



## VQ Association Newsletter Spring/Summer 2021 Reunion Issue

### From the President

2021 is already a better year than what we saw last year! We have vaccines and lower infection rates in most of the country, and people are ready to travel again. It will be wonderful to see family and friends *and shipmates* after a year of being shut-in.

The board has been busy preparing for our upcoming reunion in Rhode Island. Clint has given you the latest information on registering. We would like for each of you to grab a friend to come with you so we can all have a great time! This year's excursion will be to Boston, so anyone who has not been there should enjoy it and it's always a fun place to revisit! If you want to go see some old ships, this is the place to do it! Seeing the USS Constitution (Old Iron Sides) never disappoints. Also, Susann Jarabak has some novel things for the ladies this year.

Since we are still dealing with COVID, any changes to this scheduled reunion will be posted on the VQ website and the VQ Facebook page.  
website: [vqassociation.org](http://vqassociation.org)

Bob Claytor

### From the back seat

The Rhode Island reunion is coming up quickly and if you have not made your reservation yet you are late. Your staff has been busy putting together a good show and there are lots of great things to do in the area. Check out the attached info page for activities and signup sheets. Note this year's reunion is Monday thru Wednesday which should afford you reduced airfare and room rates. COVID has put a damper on our previous event and has put some of the previously scheduled events out of business. We will be following updates on any restrictions caused by CDC or state rules on gatherings and will keep the membership informed. Nonetheless, we still have an active reunion planned for members and Susann Jarabak has been working diligently on a planner the Ladies Luncheon Travel (LLT) group expounded on later in this document.

If you know of a publication that publishes reunion information please pass it along to Ron Jarabak at [broken3@outlook.com](mailto:broken3@outlook.com) or me at [epley@gvvc.com](mailto:epley@gvvc.com) or you can submit a notice yourself. We need to get the word out as many former members don't know we have reunions or worse don't even know we exist. We have a number of individual groups conducting reunions for the same organizations ours represents at irregular schedules. If you know of some of these groups please pass along that we hold one every year and their smaller groups can relieve the stress of setting up a reunion by joining ours and meeting a more diverse group or break off into their own smaller groups at our locations.

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

### Association Dues

Dues are 20 bucks a year or 30 for two years. Money collected is used to conduct the business of the association and to publish documents of interest to members. You can check dues status by the number after your name on the address label or by contacting the association secretary.

## REUNION EVENTS

**Ready room opens Sunday, October 3 1400, for the duration of the reunion!**

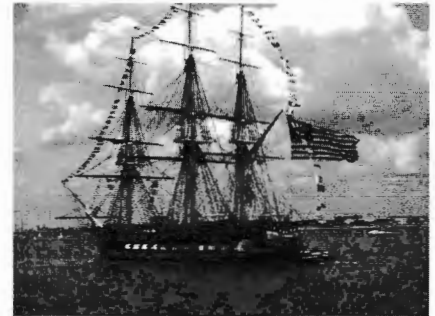
### **GROUP WELCOME RECEPTION AT THE HOTEL: MONDAY OCTOBER 4: 7:00 pm**

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.

### **BEST OF BEANTOWN EXCURSION: TUESDAY, OCTOBER 5**

**(9:00am-7:00pm)**

Hop on our motor coach and head for Boston. Enjoy a guided, riding & some walking tour of the "Best of Beantown" including part of Paul Revere's *Freedom Trail*, Harvard Common, Cambridge, *Fenway Park* and much more as time permits. Enjoy time for lunch 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.**



### **LIFESTYLES OF THE RICH & FAMOUS EXCURSION: Wednesday, October (9:00 am-3:00 pm)**

*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". Enjoy our 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. We then head to Newport Harbor where you will have time for luncheon on your own and some browsing, before returning to the hotel, in time to get some rest and to get spruced up for the banquet.

