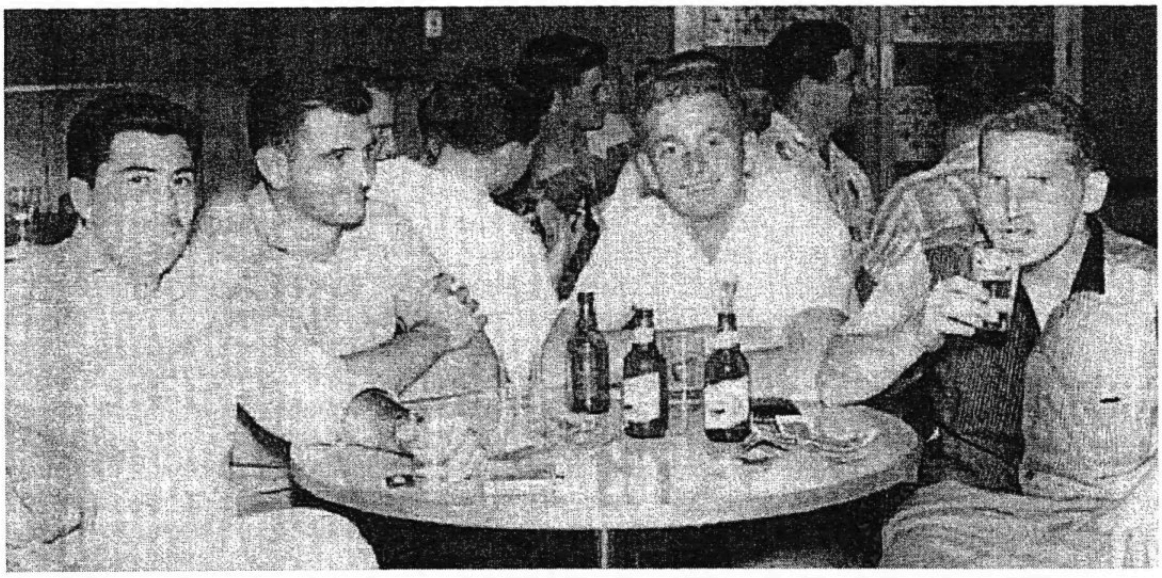
ISSUE 30 VW-1 TRACKER JULY 2007



Those Were the "Good Old Days"

(From Tom Endy)

Some of you old timers who served in VW-1 may recognize the four people in this photo. From left to right is Chief Fausto (ATC), Warren Ernst (AT1), Tom Endy (AT3), and Melvin Weinstein (AT3). All four of us were members of Crew 2. The photo was taken in the Atsugi EM Club in January 1957 by the club's photographer. Our plane and crew were on our way back to Barbers Point after a three month WestPac deployment. Part of the time we had been at Cubi Point and part of the time at Atsugi. We had just flown up from Cubi and spent several days at Atsugi before we headed for Barbers Point. Two other members of that WestPac 2 Crew were Tommy Thomson (AD1), flight engineer. There is a picture on your web site of him sitting at the engineers panel. The other member was the legendary "Pappy" Herzing (AD1). Pappy was our Crew Chief. I was saddened to learn he passed away back in the 1980's. There are also several pictures of him on the VW-1 web site. He was a VW-1 plank owner and a veteran of WW2.

Chief Fausto was a veteran of WWII also. He had served on carrier borne TBF/TBM torpedo bombers as a radioman/gunner during the war. He was the electronics Crew Chief on TE2.

Warren Ernst had joined the Navy after the war in the late 1940's and had originally been an AB1, serving on carriers. He went through AT A & B schools in Memphis and changed his rate to AT1 just before joining VW-1. Warren was a radar tech on TE2. He made Chief soon after he left the squadron.

As for myself, Tom Endy, I joined VW-1 in February 1956 and left for discharge in July of 1957. I served as a radio operator on TE2 the whole time I was in the squadron. I made two WestPac deployments with VW-1. I had previously served a year with VP-40 after attending AT school at Memphis and served as a radio operator on a P5M-1 on the 1955 WestPac deployment. I was then sent TAD to Keesler AFB to radio operators school before joining VW-1.

