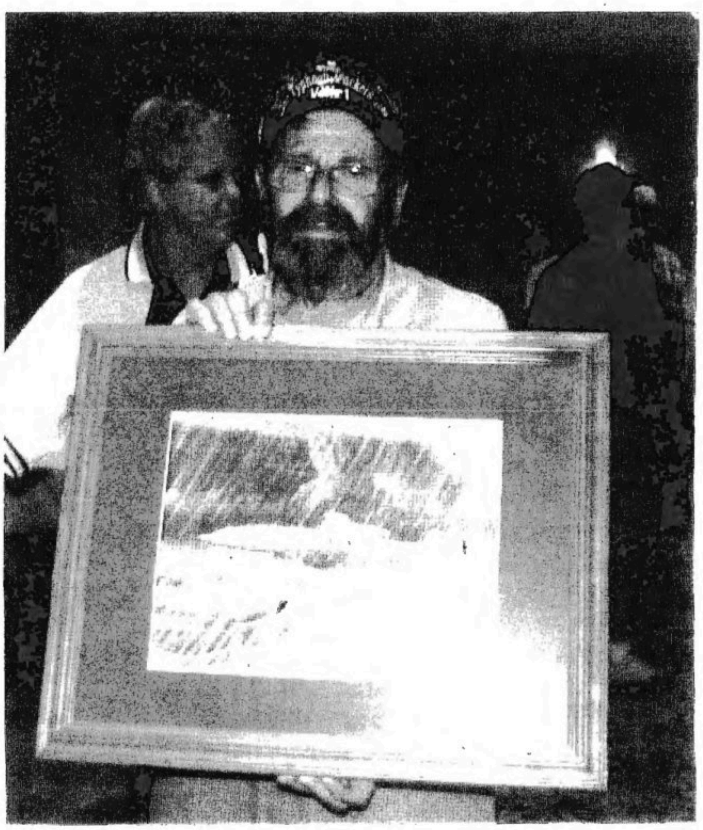
ISSUE 41 VW-1 TRACKER JULY 2010

Top Bidders Claim Their Treasures

Sandra Lange prevailed ... and managed to be the highest bidder for the wall tapestry created by Pat Orsini. The intricate pattern was worked around the VW-1 emblem of the horse, rider and lightning.

Bidding was vigorous and kept going up and up! The final bid was for $ 140.00 and Sandra was delighted to show off her prize and pay the price for this unique piece.





Floyd Orsini took it home .... after having the highest bid on this picture of the Connie flying over stormy seas. The attractively framed picture netted the club over $ 100 as the second highest item that sold at the auction. It seemed only fair he won the bid since his wife, Pat, created the item that sold for the most money. He was able to take home #2.

We were delighted with all the great items that were on the auction table this year.

---News from Cyberspace---

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

Richard Kuebler (4/22) Email Removed "I noticed in the Tracker that the RHK was in caps. Not sure if it makes a difference, but it should all be lower case. Sorry we could not make the reunion this year. I will be retiring in May and have been busy getting all the ducks in a row. We will try to make the Branson trip."

Pat O'Donnell (4/23) Email Removed "Just got the Tracker and it sounds like the reunion went extremely well. Sorry I couldn't make it this year, but I will definitely have it on my schedule for next year. We have never been to Branson, but friends of ours who have say it's great. Not being good with numbers (or just getting old) I have to amend my stay on Guam from 11/62 to 5/64, not 1963."

John Johnson (4/25) Email Removed "Susan and I were so impressed with the organization and the warm welcome at the reunion. We found everyone to be what we expected and more. Just got the Tracker and found the zip code was scrambled. Correction is John & Susan Johnson, Address Removed Thomasville, Address Removed

Floyd Orsini (4/26) Email Removed "Pat wanted to thank you and everyone else she met for making her feel so welcome. She really had a good time. She was also very surprised at the response to the wall hanging she made for the auction. I must tell you she put a lot of time in it because she wanted it to have special meaning for the men and women who were part of VW-1. Also, my Mazda with the VW-1 Navy plate is a Mazda RX8. Thank you both for a great reunion. We are looking forward to Branson."

