VW-1 ALL HANDS ASSOCIATION APRIL 2016

BRANSON REUNION

TE00 - TE1 - TE2 - TE3 - TE4 - TE5 - TE6 - TE7 - TE8 - TE9 - TE10 - TE11 - TE12

NAS BARBERS POINT, HAWAII NAS AGANA, GUAM, NS SANGLEY POINT, PHILIPPINES NAS ATSUGI, JAPAN OKINAWA, JAPAN, CHU LAI, VIETNAM

The SCUTTLEBUTT from your PRESIDENT

Greeting Shipmates,

The VW-1 All Hands Reunion is fast approaching. I'm sure you like me are anxious to see our extended VW-1 family again. Some shipmates will be with us for the first time. Sally estimates the turn out will be around 100, much higher than originally planned for. But never fear, Sally has made arrangements for additional rooms and accommodations for additional show reservations. Sally wanted me to remind all of you who are planning on coming to the reunion and have not registered, the cutoff date is April 17, 2016.

I've had several inquiries about the "Golf Outing". Not to worry, arrangements have been made for Tuesday at the Branson Hills Golf Club for up to 5 foursomes. So if you want to play, we need to know the number by the end of April. I have to notify the golf pro the number of players by May 1st if I don't, my credit card is in jeopardy. Green fees plus cart will run about $60. This is a discounted rate for military veterans. This outing will be co-ed, so ladies pack your clubs. The plan of the day for golf will be lunch at the club at 11:30 AM and tee times start at 1PM.

Shirt orders will be cutoff April 1st for those who want them by the reunion. I'll still accept all other orders continuously as part of the ship stores item. One very important item I failed to note when I made the shirt announcement in the last newsletter, shipping cost was left out of the price. One of our shipmates was kind enough to include additional funds to cover his order. If you will not be attending the reunion, I will send your order after the reunion and let you know the shipping cost. For those who ordered and will attend the reunion, I will have them with me.

By the way, I am recovering nicely after my heart by-pass surgery. Rehab will end April 1st and then Jane and I will spend a couple of weeks in Florida recuperating, playing golf and walking the beach. I have to get tuned up for Pete, Steve and countless others for the Branson golf outing. I want to thank all of you for your prayers, emails and cards. It really made a difference in my speedy recovery. God Bless All of You!

In rapping this up, several agenda items for all of you to think about for the general business meeting on Thursday. The next reunion in the fall of 2017 is due for the western US, so have your recommendations and be prepared to represent the Chamber of Commerce point of view. Any new business or if you want to visit old business issues. And last but not least, don't forget items for the auction. The auction is great fun and worthwhile in helping fund the association. Shipmate Jack Gergal will pretend he is an auctioneer for a few hours.

Safe travel and God speed.

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Branson Attendance Exceeds Expectations

Branson appears to be a big draw since the number of attendees is looking very good. The list below is not meant to be a "final" since the registration deadline is not until April 17th. The asterisk** indicates that those members have reserved a room at the host hotel, but have not yet sent in their registration and payment for events. This list is as of 3/29/16.

Branson Attendees

Bailey, Lenn & Jane
Bates, Tom & Barb
Becker, Fred & Simone
Buswell, Lowell & Sheila
Castle, John & Judy
Cook, Vic & Bev
Chitwood, John
Seabolt, Liz (G)
Davey, Dan & Juanita
Davis, Steve & Kathy
Deeds, Bob & Brenda
Dohn, Bill**
Doty, Frank & Jackie
Dunn, Tom & Joyce
Briggs, Billy & Carole (G)
Fisher, Lyle & Sylvia
Gamber, Dave & Pam
Gant, Ed & Linda
Garcia, Jesse
Gergal, Jack & Sydnie
Green, Bill**
Holden, Hugh
Hoover, Tom
Houdek, John
Felisa Sotto (G)
Huffman, Danny
Hummel, Thurman**
Kemp. John**
Kolb, Jerry & Ardythe
Lanoue, Don & Joy
Lee, Dave & Tanna
Lee, Scott & Kari (G)
Lee, Dick & Jo
Link, Ralph & Jane
Madsen, Al**
Martinez, Cruz & Grace
Metzger, Sally
Moehlenkamp, John & Linda
Monohan, Norbert
Neely, Bud & Nancy
Rodriguez, Rod & Joyce
Seal, Chris & Debbi
Short, Gerald**
Speas, Everett & Karen
Stinson, Jim,**
Stotts, Mac & Judy
Wagner, Scott & Marie
Wallis, Jim
Wasmund, Pete
Petty, Bill (G)
Petty, Muhwa (G)
Weyers, Russell**
Williams, Cary
Winter, Art & Mary
O'Reilly, Bob & Flo
Orsini, Bob
Oulman, Gary**
Rice, John
John Rice III (son) & Ron Hibler(G)



the radioman's log

Four Contacts Four Four Copied Four

from The Eye Vol 1 No. 1

The following echange took place over HF radio at 0645Z, 15 September 1967, on Wake Island:
"Navy Hurico 929, this is Navy 45932."
"45932 the is 929, go ahead."
"45929 this is 45932. We are VW-1 flying typhoon *Sarah* out of Wake Island. We copied you eye message for hurricane *Beulah*."
-PAUSE-
"45932 this is 45929, Roger roger, we copied. Keep up the good work."
You guessed it. VW-4 on the deck at Quantico, Virginia; Crew Four on Board TE-4 from VW-1 on Wake Island!
Four goodness sake!
Radioman-Vankirk, AT3.