Melvin Weinstein. You could pronounce Melvin's name four ways: Weensteen, Winestine, Weenstine, Winesteen. Whenever anyone asked him which was correct, he would always reply "either way". For that reason we all called him Melvin. He was the radar tech on TE2. There is a picture on your web site of him sitting in on a poker game in the back end of a WV-2. I believe

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News from Cyberspace, Etc.

Email Removed VW-1 Web Page: http://vw1assoc.tripod.com/

(Note: Several of the following e-mails are in regard to the article on the TE7 accident as recalled by Charles Lange. Please remember that we all have our own memories and we are just remembering the best we can. Keep in mind that we only pass on the slightly different versions of the events and certainly don't want anyone getting upset.)

Floyd Orsini Email Removed (4/25) "As of now I plan on attending the Colorado reunion next year. The reason I don't fly anymore is all the hassle at the airports. Also, when I drive I get to pick and choose what I want to see on the way to my destination and on the return. It really bothered me to read the accident report involving TE7. I have very fond memories of the Road Runner, as it was known back when I flew with it. Mr. Arnold must have been really smoking mad in his grave. A few weeks ago I went to a model show and, after years of searching, I finally found a model of a Willy Victor. It's a 1/72 and I'm going to build it as the Road Runner. As an afterthought, check lists are for a reason. Whenever I went flying and if any of the crew didn't use the COMPLETE check list, no matter if it was a ground run or whatever, they would hear it from me. It's the small items that get overlooked that will get you in trouble and could kill you."

Gary Wagner Email Removed (4/25) "After completion of Escape and Evasion school in Hawaii, I was sent to VW-1. I got to the squadron on Dec.15, 1962. During the first week on Guam I was assigned to a work party to go up on the mountain above the base and help remove a galley from an airplane that had crashed short of the runway a few days before my arrival. I have not been able to find any acknowledgement from the military about that crash. I just assume it was a military aircraft. I was assigned to TE-2, but flew CIC many times with other flight crews. One of the last deployments I made was one of the 1st, if not the 1st, trip into Cubic Bay. Most of the earlier deployments had always been into Sangley Point. I remember that the last known Japanese soldier was captured on the Island and didn't know that Japan had surrendered. I also remember that once a day or every other day that a MATS plane would come in with an engine feathered and the Fire crews would have to scramble. I played one year of interservice football on the Island in 1963 with the squadron football team. There were five teams on the Island – 2 Navy, 1 Marine and 2 Air Force. I also remember that a Navy pickup with the driver still in the truck had been recovered in the thick underbrush on the mountain road. The truck was less than 20 yards off the road and the truck and driver had been missing for a number of years. I left VW-1 on April 1st, 1964 and went to AEWBARRONPAC. I didn't realize how good it was on Guam until I got there and flew in planes that were not as well cared for. At VW-1 it was nice to know that the people that turned the wrenches on the planes had to fly on the same planes. I was discharged in July 1965 after they changed the ATW rate to AX."

John Rice Snail Mail (4/25) "I finally did the retirement thing and checked out of the FAA on November 30, 2006. My wife has found plenty of things for me to do on our place. Spring cleaning has turned into a full time job. I do hope to make the next get together."

George Dean Email Removed (4/25) "I sent Pete MY report on the Atsugi thingy, and I COULD have made an error or two – but Charlie Lange places it in '66. He also has a unique starting sequence, if my memory serves me right. Got initial hydraulic pressure from where?? Also, Eastman may have washed clothes sometimes, when on deployment, but they left Guam and went direct to Atsugi. When they needed a runup, they went to Sagami and got Harold out of a bar. He then violated all procedures. It was either '71 or '72. I had put enough time on the engine "flying oil leak" and got my butt in a crack with maintenance and ops for stripping it rapidly so they couldn't utilize it until I had it repaired. And I was P/P Chief at the time."

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Colorado Springs Reunion – June 16 - 20

We had a successful trip to Colorado last month and have the people in place that will help make the June 2008 reunion a big success. The host hotel is the Best Western Academy Hotel at 8110 North Academy Blvd. They are located right at Exit 150 off I-25, which ought to make it very easy for those of you driving to Colorado. The hotel does offer pickup service from the airport for those flying in. They also have an on-site car rental right in the lobby for your convenience. The rates there are considerably lower than renting at the airport. The hotel is a total non-smoking facility. I know this will make things difficult for a few of our members, but there are several small enclosed areas throughout the lobby area where smokers can go. Pets are allowed at the Academy. There is a $ 10 surcharge per day for them. We met a very helpful gal from the Convention Bureau that gave us the grand tour of the area and we now have a good idea of where we might want to go and what we must not miss. Details will be in future Trackers. We will be staying four nights, as usual – Monday thru Thursday.