### **VQ ASSOCIATION GOLF TOURNAMENT: Wednesday, October 6 (8:00 am)**

Join your friends for the VQ Association best-ball tourney at Quonset Golf Course.

### **FAREWELL BANQUET DINNER AND GENERAL MEMBERSHIP MEETING**

**Wednesday October 6 (6:00pm)**

Join your friends for your Banquet Dinner at the Hotel. Cash bar at 6:00pm; dinner will served at 7:00 pm, followed by the annual meeting. Make an entre selection on the reservation form. Mangia!

### **TOUR CANCELLATION INSURANCE**

Protect yourself from unforeseen expenses caused by sickness, injury or any other causes that impact your travel plans. This insurance enables a refund of tour & banquet expenses (less processing fee) up to midnight before the start of your reunion. Without cancellation insurance all money received in non-refundable 6 weeks prior to the reunion.

### **ALL RESERVATIONS ARE DUE BY August 23,2021**

Late reservations will be accepted on a space available basis with a non-refundable \$15 late fee. There is a \$15pp surcharge for orders taken over the phone. Please make a copy of your order prior to mailing. Note tour times are subject to change. Should you need additional information call our offices Monday through Friday CST at 817-251-3551 or email us at [info@MilitaryReunionPlanners.com](mailto:info@MilitaryReunionPlanners.com). Requests for refunds must be made in writing and postmarked no later than the reservation due date. No refunds will be made after this date unless you have purchased *TOUR CANCELLATION INSURANCE*. Note there is a \$10 per person processing fee plus any fees imposed by the credit card processing company, currently 3.5%, on all cancellations. Your cancelled check is your receipt as well as proof of purchase, For written conformation of your reservation please send a self-addressed stamped envelope with your cancellation request. A 25\$ return check fee applies. MRP will not be held liable for failure of vendors to provide contracted services or any injuries/accidents that may occur during the reunion.

## VQ ASSOCIATION REUNION 2021 ITINERARY

### SUNDAY, OCTOBER 3:

- \* 1400 Hospitality Room Opens
- \* Early -Bird Check-in at the *Crowne Plaza*, Warwick
- \* Dinner and evening on your own

### MONDAY, OCTOBER 4:

- \* Check-in at the *Crowne Plaza*, Warwick —Hospitality Room Open
- \* Registration in Hospitality Room
- \* 1400 Ladies Meeting
- \* 1400 VQ Board Meeting
- \* **1900 Welcome Group Dinner** at the Hotel

### TUESDAY, OCTOBER 5:

- \* 0630-0930 Complimentary Breakfast Buffet
- \* **0900 Beantown Excursion**
- \* 1030 Guided tour of Boston
- \* 1300 Lunch on your own
- \* 1415 USS Constitution Museum
- \* 1515 Old Ironsides
- \* 1600 Quincy Market for browsing and dinner on your own
- \* 1800 ETD for Warwick
- \* 1900 ETA at Hotel
- \* Dinner on your own
- \* **2100 Sundae Social** in Hospitality Room

### WEDNESDAY, OCTOBER 6

- \* 0630-0930 Complimentary Breakfast Buffet
- \* 0800 Tee-Off at Quonset Golf Course
- \* **0900 Depart for *Lifestyles of the Rich & Famous* Excursion**
- \* 1000 Tour of the *Breakers Mansion*
- \* 1100 Depart for Newport and *Millionaire's Mile*
- \* 1200 Lunch on your own & Browsing in Downtown Newport
- \* 1430 Depart for Hotel
- \* Free time to Refresh
- \* 1800 Cocktails from Cash Bar
- \* 1900 Farewell Banquet and General Membership Meeting

### THURSDAY, OCTOBER 7

- \* 0630-0930 Complimentary Breakfast Buffet & Farewells

### Ladies Luncheon Travels (LLT) -Update May 2021

The latest update on all of the Covid news can be found in the "BACK SEAT" article on the front page of this Newsletter. If you have any input for the ladies, please e-mail Susann Jarabak at [broken3@outlook.com](mailto:broken3@outlook.com) or 813 326 2542