By Jason Rima. CREATED Aug 7, 2015

BRANSON, Mo. (AP) - A state report says water seeping through a pond's clay liner likely led to the massive sinkhole at a Branson area golf course.

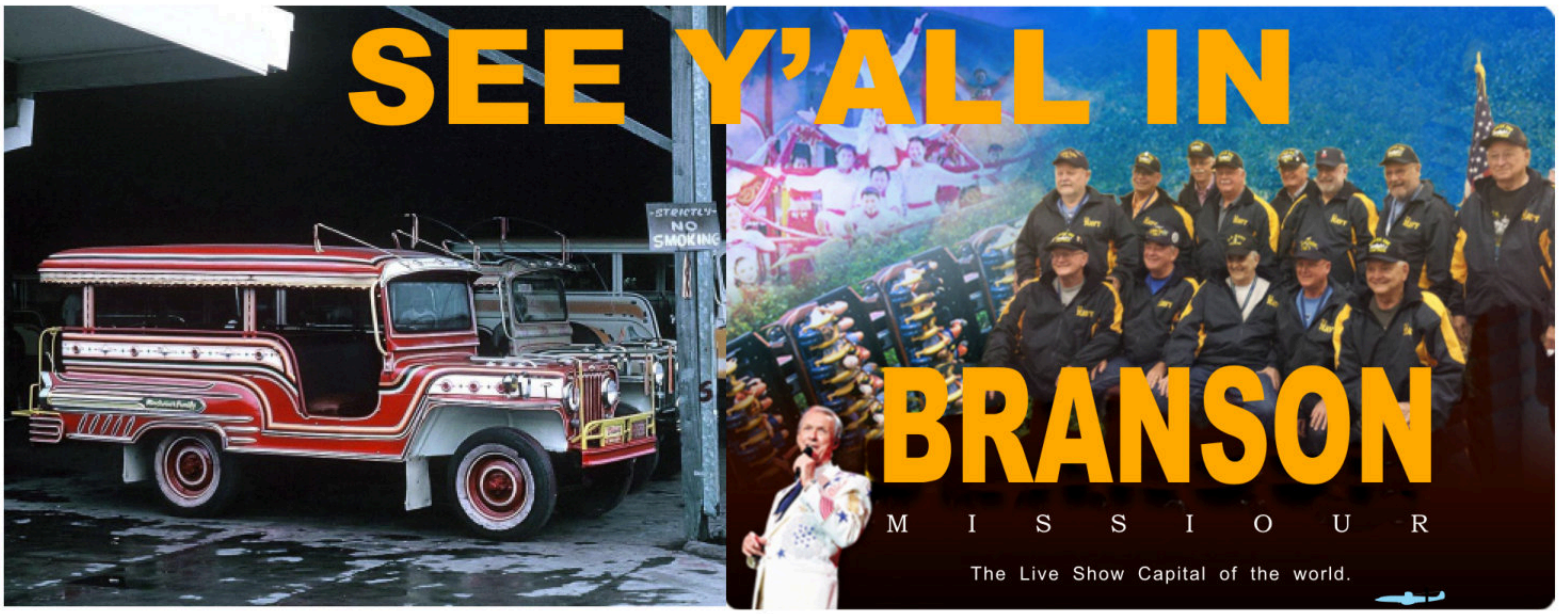
The Springfield News-Leader reports the state Department of Natural Resources also says Bass Pro Shops, which owns the Top of the Rock Golf Course, should fill the sinkhole with rocks and install a plastic liner on top of the clay barrier to prevent future sinkholes.

The sinkhole, estimated to be about 60 feet in diameter and 30 to 40 feet deep, formed May 22 on the golf course's driving range.

Martin Mac Donald, Bass Pro's director of conservation, says Bass Pro is "excited" about the geology beneath the sinkhole and is preparing an update on the sinkhole.

He declined to elaborate.

To set your mind at ease this is not the golf course VW-1 is playing at.



How to Enjoy Good Times!
Relive some Old Times!
Make New Good times
with Old Time People!!

