VW-1 TRACKER
ALL HANDS
JULY 2016
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 Branson reunion was terrific. It was great seeing old friends and making new ones who were at their first reunion. The activities that Sally put together was enjoyed by all. The Clarion and our Marine buddy, Joe Cuna made our Branson reunion very special. We had a 50th Wedding Anniversary celebration for Rich and Paula Kuebler and my wife Jane celebrated her blank birthday. The auction was a lot of fun and netted the association a tidy sum. My thanks to Jack Gergal for doing a great job as our auctioneer. I also want to thank Pat and Bob Orsini for donating another beautiful quilt and Foster Hoover for his beautiful hand crafted navigation kit. Thanks to all making the auction a special highlight of the reunion.

On behalf of the VW-1 family I want to express our condolences to George Dean on the death of his devoted wife Christine who passed away June 7, 2016. Also the family of Charles "Chuck" Johnson of Coeburn Va. who passed away May 3, 2016.

Jane and I are planning on attending the VW-1 Vanguard Reunion in Dayton Ohio this September. I will be checking this out for a possible future reunion site for our association. Sally is going to Albuquerque in September to make arrangements for our 2017 reunion. I'll try going at a later time before our 2017 reunion and make arrangements for our golf outing. To all you golfers, I'll try and book an easier course.

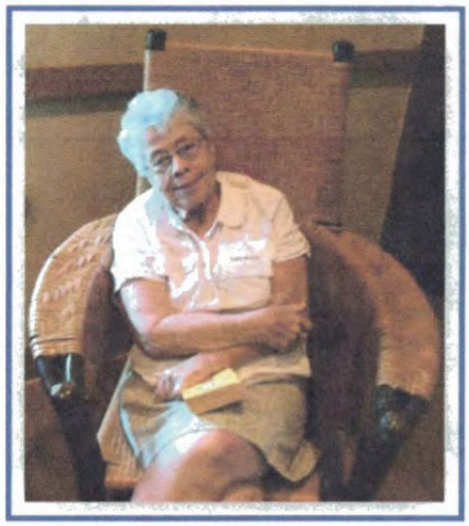
All shirt orders have been sent and those who ordered them are very complementary of the look and quality. In addition to the "Typhoon Tracker" patch, I'm working with my supplier on a smaller version of the VW-1/AEWRON ONE squadron patch for those who served in VW-1 before the "Typhoon Tracker" moniker was adopted. I'll have information and order forms for both versions in the next Newsletter.

Ralph Link

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Sally's Gouge



2016 Branson Financial Statement

When planning a Spring reunion the funds I look at are the year's beginning balance. On that basis, I determine what charges will be needed for the reunion events, keeping in mind that the goal is to keep it affordable.

1/1/2016 Balance.....$ 4,006.29

Reunion Income:

Registration	3,480.00
College Trip	1,980.00
Moses	3,850.00
Thursday Buffet	1,332.00
Golf Donation	21.00

Reunion Income Total.....$ 10,663.00

Income Total .....$ 14,669.29
Less Refunds 394.00
(Hibler, Rodriguez, Martinez, Becker)

Net Reunion Income:.....$ 14,275.29

Reunion Expenses:

College Tour	$ 397.00
Bus (w/tip)	905.00
College Lunch	1,408.00
Moses Show	3,678.25
Catering (Clarion)	7,134.40
Beer (two Kegs)	370.00
Snacks/Paper products	141.91
Name badges/ink/printing	412.77

111 Attendees Total: $14,447.33

Our current balance: .....$ 5,225.73

Dues for 2016 to date:	$ 2,295.00
Reunion Auction	1,940.00
Reunion Ship's Store Sales	1,013.00
Total:	**$ 5,248.00**

Albuquerque News Flash

An executive decision has been made. The 2017 in Albuquerque will be for five nights, not the usual format of four. I will be travelling to New Mexico in September to select and sign a contract with the host hotel. There are four possibilities and I'm confident we will find just the right one.

One reason for the change is to be able to avoid the long "sitting time" when we do the business meeting, dinner, and auction. We can split them up and have an extra day for exploring the area and enjoying our friends.

Reason number two is that there is anabundance of things to explore and enjoy in Albuquerque. They have been extremely helpful and friendly. I almost feel like I am talking to folks in Branson, MO!