*After all of the business above, time for a little humor:*

*A farmer walked into a hardware store and while purchasing some tools was asked by the proprietor if he would like to buy a bicycle. "You won't have to always keep a bicycle in feed," said the storekeeper, "and you can ride around your farm on it. They're getting cheaper now, and I can let you have one for \$35." "I'd rather put the \$35 into a cow," said the farmer, "Well" said the hardware man sarcastically, "you'd look almighty foolish riding around your farm on a cow, now, wouldn't you?" "No more foolishly I guess," said the farmer, "than I would milking a bicycle."*



## Fun and Games in the Gulf of Tonkin, July 1969.

By Tony Krueger

Our EC-121M crew was flying the first mission of the day and the weather over the gulf and over North Vietnam was really bad. There were no thunderstorms nor high winds, just a solid, low overcast over the entire area. Neither the Air Force or the Navy were conducting any strikes against the north due to the low ceilings and poor visibility. There were no North Vietnamese aircraft in the air due to same poor weather. As a result, our BARCAP and us were the only ones flying anywhere. Even the other electronic signals that we monitored were off the air and as a result, we were not getting any useful data. Our aircraft needed maintenance so we decided to request cancellation of our mission so we could return to DaNang and work on the tired bird.

Permission was granted and we turned for home, and as we passed 19 degrees north our BARCAP headed back to the USS Enterprise. We were close to the boat on our way home and were listening to our BARCAP as they flew their CCA approaches. I was in the left seat that day and asked Lt Jack Millikan to ask for a CCA approach for us. We were surprised when the controller started giving us headings and airspeeds. We decided to go ahead and accept the directions and see how long it would take for them to realize we were not who they thought we were. Our EA-3B Whales were regular visitors aboard the ship so our call sign sounded just like theirs except for the numbers. A CCA (Carrier Controlled Approach) approach is pretty much like a GCA (Ground Controlled Approach) approach except the runway was awful short and had wires across it. We started down the glide slope and were doing pretty darned good when I heard some doubt creep into the controller's voice, we must have looked HUGE. He asked for our type of aircraft and we did not reply immediately and when he asked again we told him we were an EC-121M. As we talked we started breaking out of the overcast and there she was right in front of us! The next few seconds were awfully spectacular, the stern of the ship turned all red as the wave off lights started blinking furiously, flares were fired to warn us off and the controller gave us a wave off call telling us to turn LEFT. We had sucked up the gear and were starting the wave off as soon as we had broken out of the overcast. We added METO power and stopped our descent and we saw the LSO and his crew dive into their safety net. Jack and I were laughing so hard our stomachs hurt.

We leveled off about 300 feet above the water and below the clouds and kept flying for 10 or 15 miles and told the ship that we wanted to make a pass down their PORT side from bow to stern so they could take our picture if anybody wanted to. We made a 180 and headed back toward the ship. When we could see her we dropped down to 100 feet and set METO power. As we passed down the port side it seemed there were a lot of guys on deck and as we roared by I pulled the yoke all the way back and we disappeared into the overcast. I wanted to do a barrel roll but thought better of it.

We climbed back on top of the clouds and the rest of the trip was routine with a GCA at DaNang. As we flew back we were waiting for a message telling us to report to the OINC as soon as we landed but there never was a word said about any of it.

Years later I contacted the Enterprise public affairs office and told the story and asked if there actually were any photos of us but they were getting close to decommissioning and my request got lost in the shuffle.

### South China Sea Mischief

#### The following article appeared in THE DIPLOMAT

Are China's South China Sea Artificial Islands Militarily Significant and Useful? China's artificial islands are a symbol of its revisionism in the South China Sea, but they're also militarily significant.