Come Here



Check in Here







Meet and enjoy
these people (old friends)

Talk, tell sea
stories, and relive
these,



May 9th - May 13th

SANGLEY POINT PART 2

From WW2 to Modern Day



World War II

The first bombing by the Japanese on December 10, 1941, heavily damaged the Cavite Navy Yard. Japanese forces occupied Cavite in January 1942. The Japanese continued to use Sangley and Cavite for basically the same purpose. They rehabilitated and expanded the facilities and used them for repair of their own craft and construction of small wooden vessels for coastal shipping of supplies. American carrier-based planes first bombed the repair facility in September 1944. The Cavite Navy Yard was again badly damaged, as were most of the hospital buildings at Cañacao.

On March 20, 1945, units of the Seventh Fleet landed on Sangley Point, ridding the area of the remaining Japanese. Within a month, ACORN-45 arrived and set up an advance base maintenance organization under Commander Donald W. Darby. They immediately began construction of an airstrip in preparation for the attack on the Japanese mainland.

Post-War Years

The base maintenance organization was officially designated Naval Air Base, Sangley Point in 1945. Early in 1955, top echelon planners of the Navy recognized the importance of Sangley Point services and designated it a permanent facility. Later, after the establishment of Naval Air Station Cubi Point at Subic Bay, the designation was changed to Naval Station Sangley Point in accordance with the treaty with the Philippine government which allowed for only one official naval air station.

The Naval Station Sangley Point was not large, encompassing an area of only 341 acres (1.38 km^2). Half of which was occupied by its most valuable asset: the 8,000-foot (2,400 m) runway and its associated air-operations facilities and air-navigational aids. The primary mission of Sangley was to provide maintenance, support, and materials for the regional operations of U.S. Seventh Fleet. The base was the headquarters of Commander U.S. Naval Forces Philippines/Commander-in-Chief Pacific Representative Philippines (COMNAVPHIL/CINCPACREPPHIL), which was considered to be the most important activity supported by Naval Station Sangley Point.

It also supported two patrol squadrons of sea planes, deployed on Sangley on a rotational basis to help fulfill the Mutual Defense Treaty with the Philippines. During the Korean War these were activated Naval Reserve Squadrons.

The Coast Guard Air Station and the Coast Guard Ship Nettle played a vital role in search-and-rescue operations and in the maintenance of remote long-range aid-to navigation (LORAN) stations located throughout the Philippines. The Fleet Weather Facility was tasked with furnishing weather information to ships and aircraft operating in the Western Pacific and East China Sea areas.

Naval Station Sangley Point also provided support for a Fleet Air Wing detachment, a Naval Communications Center, Marine Barracks, a Recruiting Detachment, and Navy Exchange and Commissary Stores.

Closure

Overhead view of the Sangley Point facilities in the 1960s. Early in December 1970, it was officially announced that U.S. Naval Station Sangley Point would be closed. On July 1, 1971, Sangley Point changed status from active to inactive in preparation for the turnover of the facility to the government of the Philippines. The Sangley Point Closure Detail was activated under the command of an Officer-In-Charge, CAPT Waldo Atkins, with a 95-man, 7-officer contingent.

In the extremely compressed 60-day period of deactivation, in excess of 350 items of automotive and construction equipment were transferred; more than 400 industrial buildings and government quarters were stripped of furnishings; installed equipment was disconnected and readied for shipment, and all buildings were secured.

A total of 2,500 tons and 1,500,000 cubic feet (42,000 m^3) of material assets were identified, packed and shipped by sea and land to various other U.S. military bases. Much of this transfer was accomplished at night and on weekends due to severely restricted barge and trucking schedules.

Approximately 300,000 pounds of materials and supplies were prepared for turnover to the government of the Philippines, including 375 buildings, 77 structures and 60 utilities systems and improvements. In connection with the relocation of equipment and materials to other bases, 49 stilt housing units were relocated to Subic Bay by a detachment of Seabees. On-the-job-training sessions were conducted for Philippine naval personnel to ensure the safe and proper operation of all base industrial facilities.

On September 1, 1971, the base was officially turned over to the government of the Philippines, ending 73 years as a U.S. Naval facility. The air base was renamed Major Danilo Atienza Air Base by the Philippine military in honor for Major Atienza's actions during the 1989 coup attempt in which he destroyed several T-28 Trojan belonging to the rebels. But he was killed when his F-5A Freedom Fighter crashed during his attacking maneuver.





