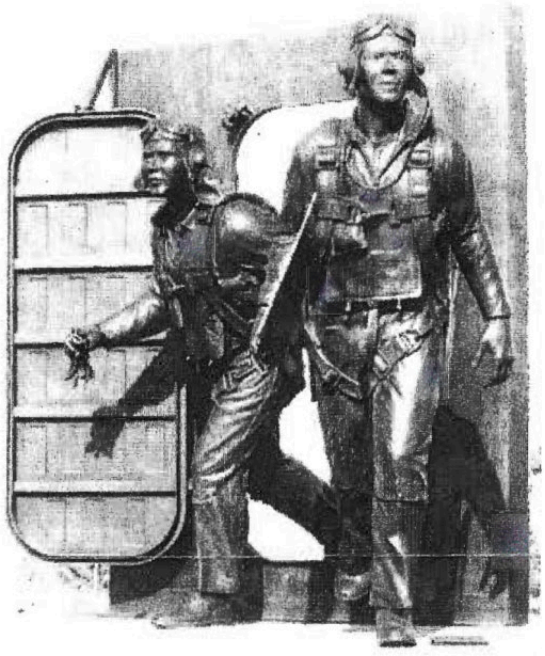
ISSUE 55 VW-1 TRACKER FEB. 2014

Virginia Beach Attraction ....

Naval Aviation Monument Park

When researching activities for any reunion, there are always many more things to see then there is time to see them. We found a "must see" in Virginia Beach and then had to change it to a "should see" because of all those things closer to our Williamsburg location. Due to our limited time for activities, this impressive tribute to the Naval Airmen will not be included as a trip during the reunion, but if you are planning to stay around extra time, we can highly recommend it. It is located adjacent to the beach in downtown Virginia Beach.



This monument was officially dedicated in 2006 by the Hampton Roads Squadron of the Naval Aviation Foundation Association. There are actually three bronze statues to look at , showing three areas of naval aviation, starting in the early 20th century and then progressing to World War II and then to modern times.

The first statue is of Eugene Ely, the first aviator to fly off a ship's deck. Next, is a WWII pilot and his crewmen who are leaving their hatch, hoping to get to an aircraft. Finally, there are two modern day pilots, a maintenance man, and a woman with her foot on an empty cart.

Sculptor Michael Maiden designed the Virginia Beach Naval Aviation Monument. Before his sculpting career, Maiden was actually in the Army National Guard and relied on his experience to shape the vision. Before starting this ambitious project, he researched the subject of naval aviation and toured Midway in San Diego. He hired models to pose in period piece clothing.

The monument features laser-etched granite story boards, along with a tribute to aviators past and present. There is also a monument that includes the names of maintenance personnel and aircraft carriers.

The monument is right next to another well-known statue, the Norwegian Lady Monument, which over- looks the Atlantic Ocean. The Aviation Park encompasses 16,000 square feet and is located right where 25th street and Atlantic Avenue meet.

The purpose of the Hampton Roads Squadron of the Naval Aviation Foundation Association is to support naval aviation and inform the public about naval aviation, not to mention sharing in the local community spirit. Recently, Squadron members gathered at the site to lay a wreath at the park. It as much a sentimental site as it is a site of national interest.

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-- News from Cyberspace & Mail Call --

Floyd & Pat Orsini (11/30) Email Removed "We had a nice snowy Thanksgiving Day. Didn't get the nasty weather like some parts of the country. I wear my squadron hats all the time and since that last storm hit the PI, I have had quite a few people stop me and ask about typhoons. I tell them all about VW-1 and what we did and how proud we were to serve. I tell them about the low level penetrations we did and they just shake their heads but always say thank you. I usually thank them for letting us serve. Pat and I are laying low this Christmas. We'll let the crazies go crazy in the malls. Give me some dog food and bird seed to feed the birds and I am happy. Pat wants things for our chickens that we are getting next spring. Pat has decided she wants some chickens for their fresh eggs so we are going to get 16 or 18 of them. I grew up around chickens and after my Dad passed away and my Mom remarried, my stepdad had 10,000 layers. So, anyway, take care be safe."

Dean & Polly Marchione (12/2) Email Removed "First, a BIG thank you for your dedication and hard work for our VW-1 Association. A belated Happy Thanksgiving, a Blessed Merry Christmas & Holy, Happy New Year to all. We have retired to Norfolk, Virginia so we are definitely planning on attending the reunion in Williamsburg this coming September. For my two cents worth, I would love to see a merger with other AEW squadrons. I, of course, served with VW-1, also served a four year tour with VW-4, (am a member of their Association) at Jacksonvile, FL and Rosie Rhodes, Puerto Rico. Also did a tour with AEWBARRONPAC in Hawaii. I sort of have Willy Victor, AEW blood running through my veins."