By Ankit Panda

January 15, 2020

Are China's seven artificial islands in the Spratly Group in the South China Sea liable to complicate U.S. freedom of maneuver in a conflict in East Asia? In a recent article at War on the Rocks, Gregory Poling makes the case that the islands have "considerable military value for Beijing," contrary to some conventional wisdom that has written off the value of these facilities in a conflict.

Poling's argument is a convincing corrective to the conventional wisdom that these facilities — built on top of reclaimed land and quickly too — would be a strategic liability for Beijing in a conflict. In peacetime, these outposts serve to allow China coercive leverage as it bolsters its "nine-dash line" claim in the South China Sea, where the Philippines, Malaysia, Vietnam, Brunei, and Taiwan maintain territorial claims (and Indonesia maintains a disputed exclusive economic zone claim).

But in a conflict, the capabilities on the Spratly outposts are more than just cannon fodder. They will contribute to Chinese firepower, situational awareness, and logistics. Beijing is also well-positioned to employ anti-ship and anti-air missiles on these facilities to deny access to the U.S. Navy and other regional navies.

Separately, even the ability of the People's Liberation Army Air Force to sustain operations off these facilities in a crisis would be difficult for the United States to challenge. Poling writes, citing the U.S. cruise missile strike on Syria's

Shayrat Air Base in 2017, that China would find it possible to reconstitute these airstrips not long after an initial conventional strike.

Finally, given the size of certain facilities — notably Mischief and Subi Reefs — even long-range conventional precision strike requirements for the United States would be substantial. To fully degrade the ability of these islands to serve as useful basing points for the People's Liberation Army Navy and possibly even the PLA Rocket Force in the future, the U.S. would need a lot of firepower — perhaps more than is realistic.

One angle that Poling doesn't explicitly raise is the value of China's Spratly outposts — and Woody Island in the Paracels — in serving as the frontier of Beijing's burgeoning South China Sea ballistic missile submarine bastion. Long concerned about the survivability of its land-based nuclear forces, in a crisis, China would seek to flush out its Type 094 nuclear-powered ballistic missile submarines into the South China Sea and, if nuclear retaliation against the United States were to become necessary, seek to penetrate the first island chain to launch its JL-2 submarine-launched ballistic missiles (these missiles lack sufficient range to hit U.S. homeland targets from the South China Sea itself).

The Spratly outposts can contribute substantially to Beijing's ability to not only deny maneuver to the U.S. Navy in the South China Sea, thereby enhancing the survivability of deployed SSBNs in a crisis, but also serve as a staging area for anti-submarine warfare operations aimed at detecting and denying access to U.S. undersea surveillance assets, including submarines and autonomous underwater vehicles.

China's artificial islands have for too long been taken as the physical manifestation of Beijing's irredentism and revisionism in the South China Sea and while their primary purpose may be the assertion of dubious sovereignty claims, they're more likely than not to be a serious capability in wartime. It's past time for the conventional wisdom on the South China Sea to take this seriously.

## A Mishap In Naples

By Adron Joyner

I remember Lt. Ned Rankin, and I am sorry to hear of his passing. I flew with him from time to time in the late 'fifties. He was in the cockpit with Cdr. R.R. Sparks, our C.O., the day JQ-2's starboard landing gear "collapsed" in Naples in 1958. The main strut of the P4M was hinged to swing straight out and up into the wing. There were no wheel well doors in the wings. The fairing was mounted on the strut itself, and completed the lower wing surface. When retracted the tire was flat under the wing, and was the only visible sign of the landing gear. The purpose of that was that there was an Allison J-33 jet in the engine nacelle behind and below that monstrous Pratt & Whitney R-4360 reciprocating engine. The main gear was canted inward and actually needed no ground locks unless the plane was moved. Had we turned off the runway to port, that gear would not have folded.