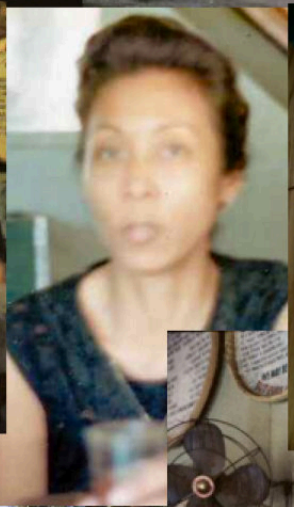


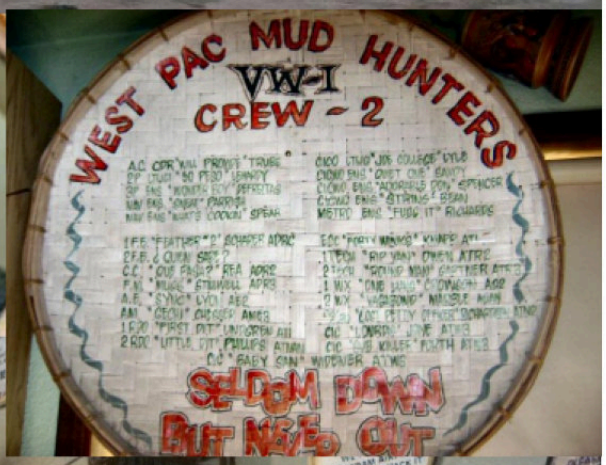


U.S. NAVAL STATION
SANGLEY POINT

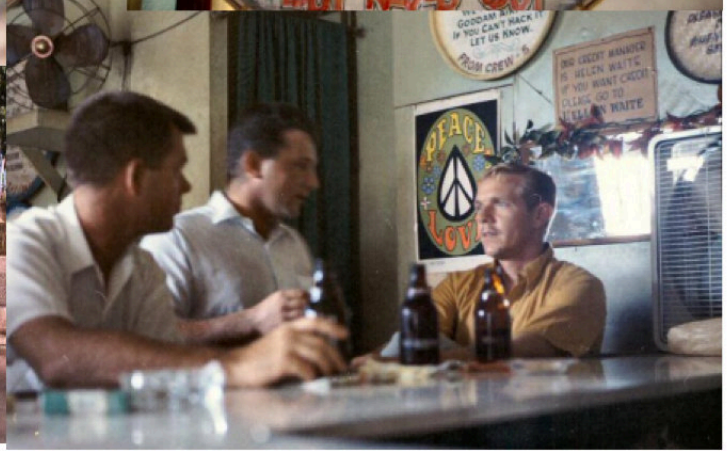












SKIPPER IN THE SPOTLIGHT



Captain Fernale "Flip" Anderson

Editors note: Capt Fernald Anderson was the first Commanding Officer of VW-1 and except for his unusual name that he went by of "Flip" Anderson one might pass him over as just a name amoung the twenty Commanding Officers of Airbourn Early Warning Squadron One. When one realizes that Captian "Flip" Anderson was Squadron Commander of one of the "Black Cat" squadrons, VBP-33, that became very famous during WW2. The legend of the "Black Cats" was born when the PBY-5A Catalina was painted flat black and flew night assaults against the Japanese fleet. The Navy's "Black Cats" performed reconnaissance, air sea rescue, dive bombing, mine laying, and torpedo attack missions using just star sightings for night navigation. These night operations were very successful. In total there were ten PBY squadron the earned the name of Black Cats.

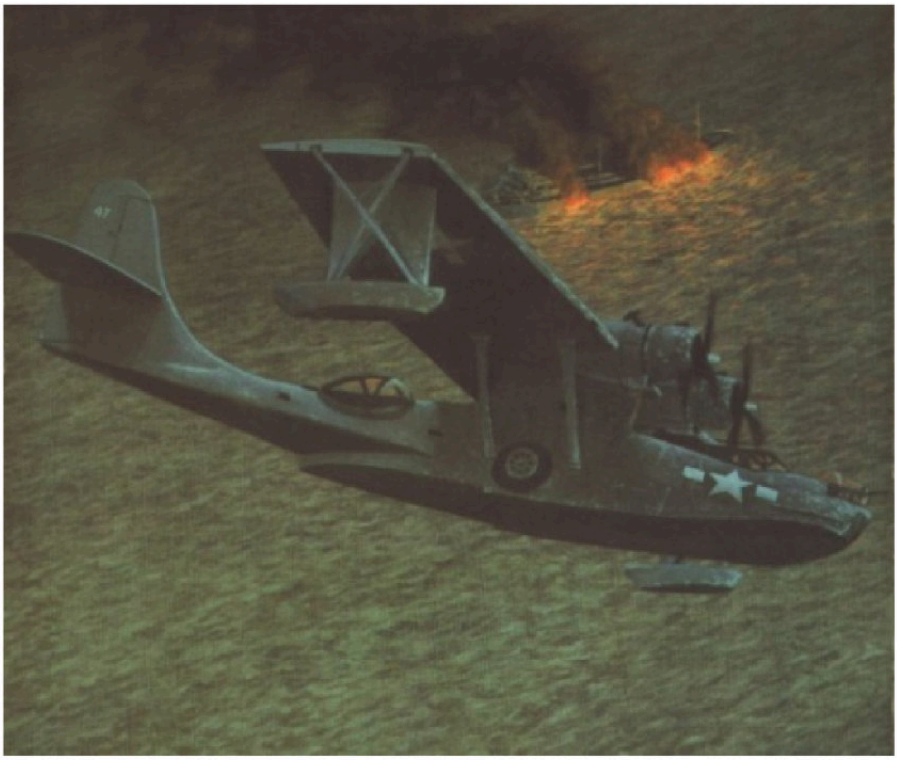
Fernald P. (Flip) Anderson, 89, a decorated Navy captain whose flying squadron amassed a distinguished World War II record, died January 2 of cardiac arrest at his home in Arlington.