-- NEW MEMBERS --

Walter Chapman **AT**
Address Removed '61-'63
Ridgefield, Address Removed Phone Removed
Wife: Sandy Email Removed

Flew with TE-3.

Gordon Olson **AT3**
Address Removed 6/54-6/56
San Marcos, Address Removed Phone Removed
Wife: Jeannette
Email Removed

Flew two years as flight crew on #4 as 2nd radioman, 1st ECM. Had three tours in Atsugi, Japan – the rest at Barbers' Point.



Meeting for Lunch ... at Casey Jones Village in Jackson, TN is a tradition for the Tennessee group. It was "extra special" on April 24th, however, when the group got to meet two of our more recent members – Don and Joy Lanoue. Left to right: the Lanoues, Oulmans, Langes and Wasmunds. We're hoping to see them ALL in Colorado Springs!

News from Cyberspace (Continued from Page 2)

Dan Cruz Snail Mail (4/26) "Thanks to Charles Lange for the history and fate of TE7. I was the flight engineer on her till I left in Oct. of ';68."

Lee & Martha Thompson Snail Mail (4/26) "Thanks for the last copy of the Tracker. I visited with R.L. Johnson last night and he said he'd probably not be at the reunion in Colorado Springs. Drat!! Health makes travel unpleasant, he said. Come see us on your trip this summer if you can. We would like to help with the reunion."

Dick Lee Snail Mail (4/26) "I have an RV rented and will be going to Alaska this summer for a couple weeks You might remember Phil McCollum – he was at our Pensacola reunion as my guest. I am meeting him and we are picking up the RV in Anchorage. "

Chuck Houston Email Removed (4/26) "Please update my address from Long Beach, CA to Address Removed North Tustin, Address Removed All other info is unchanged."

Ira Thompson Snail Mail (4/27) "After reading about TE7, I would like to mention I was on VW-1 cargo aircraft (R7V) TE00 (BN 1316564) on May 3, 1964, when nose wheel failed to indicate down and lock. We were in route to land at an Air Force base and detoured to Naval Air Station Atsugi, where we normally operated from. We landed safely on the main mount and tail by shifting weight with the aid of passengers moving aft upon land touchdown. Some repairable skin tail damage, that took about a week to repair, and then we flew back to our home base in Agana, Guam. How about that I have lived to walk away from an aircraft crash. I was pleased not to get wet if a decision had been made to set down in the water. Emergency vehicles and crew extracted nose gear down inserted pin and towed to flight line hanger area. That is the only close encounter mishap that I can recall even losing an engine. We still flew safely on three remaining. Of course, it is a danger if you lose two on the same side."

Harvey Starr Snail Mail (4/28) "I would like to make a few corrections on the article in the latest Tracker. I was an ADR3 on Crew 2 when we dropped TE-7 at Atsugi. During engine run ups that morning at Atsugi, a hydraulic brake line blew, causing brake failure. The aircraft lunged forward towards the rocks at the edge of the apron. The props were reversed and this caused the starboard main strut packing to leak. The nose gear never touched the rocks. TE-7 was towed to a hanger where we jacked the aircraft up so we could fold the starboard main gear to facilitate the repacking of the strut. This repair took three days to complete, and during this repair we removed the safety pin from the starboard down lock and placed the landing gear selector handle in the up position. When the repair was completed the aircraft was towed to the flight line and our task was to bleed the brakes. Chief Eastman was not with us at that time. Chief Underwood was at the control panel, Ed Esland (AE3) was sitting in the left seat to work the foot pedals, Rocky Kaiser (AME3) was sitting on the deck inboard of the starboard main mount preparing to bleed the brakes, and I was outboard of the outboard engine on the starboard wing (that was the engine we started). The engine ran long enough for the smoke to clear from the PRT's and for me to start walking inboard. Because the safety pin had not been placed in the starboard down lock and landing gear handle had not been moved back to the down position, the starboard gear folded as soon as hydraulic pressure was built up. The starboard tip tank was full and it did burst on impact. I was told later that the port tip also tore free and burst."