Dick Rowan (4/26) Email Removed "Just wanted to let you know that my phone number in the Tracker was wrong. It is Phone Removed

George Vernor (4/26) Snail Mail "Really enjoy reading your newsletter. It brings back a lot of memories. I could not make Orlando, but will try to make Branson. Keep up the good work."

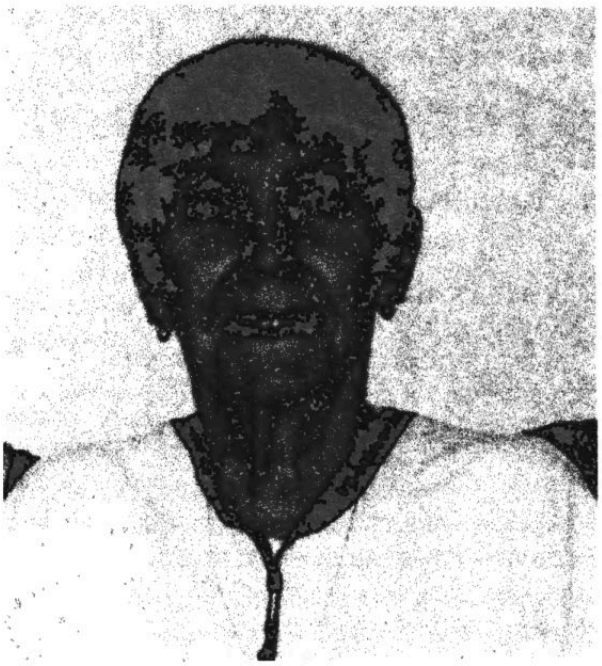
Chuck Johnson (4/26) Snail Mail "Looks like you had a great reunion in Orlando. I'm easing into retirement. Seems to be busier now than when I was working! So goes life in the fast lane!"

Ed Nafus (5/1) Email Removed "Sure glad the reunion was a great success. I was sorry to miss it but will be trying to make the Branson party. Please note our new mailing address and e-mail info: Ed Nafus, Address Removed Scottsdale, Address Removed Home Number; Phone Removed New E-mail: Email Removed

Randy Mosness (5/1) New e-mail address: Email Removed New address is Randy Mosness, Address Removed Emigrant, Address Removed

George & Pat Kilmer (5/20) Snail Mail "Sorry we couldn't make the reunion but plan to have our trailer in 2011 for the one in Branson. I have slides of Guam in the attic and will look for them and get pictures made. We spent some time in Branson this spring and thoroughly enjoyed it. Lots to see and do.

(Continued to Page 7)



Betty Reed Garcia

6/28/1939 – 6/13/2010

Wife of Jesse Garcia from Lytle, TX

Betty was born in Bloxom, VA. She Is survived by Jesse, her son Phillip and two daughters, April and Ann, one granddaughter, Stacy and three great grandchildren.

Jesse informed us that Betty had not been feeling well for a couple of weeks and, when it got worse on June 9, they insisted she go to the doctor. She was diagnosed with metastatic cancer.

Betty, with the generous nature that was such a part of her personality, told them to "go on with your lives". God speed, Betty.

She was a great supporter of our VW-1 group and will be missed at our reunions. Our thoughts and prayers go out to Jesse and his family.

New Members

John (Soupy) Campbell — **ADRAN**
Address Removed — 5/67 – 11/68
Gaston, Address Removed — Phone Removed
Wife: Laura — Email Removed

Worked engine and fuel system maintenance.

Andy Chase — **LTjg**
Address Removed — 5/70 – 5-71
Tucson, Address Removed — Phone Removed
Wife: Sue — Email Removed

WC/EC-121 Airborne CIC watch officer and radar control officer. Assistant First Lieutenant and Duty Officer.

Victor Cook — **AG2**
Address Removed — 9/68 – 4/70
Kansas City, Address Removed — Phone Removed
Wife: Beverly — Email Removed

Flight Crew #7. Weather observing and reporting; "right seat" lookout on barrier flights; conducted dropsones; observed and reported surface during penetrations.