Deployed to the Southwest Pacific from September 1943 to February 1944, Capt. Anderson held several leadership positions in VPB-33, a squadron that flew PBY-5 Catalina seaplanes referred to as "Black Cats" for their black non-reflective paint and the ability to attack Japanese strongholds and ships at night deep behind enemy lines. During September 1944 while Capt. Anderson was the Commanding Officer, VPB-33 sank or destroyed 103,500 tons of valuable enemy shipping and damaged an additional 53,000 tons. This was the highest one-month total achieved by any WW II flying unit. For this feat, the squadron received the Presidential Unit Citation and Capt. Anderson was awarded the Legion of Merit with Combat "V" It was also during this period that Captain Anderson earned personally the Distinguished Flying Cross for attacking and sinking a Japanese tanker and its escort despite intense antiaircraft fire damaging his aircraft.

A longtime Arlington resident, Fernald Philip Anderson was born in New Sweden, Maine. He was the first young man from this Swedish community in northern Maine to attend the U.S. Naval Academy graduating in 1939. For the next two years, Capt. Anderson served in the surface Navy as a gunnery officer. In September 1941, he was detached from the battleship, USS ARKANSAS, with orders to report to Naval Air Station, Pensacola, Florida, for flight training. Designated a Naval Aviator on May 8, 1942, Capt. Anderson was assigned to VP-33 as it was forming in Norfolk, Virginia. In August 1942, VP-33 was ordered to the Panama Canal Zone and participated in anti-submarine operations protecting the Panama Canal. For his conduct during this deployment, Capt. Anderson was awarded the Cross of Boyaca by the Government of Columbia. Now re-designated VPB-33, the squadron deployed to the Southwest Pacific via Hawaii and Australia in August 1943. The squadron participated in every campaign in this combat theater of operations until February 1945 following the liberation of the Philippines. In addition to the combat sorties deep into enemy territory, these operations included regular daytime patrols and rescue missions As reported in the 1992 book, "Black Cats with Wings of Gold" by A. J. Mueller, VPB-33 "became the most highly decorated squadron in the Pacific Area of Operations". The exploits of VPB-33 were the subject of a 1999 Birds of a Feather video production entitled "Black Cats" that has been aired on various cable television channels.



LCDR Anderson mission where he sank two ships in one night attack.



Continued from page 5

Following his return to the United States in March 1945, Capt. Anderson served in several aviation training assignments, most notably as Executive Officer, Naval Air Station, Brunswick, Maine. In February 1948 he reported for duty at Air (sic) Early Warning Squadron One (VPW 1), San Diego, California, as the Executive Officer. VPW 1 was the Navy's first dedicated land-based airborne early warning (AEW) squadron flying the Navy's variant of the Army Air Forces radar-equipped EB-17G or PB-1W. After a tour of shore duty at the Naval Research Laboratory, Washington, D.C., as Program Officer and Atomic Energy Commission Liaison, Capt. Anderson returned to flying in June 1952 when he became the first Commanding Officer of the new AEW Squadron One (VW-1). During Capt. Anderson's tour, VW-1 participated in combat operations in Korea and transitioned from the PB-1W to the Lockheed Constellation (WV-2) in December 1952.

Capt. Anderson returned to Washington, D. C., in July 1954 and was assigned to the staff of the Chief of Naval Operations. From August 1956 to July 1957, he was a student at the National War College, Fort Leslie J. McNair. After tours in Norfolk, Virginia, on the staff of the Commander, Naval Air Force, Atlantic Fleet, and Commander-in-Chief, NATO's Atlantic Command, Capt. Anderson returned to Washington when he was appointed the Director of the Navy's Astronautics Operations Division serving as the Navy's liaison with NASA's Project Mercury and the original 7 astronauts.. This office was instrumental in the early days of the U.S. space program. From 1962 to 1965, Capt. Anderson served on the staff of the Chairman, Joint Chiefs of Staff. On July 1, 1965, he retired from the Navy after 26 years commissioned service. Effective September 1, 1970, after working as a research and systems analyst with a defense contractor, Capt. Anderson was recalled to active duty as Director, Navy Council of Personnel Boards. In this position, he served also as the President, Navy Discharge Review Board and Navy Clemency and Parole Board. His duties were expanded in 1975 to include Director, Office of Naval Disability Evaluation. Retiring for the second time in 1976, Capt. Anderson was awarded his second Legion of Merit for his performance of duty during this period.