Floyd & Pat Orsini (1/14) "Just wanted to let you know I made our reservations for the reunion. I have an SUV so if anyone needs a ride somewhere, I'm sure we could help out. The person whom I made the reservation with was most helpful beyond words. We had a -2 degrees here in East Aurora, NY on Tuesday, but it is now in the upper 60's and rain. See you in September."

George Dean (1/13)Email Removed "Know anyone in the organization who sews? I know there are quilters, etc., but sewing?? Reason why I ask? I found three yards of material my wife had stashed away. Has great printing on it "Guam: Where America's Day Begins", "Hafa Adai, ", latte stones, flowers, and some other printing. When I found it, I thought of his and her identical shirts. Be the ONLY two in the world like them! My problem is, should I advertise it for sale or give it for the auction? I will wager it's not like anyone else has. At this point, I don't see myself coming to the reunion and won't if Chris is still alive, much as I want to come. So I will put my "thinking cap" on and consider what to do. Any ideas out there?"

Kimberly Hubbard (1/9) Email Removed "I send my condolences to the entire VW-1 Association for the loss of the nicest man I have ever met – Joe Vilsack. Joe came to me over a year ago and wanted to bring the reunion to the Town and Country "San Diego". Every time he was in San Diego with his wife and grandkids, he would stop in and say hello. It was a true honor to meet him."

Pete Wasmund (1/23) Email Removed "I have been quite remiss in getting things updated on the web site the past couple of months. Dottie has been in the hospital since Monday and a couple more times since Thanksgiving., with at least a dozen Dr.'s visits in between. I also got myself involved in doing a video about Dottie's and my memories. This has involved going through several big boxes of photo's that have laid around for years, copying them, finding appropriate music, etc., and making a movie similar to what I did for the VW-1 teaser that is on Youtube. So far this movie is an hour and 15 minutes long and I still don't have all the important (to us) events included!"

Problems at Department of Defense Facilities ...

Hazardous Waste Hearing

(Note: Following is a letter sent by a VW-1 member regarding the November 1987 hearing by members of the House of Representatives on hazardous waste. The direct reference to Guam that follows his letter is a direct quote from their findings.)

Letter from Richard Cordle, Address Removed Phone Removed

"After studying all hazardous waste that was stored, and or sprayed on Guam, Mariana Islands. the results state that all personnel that were stationed on Anderson Air Force Base, Naval Squadrons at NAS, and some Naval Communication Stations were getting the severely contaminated water with ice, and agent orange before 1978. This includes all personnel including wives and children that were on Guam before 1978. If they have any medical conditions that are listed for these toxic materials they should file their cases with the VA under Aerborne Early Warning Squadron One to link all personnel together as witnesses., Everyone who consumed the water, tea, coffee, etc. were exposed. I have three of the conditions listed. I encourage all personnel to file, get a hearing before a Board of Veterans' Appeals so all can get help with this big problem."

Excerpts from opening statement by Chairman Mike Synar (Chairman of the subcommittee) on Harzardous Waste Problems at Department of Defense Facilities (11/5/87)

"The hearing shows how severe the contamination is. It was centered around the contaminant TCE. Six bases on Guam were cited in the hearing: Anderson AFB and the Guam Naval Complex (5 bases). The Air Force found severe contamination in Feb. 1978. Immediately they instructed their people to start dilution of the water system on Andersen. (The NGL, Northern Guam Lens, sits under Andersen Naval Communications Station and the Naval Air Station. This aquifer has been designated as a sole source drinking water aquifer. It supplied approximately 75% of the islands water supply.) The Marbo Complex is the drinking water system on Andersen and consisted of 11 wells. Page 52 of the hearings talks about medical studies either started or about to be started on military personnel. I haven't been able to find them. Page 84 shows the Air Force attempting to deceive the committee. They presented their findings as undiluted figures. In reality, they were diluted. Their figures started with March 1978. Dilution started in February 1978 per the GAO reports of April and May. Mike Synar, head of the committee, pointed this out. I want to make three points here in the following:

1. Number one is that the military personnel on Guam were getting the undiluted amount of contaminants before 1978.

2 Next is that I'm in contact with or have been in contact with maybe as many as 150 to 200 sick veterans, and/or family members, friends or acquaintances. The highest amount of these veterans were stationed on Andersen. None were contacted or studied.

3 In 1966 and 1967 I was stationed at the Naval Communications Station, Guam. I could taste, see and smell what I thought was a solvent in the drinking water. TCE is a solvent. I contacted ATSDR to see how high the contaminant TCE would have to be before this could happen. Their response was at least 1,000,000ppb. That's 200,000 times the amount allowable in drinking water. It's about 25,000 times what the Air Force

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From Tom Treadway ATN-3, VW-1 1962 – 1963

My Sea Story from Guam

November, 1962 – storm clouds are building. Standing behind the barracks, feeder bands could be seen coming in from the southeast. Typhoon Karen was on her way!