Phil S. Rivera — **ATR3**
Address Removed — 2/65 – 10/66
Valley Springs, Address Removed
Wife: Kathleen — Contact Details Removed

On arrival was assigned to take care of Willy Victor (the dog) for three months. Then removed, Repaired, installed avionics – radar, radio, new Equipment. Best tour of duty for the four years I was in the Navy.

Carl Vonasch — **ADR3**
Address Removed — 5/60 – 5/61
Crown Point, Address Removed — Phone Removed
Wife: Carol — Email Removed

Engine maintenance, line crew

Branson Trip Planned for Mid-July

The bags are packed and the gas tank is full. Our last task is to get the Tracker in the mail and then we are off on our summer sojourn.

Although we are taking the opportunity to visit some friends and to touch base with some our VW-1 gang, the main point of the trip is to get to Branson, MO and select our host hotel for next year's reunion. Unlike Orlando, we have met with nothing but cooperation from the folks there. We have four hotels lined up to check out and plan on seeing several shows to select the ones that have the most appeal. We are looking at mid-September to mid-October depending on any dates that may offer a little bit of a price break.

Choosing the shows will be the most difficult thing at this reunion because Branson is loaded with some good stuff. For those of who may not prefer the country genre, be assured that is not the only option there. They have comedy, a violinist, '50's pop – it goes on and on. We highly recommend that you plan to stay an extra day or two, if possible, and see more of the shows than we can offer up during our limited time.

If you have not been to Branson, you are in for a great treat! It is truly like stepping back in time about 60 years to an era that was kinder and gentler ... a time when folks smiled at you and greeted you. The pace is relaxed, the atmosphere homespun and the folks are the friendliest anywhere. They do not allow any XXX rated stuff there. Rumor had it that they wouldn't even let Hooters in town because it wouldn't project their image. They have been fighting the gambling forces for several years now. Every show we have ever seen in Branson ....and we have been there about eight times ... has a salute to the military at some point. It is all about God bless America and apple pie. A very unique place and a reunion you won't want to miss.

We will have the host hotel and the exact dates for the 2011 reunion in the October Tracker ... and by that time we will already be doing the less than one year countdown!!!

Annual Financial Report

May 1, 2009 – April 30, 2010

Income:		Expenses:	
Dues	$ 3,665.00	Postage	$ 260.69
Shirts	429.50	Printing	738.99
Hats/Pins/Patches	158.00	Tracker Postage	322.40
Ship's Store Postage	123.24	Supplies	232.74
Donations	421.50	T-Shirts	223.66
Reunion	17,037.00	Hats, Pins, Patches	175.00
		Reunion	17,582.19
	$21,834.24	Web	62.65
		Connie Pin Disc	160.00
		Reunion Drivers Reimbursement	104.00
Ending Balance:	**$ 1,971.92**		$ 19,862.32

And the Check List was born ....

(Forwarded by Charles Lange)

On October 20, 1935, at Wright Air Field in Dayton, OH, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "Flying Fortress", and the name stuck. The flight "competition", according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred –and-three-foot wing span and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB, Ogden, UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error", the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

White doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly". The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Mayor Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach; they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went onto fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War, which enabled its devastating bombing campaign across Nazi Germany.

(Reference: http://www.atchistory.org/History/checklist.htm)

When your alone ....

How to Survive a Heart Attack

(This was sent to us from an old Navy friend and thought it might be of interest to our group)

Let's say it is 6:15 and your driving home (alone of course) after a hard day. You're really tired, upset and frustrated. Suddenly you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw. You are only about five miles from the hospital nearest your home. Unfortunately you don't know if you'll be able to make it that far. What can you do? You've been trained in CPR, but the guy that taught the course didn't tell you what to do if it happened to yourself!

Since many people are alone when they suffer a heart attack, this article could be very important. Without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum, from deep inside the chest. A breath and a cough must be repeated about every two seconds without let up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims have a better chance to get to a hospital.