There ap- pears to be affordable, readily available transportation to almost anywhere in the city you might want to go. Some of the hotels I'm vetting are located in interesting areas.

I'm excited about 2017! The next newsletter will have the exact dates and hotel so you can plan your trip and make your reserva- tions! It will roll around before we know it!



"Ground Pounders and their mascot."

Branson Reunion
Business Meeting Minutes

May 2016

The meeting was opened by President Ralph Link on Monday, May 9, 2016 with a prayer and salute to the flag. President Link read off the names of those who have passed since the last reunion and a moment of silence was observed in their honor. The meeting was then tabled until Thursday, May 12.

The board members gave their reports. Sally Metzger, read the minutes of the Williamsburg reunion and reported the financial status of the Association. Pete Wasmund, web-site, reported he was almost finished changing the web-site format. He requested assistance in typing up the pages and Bill Green volunteered his wife, Kathy, to help. Chris Seal, Tracker, reported on the newsletter. Chris will be publishing the newsletter in July, October, January and April over the coming year and will be special edition as needed or requested. Both Pete and Chris asked for the assistance of the membership in providing them with material, such as sea stories, articles and pictures that could make the web site and the Tracker interesting. Both Pete and Chris requested that pictures submitted include the names, date and location of the subject matter. Tom Dunn, chaplin, reported on the cards he has sent over the past 18 months and requested that members remember to pass the information on to him when there are problems and deaths within our VW-1 family.

Being as there was no old business, President Link asked for new business.

Gay Oulman suggested that the VW-1 veterans provide pictures of themselves when they were in the squadron that could be posted on a board so they would be more recognizable to old friends. She further noted that they might be able to be put on the individual name badges.

The meeting then proceeded to discuss the location of the 2017 reunion. After the first vote there were two remaining locations in play – Portland, OR and Albuquerque, NM. Lowell Buswell spoke on Portland and Tom Hoover promoted Albuquerque. The final vote was a land slide for Albuquerque.

Proceeding onto the election of officers, the following slate was proposed:

Ralph Link, President — Scott Wagner, Vice President

Sally Metzger/Secretary-Treasurer — The slate was accepted as read.

Remaining as board members: Pete Wasmund, web-site; Chris Seal, Tracker, and Tom Dunn, Chaplin.

Further new business was brought up:

Raising the dues from $ 15.00 to $ 20.00 – the decision was to raise the dues to $ 20.00

Request for someone to take over Ship's Store – there were no volunteers

Request to have a membership chairman that would make personal contact with current members that dropped and/or new contacts that opted not to join. John Castle volunteered to take on this job.

At the Moehlenkamp's request, the Kuebler's 50th Wedding Anniversary was celebrated, including a cake, video and many congratulations.

The meeting adjourned at 5:40 p.m.

AEWRON ONE



HISTORY PART ONE

by Dan Ragan

Note from the editor.
Dan Ragan has produced an impressive chronicle of AEWRON ONE from World War 2 to the sad day of decommissioning. I was made aware of this endeavor by Pete Wasmund who sent me a copy to read. I was thoroughly impressed and decided to make it apart of the VW-1 Tracker as installments. Dan wishes are for the history of our squadron be available to all who have had the privilege of serving in Airborne Early Warning Squadron One. You can purchase a thumb drive copy from Dan for $11.00 (his cost) at his email Email Removed *Enjoy this historical journal as I have.*

ACKNOWLEDGEMENTS

Tribute:
I wish to pay tribute to those who made a significant impact on my love of aviation. To my Mother and Dad who encouraged me and made it possible for me to love flying. To my brother Ken Ragan who was a U.S. Army Air Force pilot during WW-II. And to Clator, Moore, and Frost, three USAAF cadets whom we provided room and board during their pilot training at the Tulsa Spartan School of Aeronautics in 1943.

Special Thanks:
A special thank you to George Stewart, a VW-1 Squadron plank owner and to Pete Wasmund, VW-1 Squadron mate and Tracker webmaster. Both major contributors and supporters of the text and photographs herein; And the many squadron mates who contributed to this book. I am also indebted to George and Pete for their assistance in proof reading the text and photographs herein.

Dedication:
This project is dedicated to those who served with U. S. Naval Squadron VW-1 from its formative years in the late 1940's to its decommission in 1971. From the Seaman Apprentice in the Personnel office to the Patrol Plane Commander in the left front seat. To those who flew and to those ground support personnel. And to my crew mates, mentors, and good friends who made my navy years some of the most cherished years of my life.