Tom Endy Email Removed (5/3) "Some of the early members of VW-1 may recall the incident of sabotage that occurred some time in 1955. I first heard about it in late 1955. I was TAD at Keesler AFB prior to joining the squadron. Several VW-1 members were also there and related the story. In 1955 the Navy acquired people from the draft for the first time since 1943. VW-1 received a number of these people. They were drafted for 24 months. None were sent to A school, but a number of them were trained for the new CIC rate within the squadron. One

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News from Cyberspace (Continued from Page 4)

morning at Barbers Point, during pre-flight, it was discovered that two hydraulic lines that run down the back of the nose gear on one of the planes was bent and distorted. At first it was thought the damage occurred during retraction and extension. However, it was soon discovered that several other planes parked nearby had the same damage. An investigation revealed that one of the draftees who had stood a post watch the night before had inflicted the damage with a baton. When I joined the squadron in Feb. 1956, the kid was in the brig awaiting court marshal. The story was all over the squadron. It was never clear why he did it – he offered a number of reasons – all of which made no sense. Shortly thereafter he was released from the brig and rejoined the squadron., still awaiting court marshal. The squadron assigned him to barracks cleaning. The kid became somewhat of a celebrity and seemed to enjoy it. One day I came into the barracks and saw him sitting on a bunk with a group of people around him as he was holding court and relishing his status. I stopped and listened for a few minutes and determined that this kid was not rowing with both oars in the water.; Soon after I went out to Atsugi on deployment. When we returned the kid had been court marshaled and was gone. I never did learn what his sentence was or what they did with him."

Eldon & Karen Eskew Email Removed (5/4) "Note my e-mail has changed. This is because Time Warner took over the cable TV. We have decided not to go across country this summer. Gas is supposed to be up to $ 4.00 a gallon by summer. Also, I have been diagnosed with gall stones, which involved removing the gall bladder. Right now I am not in any great pain, but they say it does get bad and I just don't want to start across country and end up in a strange hospital for the surgery. I am scheduled to see a surgeon on the 23rd of May."

Tom Wahl Email Removed (5/9) "My Dad was in VW-1. His name was Karl Wahl, AT3, and he was at Barber's Point '51-'54."

Gary & Gay Oulman Email Removed (5/12) "Hope you are able to breathe with the fires down there. Our younguns living in Polk County said it is pretty bad. I pull up the Lakeland Ledger every day and it does not look like there is an end to it anytime soon. We will pray you have lots of rain – though not bad storms. We had fires when we were living there, but not to this extent. Stay in as much as possible .... or go on vacation."

Ernie Clark Snailmail (5/12) "I continue to give flying lessons in light sport aircraft here in the Black Hills of S. Dakota. So many in the Tracker write of poor health. Getting old is affecting all of us, but my health is still good. I don't know what I would do if I couldn't fly and teach others to fly. Guess I would have to go to AA meetings; ie: Airplanes Anonymous!!"

Cruz & Grace Martinez Email Removed (5/18) "Note our new address: Address Removed Falfurrias, Address Removed

Dick Bleyenberg Email Removed (5/21) Our new address is Address Removed Address Removed Rock Valley, Address Removed

Gordon Olson Email Removed (5/21) In Feb. '56 my crew flew into China and took radar pictures of their largest MIG base without getting shot down. We were told that to fly an unarmed plane over enemy territory was the most dangerous mission since the Korean War and that we would get the Air Medal. When I got discharged in June of '67, I had the VA check on my medal. They reported that the Navy said there never was such a flight. I am now writing a book about my time in the Navy called "A Flight to Nowhere"."

William MacAdam Snail Mail (5/26) New address: Address Removed Lafayette, CA Address Removed No current e-mail address available.

(Continued to Page 6)

Those Were the "Good Old Days" (Continued from Page 1)

Melvin still had a year or more to serve in the Navy when I left the squadron. The picture was probably taken some time after I left.

Melvin and I were sent to Escape and Evasion School for a week some months after we returned to Barbers Point in January of 1957. He and I were the only two enlisted men sent with about twenty officers from the squadron. The school was located on the north end of Oahu. I only had a couple of months left to serve in the Navy. I had been flying as an aircrewman for two and a half years and had been on a total of three WestPac deployments. When I asked the radio shop Chief why he was sending me to this kind of school now, he said "I'll tell you why. When I was looking for someone to send, you were nowhere around".