Shopping? ....or were their attention somewhere else during their sojourn to the Buena Vista Mall. The bags came home filled with good stuff and the weather stayed perfect for the day at the mall.

News from Cyberspace (Continued from Page 2)

Don & Helen Ray (5/31) Email Removed "We were on our 50th Anniversary Cruise during the week of the Orlando reunion. We took a Celebrity cruise to the western Caribbean and it was lovely. Unfortunately Don had been experiencing declining health for about two weeks prior to our departure and after we got back he was admitted to the VA hospital for uremia, which is basically a spike in his chronic kidney failure disease, complicated by profound anemia and mild heart failure. He is now getting iron infusions at Shands, seeing lots of doctors and getting well enough to take his little 16 ft. boat onto Lake Griffin or Harris in the evening when it gets cooler. By the way, we took Don's information into the VA when they associated ischemic heart disease with Agent Orange. No problem with the diagnosis, but the guy we talked to said that Don's air medal and Vietnam campaign and service medals "don't mean shit" (that is a direct quote). Neither did the Naval Museum listing of the Chu Lai and Danang detachments. He said "you could have been just flying over". They won't accept combat pay records either, insisted that we must have individual orders for each deployment because "that's what the Air Force did". Fortunately I was so stunned by all this nonsense that I did not erupt into a screaming rage until after we left. One thing I did find afterwards was immunization records. The CDC mandated that everyone going into Nam had to have Bubonic Plague shots because they had an epidemic, starting in the early sixties.I Don got those shots and also took a picture of 007 in the revetments at Danang. We will try again and perhaps get someone with some common sense."

(Note: If anyone has orders showing Don Ray as a member of the crew, they would undoubtedly be able to use a copy)

Don Martin (6/5) Snail Mail "I am friends with a new non-profit organization that places stray dogs with veterans. They are looking for stories about dogs that befriended troops. In the 1970- 1971 time period in Danang we had a dog mascot named Lieutenant Zoobreath. They would like to know more about Lt. Zoobreath so they can put his story on their website. If anyone has photos or recollections of this dog, it would be greatly appreciated if they would send to me at: Email Removed or directly to Email Removed

Charles Barton (6/15) "As I reach my 90th birthday, my mobility is greatly decreased. I am otherwise still very fit. No aches and pains. Sleep well. Much regret not being able to travel well. Two years ago I ended a 10-year association with the MITRE Corporation as a translator of Chinese reports of developments in aviation and space and of research in medicine and health for our National Institute of Health (NIH). So now I'm back to free-lance writing."

Ed Hess (6/18) Email Removed "I'm looking for members who were in VW-3 on Guam in 1956 – 1957. I would appreciate any help you can give me in this matter. I was in VW-3 and I really enjoyed my time there. We had – at that time – six aircraft; 3 Connies and 3 P2V5J's. I was assigned to P2V. I also flew quite a bit in Connies. I was a metalsmith – AM3H. I would enjoy hearing from anybody who was there the same time I was. My address is Address Removed Springdale, Arkansas. My phone is Phone Removed Thank you."

New E-Mail Addresses:

Scott Bates	Email Removed	(Note: Underline between scott & 3)
Melvin Bonds, Jr.	Email Removed	
Fred Becker	Email Removed	

(Continued to Page 8)

News from Cyberspace (Continued from Page 7)

Gerald Brice	Email Removed
Isidio (Baldy) Gabaldon	Email Removed
Charles (Chuck) Johnson	Email Removed
Richard Johnson	Contact Details Removed
Richard (Taco) Hernandez	Email Removed
Clarence (Dick) LaMarsh	Email Removed
Cruz Martinez	Email Removed
Fred Parkhurst	Email Removed
Don Ray	Email Removed
Dan Thomson	Email Removed
Bob Tucker	Email Removed
Al Upton	Email Removed
Christy Winchester	Email Removed

(Note underline between a and m)

New Addresses / Phone Numbers:

Irwin (Buster) Tipton Address Removed

Christy Winchester Address Removed

Pierre Part, Address Removed Phone Removed

Ft. Worth, Address Removed



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





Mailing Code Removed