability to oversee contractors as they increase their workload from 60% of C&P examinations to nearly 100%.”

Luria sent a list of questions to Wilkie, including how many C&P examiner jobs the VA would eliminate and whether those employees would be able to remain at the agency in some capacity. Luria also wants to know whether the VA has considered maintaining in-house exams for veterans suffering from Gulf War Illness, military sexual trauma and traumatic brain injury – all conditions unique to veterans and that often call for specialists. She asked for responses by Nov. 16.

wentling.nikki@stripes.com

Twitter: [@nikkiwentling](https://twitter.com/nikkiwentling)

YOU GOTTA BE KIDDING!!!! by Allan Putt Prevette

My tale starts during my second tour in VQ-1. I had left as a fairly junior first class Willy flight engineer and now, well into my second tour, I was a newly minted E8. We had left Agana on a normal rotation to Det Bravo, lovely DaNang by the sea. We were halfway into the deployment, clicking the missions off when it came our turn to have a couple of days away from DaNang. The break from the rigorous flight schedule was something I hadn't enjoyed in my first tour and it was a most welcome change.

This time our destination was Don Mouang Airport, Bangkok, Thailand where we would spend the next couple of days. After arriving, the aircraft was secured and we all headed for town. The next morning I was surprised by being contacted by the plane commander and my surprise quickly turned to incredulity when he told me he wanted to fly a training flight! I think my retort to this was, "You gotta be kidding me (probably a little cruder than that!)." This set up a back and forth with him telling me he would buy me dinner and pay for my cab out to the airport among other things. I told him if I did this it would only be me as I wasn't going to screw up the crew's time off! That was fine with him and he also told me it would be a short flight, so out to the airfield I went. Arriving at the airplane, there was the PC, the Co-pilot and a very petite 3P who I found out to be the PC's wife standing by the aircraft. This was the crew! For those not familiar with minimum crew requirements on a Navy EC-121M, (*see Planes p.2*) it was pilot, co-pilot, two flight engineers, and a radio/observer. It was also nice to have a taxi director and a fire bottle watch on the ground to help get this large aircraft underway. All in all, Mr. NATOPS would not have been proud of us on what we about to attempt!

I started two engines, then clambered down a ditching rope at the flight station (something I could do at that stage of my life) and removed the landing gear pins and then going back up the rope, I started the other two engines. We then taxied out with me at the FE panel, the co-pilot standing behind the pilot's seat, reading the check list, the PC in the left seat and the damsel in the right. We got airborne and I seem to remember about three touch and go landings. The checklist reader would reach up and work the landing gear and flaps. All in all, it was a pretty smooth flight! Going back to our spot, everything was done in reverse to secure the aircraft and I then headed back to town, I'm sure with visions of Singha beer dancing in my head! As was said at the time, the Navy, not a job but an adventure!

Note on Association dues:

For those of you who are relatively new to the Association we do have a dues system. It is \$20.00 per yer or \$30.00 for 2 years. We need these \$\$'s for association expenses, benevolence and more!! Keep our association treasurer Sandy McClellan happy!! If you have doubts as to the status of your dues, check the mailing label on your Newsletter and you will find the status of your dues.

Perhaps you didn't know this?

In 1955 when ECMRON Two was commissioned at Port Lyautey, French Morocco, a logo was created for the new unit. Called the, "Ear" by some, the logo was short lived as people began to think it illustrated too much of what the squadron did. The next iteration of logo was the electronic bat which we know to this day. *Our thanks to John J. McIntyre, a plank owner of ECMRON TWO and frequent contributor to the VQ history.*



PLANES page 1

Aircraft flown over the years by Fleet Air Reconnaissance squadrons



Consolidated PB4Y-2 Privateer. Flown by the forerunner of VQ-2 at Port Lyautey, French Morocco.

Pictured below is the Martin P4M-1Q Mercator. Special Projects Division at Sangley Point, RP received four while four more went to VW-2A at Port Lyautey, French Morocco in 1952. These units were the forerunners of VQ-1 and 2.

The P4M-1Q was flown from 1952 until 1960 when the last one was retired at VQ-1 Atsugi, Japan



VQ-1 P4M. Manila Bay in background

Pictured is a Lockheed TV-2 Sea Star and a Grumman F9F-8T Cougar. A TV-2 was provided VQ-1 in the late 50s and was replaced by two F9F-8T. Ostensibly, they were to be used for training pilots to transition into the A3 but squadron lore suggests they were used for logistic runs and pilot's amusement!



Martin P4M-1Q Mercator, Fleet Air Reconnaissance Squadron One
MCAS Iwakuni, Japan, 1957



F9F-8T BUNO 137389 (PR-1) at VQ-1 Atsugi, July 14, 1960



VQ-2 P2V-5F at Incirlik AFB, Adana, Turkey 1959.

Lockheed P2V-5S Neptune. Each squadron received two aircraft which were used primarily to support a special US Army program. 1958-1960. VQ-2 also had a P2V-3 used for Logistics.