Flyaway plans were being laid for all a/c on the Island. Crews were anticipating where they might be deployed. Some were off to PI. Wow, tomorrow we'll be sipping San Magoo at Mary T's. Some to Okinawa where Naminui awaited. The rest to Atsugi and the comforts of Sagami or a short train trip to Yokohama China Town was a great liberty. Hey, do you remember that bar where the Ko sisters worked?

Still to be decided was where Crew One would be off to. You've got to be kidding! It was not a crew decision obviously. TE1 was towed across the runway to the big hangar where the F8's and AD-4's were housed, to sit out the storm, which was now well on its way and strengthening.

Rain and winds gusting as the afternoon routine continued. We made chow call and set into the barracks having no idea what was in store on the ground. As air crewmen we, of course, knew what a typhoon was like up there on the inside, which sounds exactly opposite. As nightfall came, the winds were increasing from "damn this is rough" to "jeez, how bad will it get:. The lights went out and the rain .. damn, did it rain! We've all seen it rain on Duva, but this was like solid water falling or maybe even going up or at least sideways. Soon the water was flooding the floor of the barracks.

Very few even tried to sleep ... how could they? This was the most dangerous thing we had ever encountered. Things were banging into the doors and shutters and the wind noise had grown to a roar. We were comforted to know the barracks were more than typhoon proof and that, thankfully, proved to be true. The wind came from the west at first and we could hear the gravel in front pounding as it was blown into the end of the barracks.

The water grew deeper, maybe 6 inches or more, threatening to enter the lockers. Someone was making the rounds talking to people and taking notes. He said he was going to write a book. Sure hope he did, it would be a doozie.

Sometime during the night the eye of the storm passed directly over us. We learned later one of our crew was above us on a penetration. Rapid calming! It was eerie! Yea, you know it, we all went outside to see whatever. Stuff was blown everywhere, lots of debris, but not much destruction from what we could see yet. Shortly the wind picked up again. Wow, it's coming from the other way. We knew that, right? Within minutes the tempest was on in full. Would you believe there was a pinochle game going on?

All of the gravel that went "that way" was now coming "this way". My ol' 51 Chevy parked out back was catching hell. Top winds of 21 mph according to Stars and Stripes banner headlines. Wind roar ebbing to calmer decibels. Sun comig up, maybe time for a few Z's.

Somehow we made it to the squadron area to great who knew what. Hard to imagine how some things were destroyed and what seemed to be fragile made it through. The remainder of the island was almost totally destroyed. It was weeks before their power and water were back

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Scuttlebutt from your President

Greetings Shipmates ..... from Ralph Link

Jane and I hope your New Year will bring you good health and happiness. Looking back to 2013, I'm proud of Sally Metzger and Kathy Green for putting together a terrific reunion in Williamsburg, Virginia this coming September. I encourage all of you to make every effort to attend our reunion September 22 thru the 26, 2014.

Also, at our 2013 reunion in Tucson, a proposal came up concerning expanding membership outside the VW-1 family to allow all AEW squadron participants as members. This proposal was tabled to be taken up in Williamsburg. I will give you several alternatives later in this letter.

The saddest news I received this past year was the passing of my friend and fellow golf buddy, Anthony (Joe) Vilsack. Joe was a dedicated member of our association and made our reunions fun for me and many others. Joe will be greatly missed by all who knew him. I called Mary Ann and expressed condolences for Jane and me and on behalf of our Association.

Another project that has gained momentum this past year was the Congressional Letter project that our fellow shipmate, Carl Vonasch, presented in Tucson. You will recall Carl had suggested we develop a letter about VW-1 history and get it read into the Congressional Record. With the official record of Viet Nam involvement that VW-1 shipmates experienced from 1964 through 1971, it may help some in getting their VA benefits. Carl has forwarded all the information to me and I have been working with a staff member of Congressman Peter J. Visclosky from Indiana. A draft letter of VW-1 history and achievements has been sent to the Congressman with emphasis about the role of VW-1 in the Viet Nam War. I will keep you posted on our progress and, hopefully, I'll have good news in Williamsburg.

The last item I want to cover is VW-1 membership. Some have expressed reservations about opening up membership too widely, fearing it would dilute the special and unique mission we all experienced. I have been approached by other "Willy Victor" squadron personnel wanting to join our Association, which also included Air Force units. VW-4, for instance, includes both Navy and Air Force operators of Constellation aircraft. For some of our association members this is an emotional issue that could cause them to withdraw from our group. I've listened to both sides for and against opening up membership. Since we don't have bylaws on membership, I am listing several proposals for consideration at our September business meeting in Williamsburg.