News from Cyberspace (Continued from Page 5)

Chuck Johnson Snail Mail (5/24) "Just returned from a month in the UK so I am behind in everything. I probably won't make the trip to CO. June thru August are busy times for me. Had a great fishing trip last Sept. – sea bass and king cod off Wesport Washington. Big fish and plentiful! Beat the hell out of Myrtle Beach!"

LeRoy White Snail Mail (5/24) "Ruby and I made our first excursion with the Motor Home last week. We went over to Love's Truck Stop at Luling. They have an outstanding Sub Sandwich that we have bit on before. About 50 miles over there. Nice trip, but the A/C went out on the way back. I took it to an RV mech in Austin the next day for that and some other problems. That trip got a little wild. I got lost trying to find the place and wound up on the wrong road twice. Had to turn around several times in tight places. The mech finally came out to get me as I got closer to where I needed to be. With that experience I can say "I can drive this rig anywhere!". Ruby got a big laugh from it and is still teasing me."

Jim Galinsky Email Removed (6/1) Following e-mail passed on from Jim was from Fran Salveson. "I'm afraid I have sad news. Dick passed yesterday morning around 4:30 a.m. Thank you for your support and prayers!"

Jack & Sydnie Gergal Email Removed (6/18) "We finally got rid of the old dial up (it was really driving me nuts) and gave in to high speed internet. Note the new e-mail address."

Ralph Nelson – New address: Address Removed Manchester, Address Removed

New E-Mail Addresses:

Gary Wagner	Email Removed
Eldon & Karen Eskew	Email Removed
Bill & Kathy Fellers	Email Removed
William Burke	Email Removed
Roger Byrne	Email Removed
Jim Goodson	Email Removed
Al & Joanne Madsen	Email Removed
Gerald & Jerry Short	Email Removed
Bob & Polly Ricksecker	Email Removed
Bob Pregitzer	Email Removed
Roger Atchley	Email Removed
Dick Bleyenberg	Email Removed
Arthur Winter	Email Removed
Eric Hanberg	Email Removed

Another Point of View ....

Grand Canyon Skywalk

(Note: The following was an e-mail received by Jean Hamilton and forwarded to us. It was just so very funny that we had to include it in this Tracker.) Jean wrote: "The following is unedited from a friend sent to me regarding their recent trip to see the new Skywalk at the Grand Canyon. For anyone thinking about going – here is a reality check for you!"

"We wanted to see this new "thing" at the Grand Canyon. It is advertised as $ 25.00 to go out on the skywalk and the pictures show a beautiful building next to the walkway. Well, they are not quite honest. It was $ 25.00 to go on the skywalk, but it is $ 50.00 to be on the reservation. You find this out only after what they say is an hour trip down a 57 mile dirt road. Wrong!! This dirt road is 57 miles alright; but the fastest you can go is 25 mph! You do the math. So, after this long drive you get the good news it is $ 75.00 per person. Maybe we should forget it?? No way. After that long road we were not leaving, so we got out the darn credit card. Then you get on their bus for a ten minute ride to the walkway .... Built in one of the ugliest places on the whole Grand Canyon! Not a tree to be seen and the water is gray below!. Their building is not yet started, so you have a trailer enter to go through a metal detector and leave your camera and purse in the trailer. The walkway glass was cracked, which leads me to believe they may have a few engineering glitches. I got my butt off the thing right away after seeing that! Believe me, it is not as big or long as it looks on TV. They do give you a buffet lunch (with your ticket) at "Guano" (means poop) Point. The Indians used to go over the cliff here to pick up bird droppings to use for makeup (war paint). You get to sit in one of the windiest places on earth to eat your chicken or ribs, covered with blowing dirt. We passed on the lunch. There are buses leaving every 10-15 minutes with 52 people on board at $ 75.00 per person - $ 3.9000 per bus from 8 a.m. until 6:30 p.m. That's $ 156,000 per day!! I guess they are making a lot of money. They are flying people in from Vegas and Laughlin to go see this thing! I guess the Indians are smart, but not so honest, about all the details of the activity. We had to stop and change a tire for a young girl who took her grandparents out there. They had the right kind of car and good tires, but the road is terrible. They blew out the side wall of the tire. They must have hit the side of the road and a big rock. They did not know where the spare tire was and were completely helpless. The tow truck would have come out there, but it would have been 2.5 hours and $ 400.00. The girl was very scared and most grateful when we stopped to help. Some guys stopped to ask if this was the right way to the Skywalk. Grandpa yelled out "Go back. It is not worth it"!! One last detail, the hotel the Indians run to accommodate this adventure looks great online. However, at check in the sign says "since the trains come by every 10 – 15 minutes, please ask for the free ear plugs." We immediately cancelled our reservations and made it to Kingman, AZ for the night. We got up at 6 a.m. and got the hell out of Arizona!!".