In retirement, finally, Capt. Anderson remained in Arlington, Virginia, where he was active in community and business affairs for many years. He was a deacon in the Memorial Baptist Church and was church clerk for 36 years. Capt. Anderson also was a member of the church choir and served as the interim choir director for a period during the 1970's. An active member of the Arlington Host Lions Club, he was also the secretary of U.S. Naval Academy Class of 1939 and served as class president from 1980 to 1986. Beginning in 1976, Capt. Anderson was a tax consultant affiliated with the Executive Tax Service of H & R Block. In 1981, he was appointed the Director of H & R Block's Premium Tax Service for Arlington, a post he held until 2002. Capt. Anderson was very proud of his Swedish heritage. In 1959, he was awarded the Royal Order of the Sword (Knight Commander) by the King of Sweden in appreciation of services rendered as escort officer for Admiral Stig Ericsson, Commander-in-Chief, Royal Swedish Navy, during a visit to the United States in 1958. In addition, Capt. Anderson was deeply touched and honored when the citizen's committee from New Sweden, Maine, asked him to be the Grand Marshall in the community's centennial parade in 1970 as his grandfather was one of the founders of the town.



The Last Flight of the WILLY VICTOR

Got an emial from my friend Larry McGarry that he got from his son and I thought I would share it. What I understand from a Naval Aviation magazine it scheduled for a Museum.



Chris,
Just for FYI. Take care;
Larry

Hi Dad,
I found your Connie. It's been at Davis-Monthan since it was retired from VAQ-33 in 1982. Want to go on a "field-trip" there sometime? Let me know...
Mark

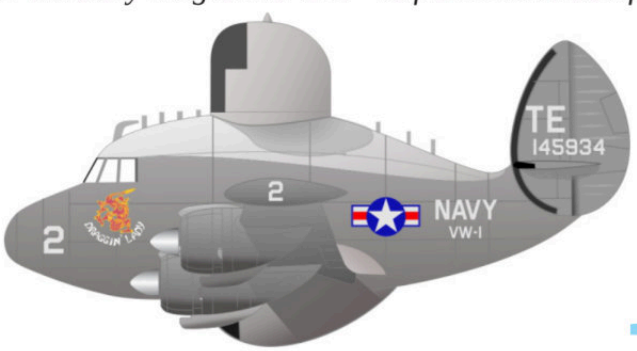
This aircraft was operated by Tactical Electronic Warfare Squadron 33 (VAQ-33) for the Fleet Electronic Warfare Systems Group (FEWSG) at NAS Norfolk, Virginia and later at NAS Key West, Florida. At the time of its retirement on June 25, 1982 VAQ-33 aircraft (Buno 141292) was the last NC-121K operated by the Navy.

Crew 2 Save Two In Tonkin

from The Eye Vol1 No. 1 (Newsleter put out by VW-1 in 1967)

On June 29, 1967, Crew Two, flying the *Draggin' Lady* was asked to divert from a weather mission to search for a down aircraft. At 1824H they arrived at datum and commenced a square search to loacate any survivors. While on one leg of the pattern two unfriendly PT boats were seen and reported by Crew Two. They appeared to be making 30 to 35 knots, and their course intercepted the area of the SAR.
"Three other boats were sighted during the mission making the same course and speed,' LCDR Wiedenbauer stated in his report of the mission. Two Navy F-4B's and a S-2 Tracker were vectored to these contacts and helped to keep them from the SAR area.
At 1840H, LCDR Wiedenbauer sighted "a red hand held signal flare followed by the the orange Mae Wests of the two survivors." After notifying all interested units, the CIC team vectored a helicopter, an HU-16, and an S-2 to the contact area. The S-2 arived first at the position of the sighting and marked the survivors with a red smoke flare. At 1842H the crewmen were rescued by the helicopter utilizing a hoist and harness and were reported in"A-1 condition."
At 1851H TE2 recommenced its weather mission to followed by sy special operations.
Kudos TO Crew Two for being instrumental in saving the lived of their fellow flyers.

Note from Editor: I was on this mission and remember it pretty much this way except we were on our AEW Barrier in the Gulf of Tonkin and when the rescue F-4's came in they flew under TE2 at an exception high speed, we all thought that was very cool. Later the story we got was an F-4B from Cubi Point flew too close to Hinan Island and was shot down by the Chinese.