1. Membership only to those who served and family members in VW-1, VW-3, VQ-1, and any predecessor squadrons (our current policy).
2. Membership only to those who served and family members in VW-1 and any predecessor squadrons including VW-3 and allow non-voting guest membership of personnel to other Navy AEW groups.
3. Membership open to all Navy & Air Force personnel who flew or supported AEW aircraft.

If you have additional options or comments on this membership issue, please contact me prior to our reunion at Email Removed or write to Ralph Link, Address Removed Bloomington, Address Removed

In Memory of .....

Alan L. Hochstein

Address Removed
Sachse, TX Address Removed

Rose Mary Hochstein recently informed us of the passing of her husband, Alan, on November 1, 2013.

Alan served in VW-1 from July of 1957 to July of 1959. He was an ACW-2 and worked in Communications and in the mail room. He flew on TE-4 as CIC.

He joined the VW-1 All Hands Association in 2009 and specifically notated on his registration form how much he enjoyed the web site.

Alan's internment was at the National Cemetery in Dallas, Texas, where he wanted to be placed.

Sea Story (Continued from Page 4)

on. Civilians ate in our chow hall for that time. Mostly debris everywhere. Wow, flares and smoke bombs and all sorts of stores scattered everywhere. Now you know that we wouldn't set any of these off but someone did. I'm guessing ground personnel. The avionics quonset hut was OK, but the AE quonset hut was crushed. It was said that was because we had windows and they did not. Go figure. Lots of work details picking up trash. Sweeper trucks and magnet trucks going over the runway so we could get off to take up the chase. Karen was heading away and it was up to Crew One, now unofficially designated as the GANG (Guam Air National Guard) to take to the air as VW-1's premier crew!

Sleep soundly, shipmates! The dauntless crew of the "Captain's GIG" is on duty tonight.!

New Member to VW-1 Family

Wayne M. Mikkola **AMS2**
Address Removed Address Removed 12/68 – 12/69
Ramsey, Address Removed Phone Removed
Wife: Judy
Email Removed

Flew as flight metalsmith on TE-5. My most memorable moment: Flew weather for return of Apollo (first manned moon landing) July 1969, from Johnston Atoll after spending ten days in Hawaii.

The Chief

The Navy Chief noticed a new seaman and barked at him "Get over here! What's your name, Sailor?"

"John", the new seaman replied.

"Look, I don't know what kind of bleeding heart pansy crap they're teaching sailors in boot camp these days, but I don't call anyone by his first name", the Chief scowled. "It breeds familiarity and that leads to a breakdown in authority."

"I refer to my sailors by their last names only. Smith, Jones, Baker, whatever. And you are to refer to me as 'Chief'. Do I make myself perfectly clear?"

"Aye, aye, Chief "

"Now that we've got that straight, what's your last name?"

"The seaman sighed, "Darling. My name is John Darling, Chief."

"Okay, John, here's what I want you to do....."



A couple of VW-1 Squadron ground pounders .....built this boat down at the Navy Station hobby shop. I cannot remember their names, but someone from the '70 – '71 period might remember them. It took them about six months and than they brought it up to the boat ramp at Agana and had a big launching. It carried five or six people easily. Very nice boat!
(Photo courtesy of Roy Wiggs, AT-1, VW-1 '70 – 71)

Hazardous Waste Hearing (Continued from Page 3)

is owning up to, which is about 39.9ppb. Of course, this is after dilution. What this means is the hearings and my recollections coincide. All contaminants would have been much higher, not just the TCE. The bioenvironmental engineering reports for the Marbo Complex will show what contaminants were in the water. Although the hearings and GAO reports don't give us the specifics on the exact amounts, they tell of a very small island with a lot of US military that has been contaminating Guam. The drinking water being possibly the most serious. Later documents will point out these contaminants and just how high some of them are. Also, Air Force bases and Naval Air stations are the worst for contaminating the environment around them. Also, during Viet Nam, everything was dumped, burned or buried as a way of getting rid of these contaminants.





Naval Aviation Monument Park *(Continued from Page 1)*

So often, when speaking with civilians about the Navy, they are surprised that there is a "Naval Air" component. When it comes to flying, they think of the Air Force. This park is a great tribute to our "flying" Navy guys. It is well presented, complete with tons of information, as well as being well-maintained and in a beautiful location.

There is an option to become a member and have our squadron listed on a wall in the Park. I intend to bring the appropriate information to the next reunion, along with the application form, to present to the members to see if there would be an interest in doing just that.



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