Dues Still "Due" for Some

A handful of our members remain on the expired membership list. If your name is below, we hope it is just an oversight and that you will opt to stay a member of our VW-1 family.

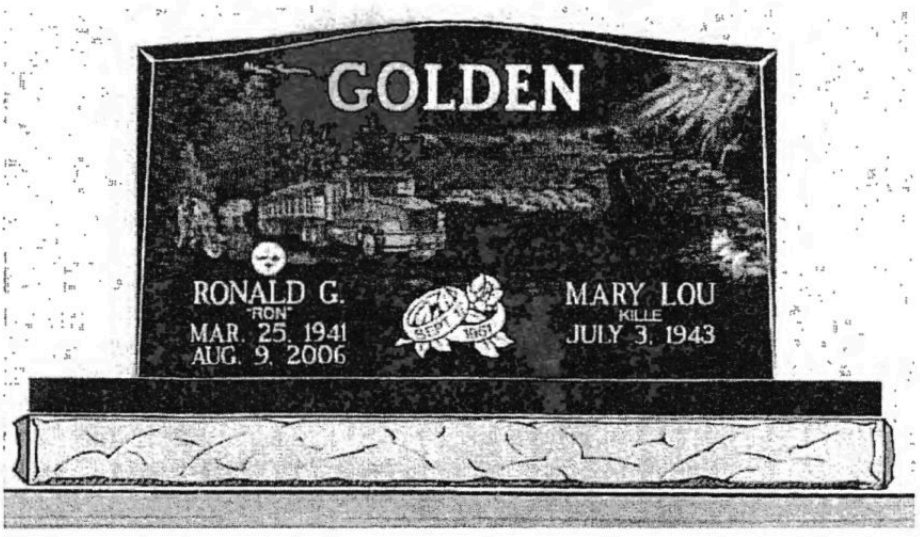
Timothy Ball
John Baxter
Fred Becker
Gene Bloom
Dave Brundage
Paul Crossman
LeRoy Delancy
Tom Endy
David Garbani
Garry Garretson
Anthony Gore
Harry Gowenlock
Stephen Healy
Charles Houston
Jerry James
Dennis Kyllo
Ronald Mancini
Donald Martin
Robert McGuire
Emmett Owens
Thomas Sabatino
Nicholas Simmons
Terry Teague
Roy Villers
Scott Wagner

Please make your check payable to Sally Metzger in the amount of $ 15.00 and mail to:
Sally Metzger, Address Removed Inverness, Address Removed

Obituary ....

Ron Golden

March 25, 1941 - August 9, 2006



April 26, MaryLou Golden informed us that Ron had died as a result of a motorcycle accident in July '06. Ron and Mary Lou were both airlifted to a hospital in Toledo, OH, after a woman pulled out directly in front of them. Though seriously injured, MaryLou recovered from her injuries.

Ron was an ADR-2 in VW-1 from '65 to '67. He flew on Crew 5 as a Flight Engineer. From there he went to AIRFERRO 32 NAS, San Diego, and got out in April of '69.

Ron had a deep devotion to the Super Connie. He said his best days were flying in that huge plane. His second passion was semi driving and he drove his own truck for 20 years. Then he took a job at the local college for a Truck Driving Director and Motorcycle Safety Director. He had planned to retire from that job in January of '07.

Ron's third passion was for the Harley-Davidson motorcycle the he enjoyed riding for many years.

To pay tribute to Ron and those things that he most enjoyed in life, MaryLou had all three of them etched on his Memorial stone, along with a commemoration of their marriage date in the two hearts. Note the Connie in the upper left corner flying into the out-stretched hands of God (upper right).



VW-1 Association
c/o Ed & Sally Metzger
Address Removed
Address Removed