DEPARTED SHIPMATES



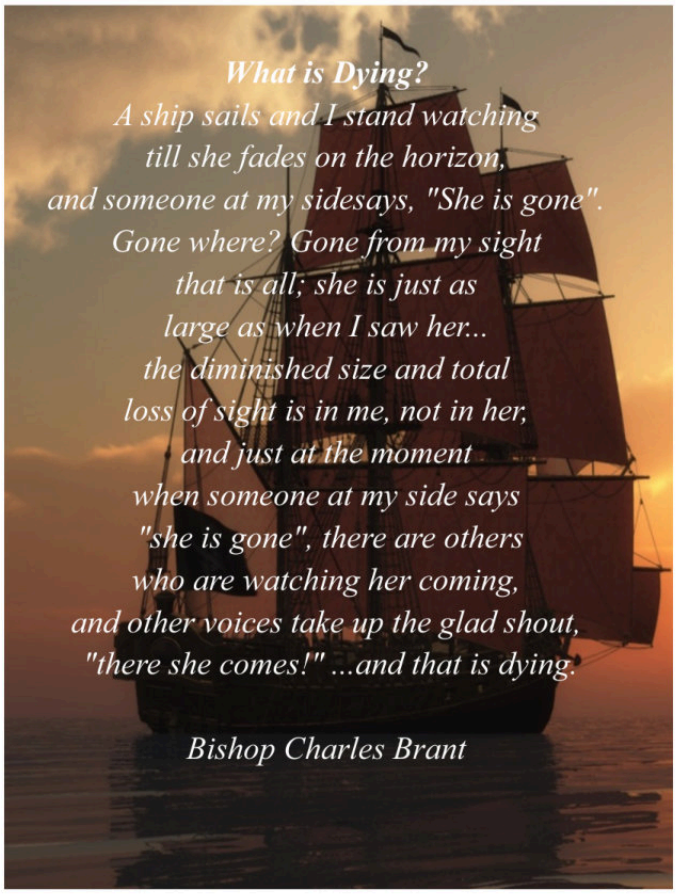


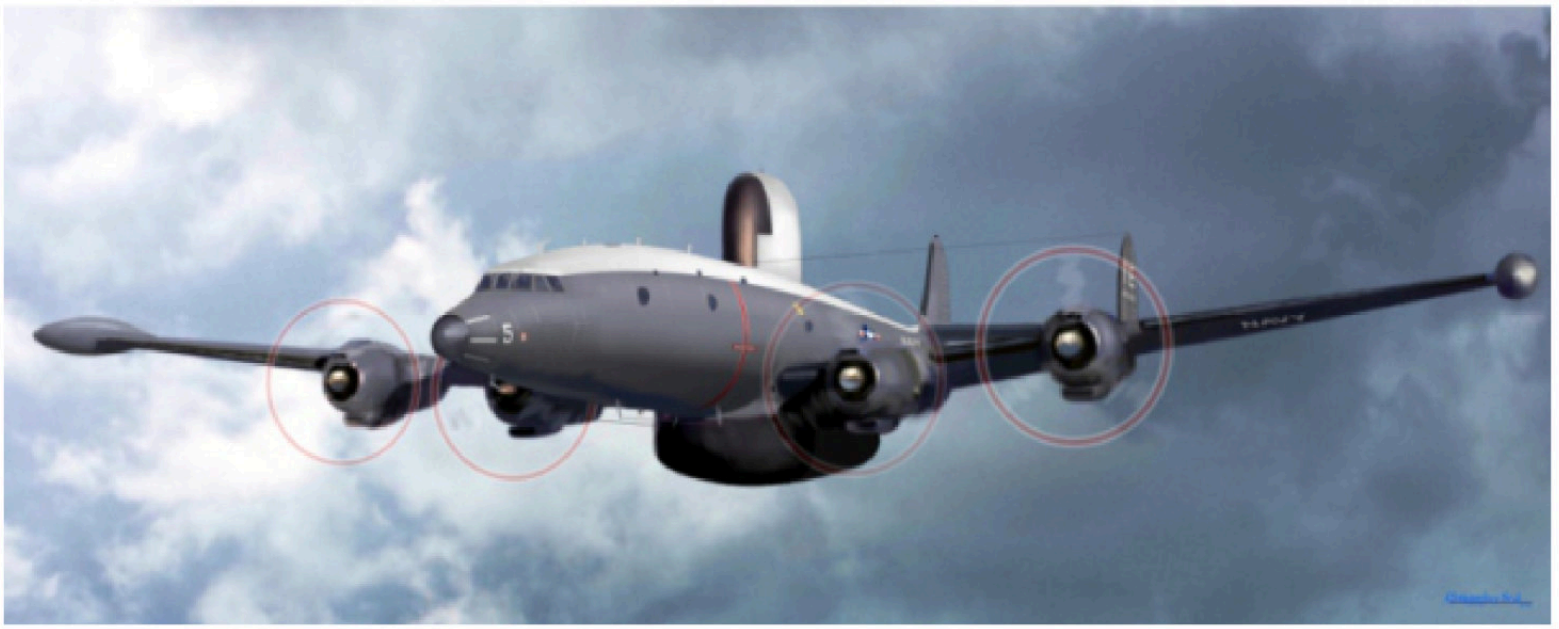
Picture from 1964-65 VW-1 Cruise Book

AGC Thomas Morgan

VW-1 63-64 TE-5

Chief Thomas Patrick Morgan, born in Willoughby, OH on September 17, 1941 passed away Tuesday, February l6, 2016. Tom served proudly as a meteorologist in the United States Navy for 24 years and upon retiring he perused a career in Real Estate, ultimately becoming a Broker establishing his own Real Estate Company. What gave him the most joy in life were his loving family, softball, hunting, fishing, racquetball, golf, scuba diving and traveling throughout Europe and the United States with his wife, Virginia. Tom was an avid softball player and over the years he and Virginia enjoyed many trips to Utah for the Annual Senior Olympic Games where he played in the softball league. He will live forever in the hearts of many including his devoted wife Virginia, daughter Kimberly Wall (Tom), son Jay (Becki), his adorable grandchildren, Jackson and Berkley Morgan, and the many other family and friends that were such an important part of his life. A Funeral Mass was celebrated with Reverend Pervaiz Masih at St. Luke Catholic Church, 1606 Blanding Blvd, Middleburg, FL 32068 on Thursday, March 3rd, 2016





2016 REUNION SHIRT



Mens Women

ORDER FORM FOR VW-1 SHIRT

Basic Shirt is $30
$5 for Name and tour years