PREFACE

During the battles of Leyte in the South Pacific in 1944 our naval forces began to encounter Japanese Kamikaze aircraft. Kamikaze attacks increased in February 1945 when US forces invaded Iwo Jima. In April and May of 1945 when the invasion and battle for Okinawa was taking place the Kamikaze aircraft drew a large sum of blood and machines from the American forces. In this time period the Navy had over 300 ships either sunk or damaged and thousands of sailors killed or injured. Bottom line is the Navy fleet was taking a beating from the Japanese kamikaze aircraft. The low-flying Japanese aircraft were able to come too close to the fleet before the shipborne radar units could detect them and alert the Combat Information Centers which would in turn communicate with their own fighters in an attempt to vector them in to destroy the enemy planes.

Not only were the Kamikaze aircraft taking their toll on the fleet but also typhoons were taking a high toll in capsized, sunken and damaged ships with the resultant loss of life. It was clear; the Fleet needed more timely information on both the weather and airborne threats. Identification of submarine threats would be a plus.

Research on radio waves in the microwave wavelength began in the late 19th century. A number of private companies and government research organizations had research ongoing in the detection of objects, surface and airborne, for a number of pre-WW-II years. One common problem was no one was sharing the information. In the early 1940's the Naval Research Laboratory was directed to work with MIT Electrical Engineering Department for the development of a higher performance RADAR system . Since RADAR (Radio Detection And Ranging equipment – a term coined and adopted by the U.S. Navy in November 1940) works on a line-of-sight principle the only method of increasing the detection range is raising the antenna. For increased fleet coverage the logic is to place the RADAR in an aircraft. The concept of developing radar suited specifically for airborne early warning was not considered until early 1944 when the U.S. Navy ordered the development of a radar system that could be carried aloft in an aircraft.

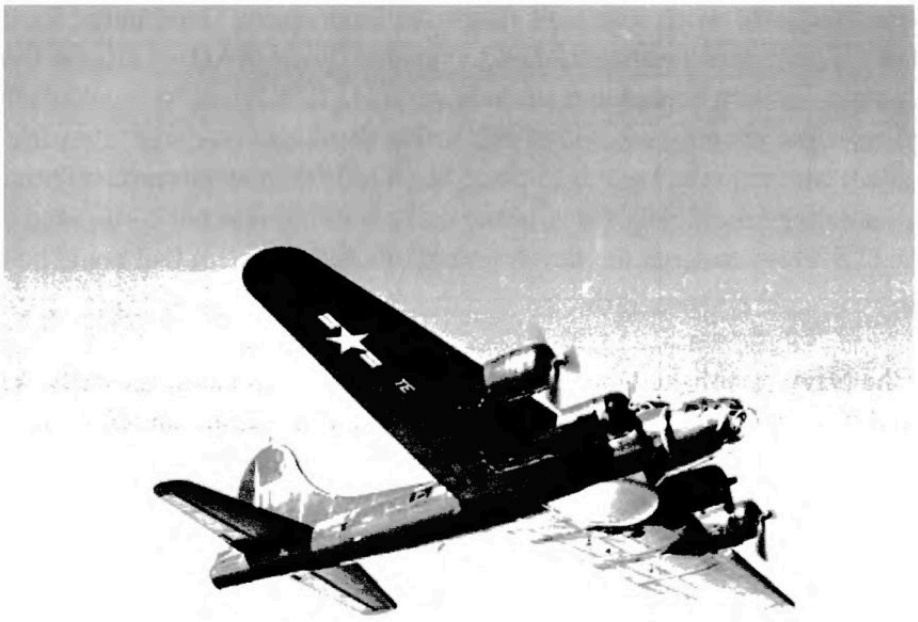
Shortly after the Navy established the requirement to develop the airborne early-warning (AEW) radar platform the Navy directed the Radiation Laboratory to prepare an APS-20 (Airborne Radar ((Pulse)) Search) unit for installation in a modified torpedo bomber, Eastern Aircraft TBM-3 "Avenger", carrier aircraft. The project was code named CADILLAC (after Cadillac Mountain in Maine - the location of the first sunlight in the U.S. each morning) . The Pentagon placed much urgency in Cadillac, and assigned it a priority just below that of the Manhattan Project. Designated TBM-3W (AEW) the



Official Navy Photo

the aircraft would relay the radar picture it was generating back to the shipborne CIC room where controllers would direct their fighter aircraft to air-to-air intercepts. However, with the Pacific battles in 1944 and early 1945, especially with the Iwo Jima and Okinawa campaigns, and the increasing effect of the Japanese Kamikaze attacks against the American combat fleet, the Navy Bureau of Aeronautics decided it was essential that a Combat Information Center be made airborne and that an aircraft of sufficient size and range was needed as a land-based AEW platform.