Ironically, Lt./Capt. John

McIntyre was also aboard but was in the radar man's seat. Our crew consisted of five officers and ten enlisted. Besides the pilot and co-pilot, the radarman and navigator were pilots and rotated into the cockpit on long flights. The ECM crew consisted of the Evaluator and five operators. A plane captain (later called the "Flight Engineer"), Second mech, Electrician, Ordnanceman, and radioman completed the crew.

Also aboard JQ-2 that day, besides myself, was AT3 Claude Beasley, an ECM operator, and AD1 King, the plane captain. I do not remember others, but they are probably listed somewhere. There wasn't much

commotion to the incident. Some loud, short lived whacking and everything got quiet and dark back on our ditching station behind the wing. I could hear King fumbling with his overhead hatch, then light streamed in and he yelled, "God Damn!" The rear exit door was on the bottom of the plane, and was on the ground. Subsequently, the seven or eight of us in back scooted over the wing butt, out the overhead hatch, and calmly walked down the wing to the ground.

There was another P4M in flight and it circled for a while. There seemed to be no hurry in clearing the runway, so they diverted to Rome for the night. AT2/Lt. Dick Hagnesick, the fellow who forwarded this to me, was aboard that plane.

With a new engine and prop, the aircraft was flown, landing gear down, back to Port Lyautey for final repairs. Shortly afterwards, on an evening training flight, on its 12th touch and go, JQ-2 departed the runway (to starboard), ran through a ditch, and the landing gear rested on a sand dune. In the following weeks and months, we removed the engines, wings, and such, and "cocooned" the fuselage. The whole works was barged to Casablanca and shipped to O&R Norfolk for repairs. After further examination, JQ-2 was scrapped.

## SMALL STORES

Item	Qty	Description	Price	Total
------	-----	-------------	-------	-------

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

Phone \_\_\_\_\_

E-Mail \_\_\_\_\_

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 patach	\$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
126	Patch Tonkin Gulf Yacht Club Orange	\$7.00

# VQ ASSOCIATION REUNION RESERVATION FORM

>>> Mail this completed form with a check payable to MRP, Box 1588, Colleyville, TX 76034

Sign up may be made online at:

<https://militaryreunionplanners.com/reservations.php?folder=VQ>

DATE	TIME	EVENT	COST	QTY	TOTAL
Sun 10/3	1400	Ready Room opens Sunday for the duration of the reunion. Reunion Registration Fee (non-refundable)	\$10 pp		
Mon 10/4	1900	Group Welcome Italian Buffet Dinner at the Hotel	\$39 pp		
Tue 10/5	0900-1900	Best of Beantown Excursion	\$69 pp		
Wed 10/6	0900-1500	Lifestyles of the Rich & Famous incl. Newport	\$69 pp		
Wed 10/6	0800	VQ Association Golf Tournament Ouonset GC	\$58 pp		
Wed 10/6	1800	Farewell Banquet/General Membership Meeting:			
		Grilled Sirloin Steak	\$55 pp		
		Chicken Piccata with Capers, Garlic, and Lemon	\$50 pp		
		Baked New England Whitefish in Lemon Butter	\$50 pp		
		Pasta Primavera (Vegetarian)	\$50 pp		
		Non-refundable Late Reservation Fee (If registering after Aug. 23, 2021)	\$15 pp		
		Tour Cancellation Insurance: Protect your \$\$ (Fee is non-refundable)	\$25 pp		
TOTAL					

## >>> PLEASE PROVIDE THE FOLLOWING INFORMATION:

NAME (As you want it to appear ): \_\_\_\_\_

SPOUSE: \_\_\_\_\_ GUEST(s): \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ ST: \_\_\_\_\_ ZIP: \_\_\_\_\_