Extra size cost (XXL -$2, XXXL - $4 & XXXXL $6 Extra)
Style: **MB**-*Mens Blue*, **MG**-*Mens Gold*, **WB**-*Womens Blue*, and **WG**-*Womens Gold*
Note: Shirt run a little snug suggest you order one size larger

VW-1 Members Name _____
Please Print

Name on Shirt	Years Served	Style	Size	Qty	Shirt Cost

Sub Total	
Shipping ($5 per shirt)	
9% Tax	
Total	

Mail to:

Ralph Link
Address Removed
Bloomington, Illinois Address Removed

Make check out to Ralph Link

Shutterfly.com

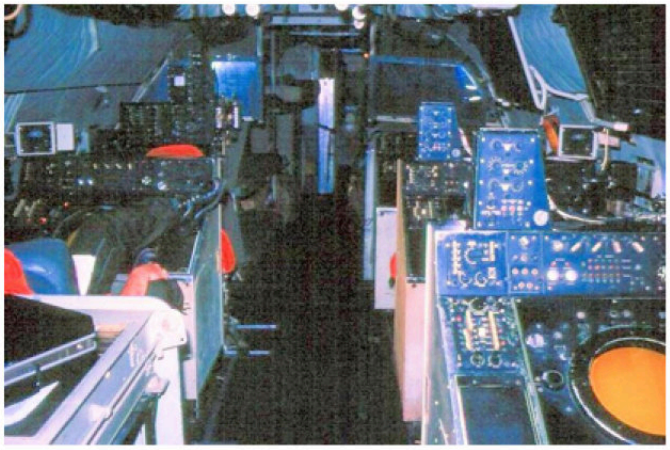


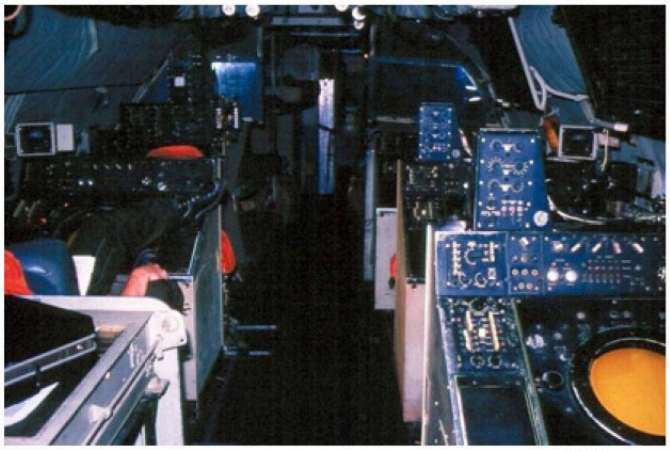
I have had this idea that it would be nice if I could share all my photos from my VW-1 days with all the past members of VW-1. That we could get a depository of VW-1 photos started so all could use a greater selection of photos. I would limited it to just VW-1. Photos of friends, aircraft, port of calls, Guam, Chu Lia, etc.
So, I have set up a Sutterfly account at sutterfly.com to allow all hands to up load or down load photos from VW-1 The account is under AEWRON ONE, email is Email Removed and the pass word is Password Removed If you do up load some photos please do it under a new album and name it with your name and year that you were in the squadron.
I also hope to download some photos for the newsletter so don't stop up loading. If you do not know how to up load just ask your grandchildren.

Just Filling A Page













Remember to RENEW
& Mail in Your Check