Douglas A3D Skywarrior. In 1956, ECMRON One and Two began receiving A3D-1Q aircraft at Iwakuni, Japan and Port Lyautey, French Morocco. In the ensuing years both squadrons would operate different versions of the A3D. These included EA-3B, TA3B, RA3B, VA3B, KA-3B.



Lockheed WV-2Q/EC-121M Warning Star. Each VQ squadron received four modified WV-2 aircraft in early 1960. The EC-121M went on to serve until the mid 1970s when they were replaced by the EP-3. VQ-1 operated a cargo version of the Constellation from 1971 until retirement in the mid-70s.





Lockheed EP-3 Orion. The first EP-3B were delivered in 1969. Since that time, there have been many iterations upgrading the capabilities. It has proven itself a reliable workhorse, serving continuously for over fifty years.



Lockheed ES-3A Shadow. Two squadrons were commissioned in the early 90s to replace the capability lost on the carriers when the EA-3 was retired. The two squadrons, VQ-5 and 6, were only in existence a few years when they fell to budget cuts.

VQ ASSOCIATION 2021 REUNION EVENTS

EARLY BIRD: "BEANTOWN" EXCURSION

Monday, October 4 (9:00am-7:00pm)

Hop our motorcoach and head for Boston. Enjoy a guided, riding & some walking tour of the "Best of Beantown" including parts of Paul Revere's *Freedom Trail*, Harvard Common, Cambridge, *Fenway Park* and as much more as time permits. Enjoy time for lunch on your own in famous Faneuil Hall at Quincy Market. The Charlestown Navy Yard is now the Boston National Historical Park and home to "Old Ironsides" and the Constitution Museum, where we'll stop to visit the ship and museum. You will have time for browsing and dinner on your own before returning to the hotel. **NOTE: You will need to present a valid photo I.D. at security to visit Old Ironsides.**



GROUP WELCOME DINNER AT THE HOTEL

Monday, October 4 (7:00pm)

A welcoming Rhode Island reception will be offered this evening for all those attending the reunion. Come and catch up on all the scuttlebutt and enjoy a buffet dinner at the hotel with your friends.

LIFESTYLES OF THE RICH & FAMOUS EXCURSION

Tuesday, October 5 (10:00am-5:00pm)

The Breakers is one of the most popular and famous of the Newport Mansions. You will have a self-guided audio tour of the Mansion, and a first-hand look at the lifestyles of the rich and famous. *The Breakers* is the grandest of the Newport summer "cottages" and a symbol of the Vanderbilt family's social and financial pre-eminence in turn of the century America. Then it's on to Newport Rhode Island, known as the "playground of the wealthy". We will make a brief stop at the *Naval War College* to visit the naval museum, before heading on to Newport Harbor for time on your own to browse the venerable waterfront and have lunch on your own along the beautiful Newport waterfront. After lunch, our excursion will continue with a riding tour of this famed "*City by the Sea*". Hear about *Hammersmith Farms*, JFK's "*summer White House*" retreat, and all of the fabulous homes along famous *Millionaires' Mile* and scenic *Ocean Drive*. Enjoy the water views while hearing about the considerable history and influential families who make Newport famous. There is something for everyone today! (Dinner and evening on own)



LIGHTHOUSE TOUR ON NARRAGANSETT BAY

Wednesday, October 6 (12:00pm-3:00pm)

Perhaps the best way to see Narragansett Bay is aboard the largest, sightseeing catamaran in all of New England. On this 90-minute narrated sightseeing cruise you will sail under the Jamestown and Newport Bridges, past the Inn at Castle Hill, Hammersmith Farm, Ocean Cliff Mansion, the "House on the Rock," and see historic Fort Adams fortifications. Sail on into Newport Harbor with its mega yachts and sailboats and up past the Naval War College. **NOTE:** There is limited space on this tour - sign-up early.



FAREWELL BANQUET DINNER AND GENERAL MEMBERSHIP MEETING

Wednesday, October 6 (7:00pm)

GOLF: The Golf Tournament will be held this morning (the 6th). Details will be sent as soon as arrangements are confirmed. Join your friends for your Banquet Dinner at the Hotel. Cash bar at 6:00pm; dinner will be served at 7:00pm. Make an entree selection on the reservation form.

SMALL STORES

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: Carl Hopkins
5525 Longfellow Dr.
Santa Barbara, CA 93111
805-967-294



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 (Shite/Soft/Golf)	\$20.00
112		
113	VQ-1 Bat Patch	\$7.00
114	VQ-2 Bat Patch	\$7.00
115	VQ-2 Sandeman Patch	\$7.00
116	A-3 Patch	\$7.00
117	EC-121 Patch	\$7.00
118	EP-3E Patch	\$7.00
119	Tonkin Gulf Yacht Club Patch	\$7.00
120	VQ-1 World Watchers patch	\$7.00
121	Decal VQ Assoc. Navy Air Recon	\$3.00
122	Pin A-3	\$11.00
123	Pin EP-3	\$11.00
124	Pin-EC-121	\$11.00
125	Patch Faireconron-1 dark blue	\$7.00
126	Patch Tonkin Gulf Yacht Club Orange	\$7.00

See you in Rhode Island!

Website: vqassociation.org

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