PRIMARY PHONE: \_\_\_\_\_ EMAIL ADDRESS: \_\_\_\_\_

EMERGENCY CONTACT: \_\_\_\_\_ PHONE NUMBER: \_\_\_\_\_

SQUADRON/UNIT: \_\_\_\_\_ YEARS WITH VQ: 19 \_\_\_\_\_ TO 19 \_\_\_\_\_

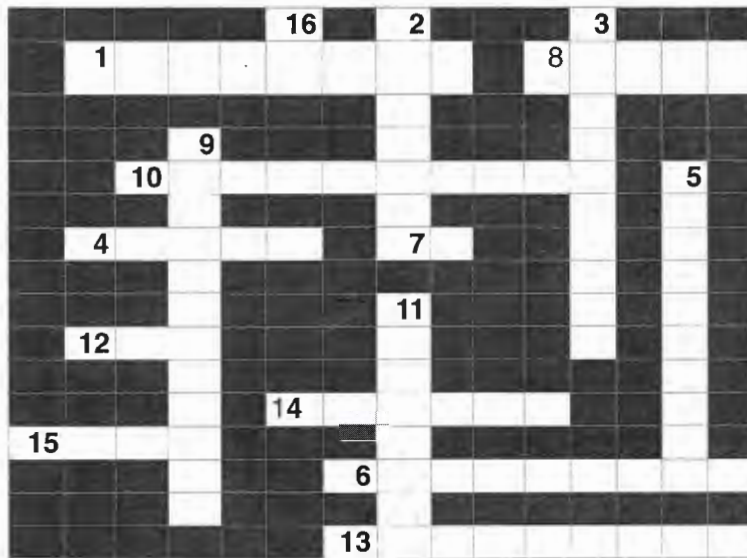
LIST ANY SPECIAL NEEDS: (Dietary, mobility, etc): \_\_\_\_\_

Do you need a hydraulic wheel chair lift in order to get on the bus to participate in the tours: Yes ☐ No ☐

## RESERVATIONS ARE DUE BY AUGUST 23, 2021

Late reservations will be accepted on a space available basis with a non-refundable \$20 late fee. There is a \$15pp surcharge for orders taken over the phone. Please make a copy of your order prior to mailing. Note tour times are subject to change. Should you need additional information call our offices Monday through Friday CST at 817-251-3551 or email us at [info@MilitaryReunionPlanners.com](mailto:info@MilitaryReunionPlanners.com). Requests for refunds must be made in writing and postmarked no later than the reservation due date. No refunds will be made after this date unless you have purchased *Tour Cancellation Insurance*. Cancellation Insurance expires at 11:59 pm the day **before** the reunion start date. Please note there is a refund processing fee of \$10 per person plus 3.5% fee charged by credit card processing company. Your cancelled check is your receipt as well as proof of purchase. For written confirmation of your reservation please send a self-addressed, stamped envelope with your cancellation request. A \$25 return check fee applies. MRP will not be held liable for failure of vendors to provide contracted services or any injuries/accidents that may occur during the reunion.





**Across:**

1. Steamed soft-shell clam
4. Reunion state Ivy League University
6. Time, Talent & ideas is what we do best
7. Reunion State
8. Cause of 2020 reunion cancellation
10. Site of 2021 reunion
12. Ladies Luncheon Travels abbreviation
13. Ladies reunion meeting room
14. Reunion state name for a hard clam
15. RI state motto

**Down:**

2. Reunion state most delicious sandwich
3. Reunion state 1993 official drink
5. Pancakes made from fried cornmeal gruel
9. RI baseball City headquarters created this Hasbro children's toy
11. 401
16. Planned 2022 reunion state

2-00000105\*\*\*\*\*AUTO\*\*MIXED AADC 901  
 Michael S. Hastings  
 6510 Flowerdew Hundred Ct  
 Centreville VA 20120-3755



24

PRESORT STD  
 U.S. POSTAGE  
 PAID  
 OXNARD, CA  
 PERMIT #759

VQ Association Web Site: vqassociation.org



Editor: Patti Brosh  
 1009 Amherst Dr. #1016  
 Bedford, TX 76021  
 817-262-3199  
 pbrosh123@gmail.com