The Navy planners within the Bureau of Aeronautics, beginning in late 1944 and continuing through early 1945, surveyed the large aircraft available in the Army Air Forces and the Navy inventory. They gave serious consideration to three aircraft for their early-warning platform: the Boeing B-17, the Consolidated B-24, and the Douglas C-54. The B-24 was already being operated within the Navy as the PB4Y-1 & PB4Y-2; A patrol bomber enjoying widespread use within the Pacific Theatre. However, once the radar installation configuration was decided upon it was quickly apparent that the ground clearance offered by the B-24, with its shoulder-mounted wing, would not support the anticipated belly installation of the APS-20 radar unit and its large radome. The C-54 was given more serious consideration, as the ample fuselage of the cargo aircraft offered a variety of installation options and left room for growth in the design. Additionally, the C-54 offered a higher cruise speed than the B-17 with comparable range. The Navy decided that with the projected mission of the aircraft in a combat area defensive armament was necessary and the B-17 was selected as the early warning platform. With this decision to procure the B-17 the TBM program became CADILLAC I and the B-17 program was designated as CADILLAC II.



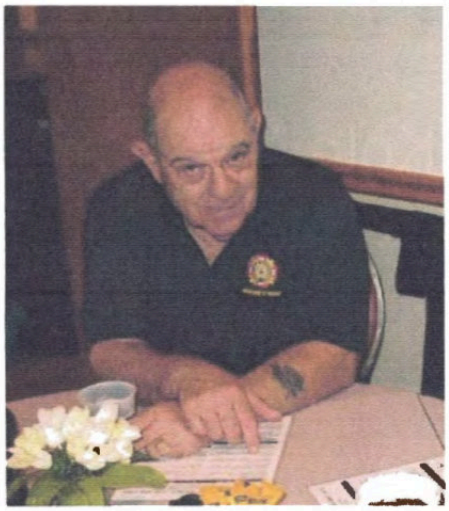
PB-1W Official Navy Photo



DEPARTED SHIPMATES

In Memory of

Charles L "Chuck" Johnson ACW3

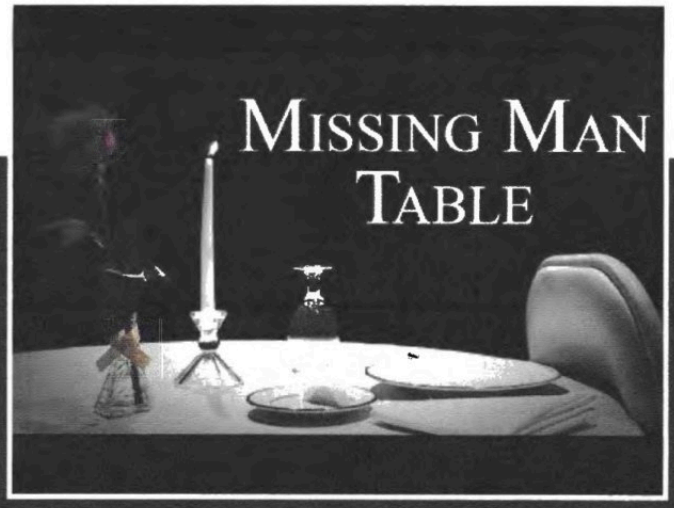


Born 1938; Died May 3, 2016;
VW-1 1958-59 TE-1

Charles Lee Johnson, 77, passed away Tuesday, May 3, 2016 at the Mountain View Regional Medical Center in Norton, Virginia. He was of the Christian Faith, a U.S. Navy Veteran, and a member of the Coeburn VFW Post #8652, was District 12 Commander of the VFW for 3 years and was a member of the Moose Lodge. He was preceded in death by his parents, Harry and Susan Florence McConnell Johnson. Surviving are son, Charles Francis Johnson and wife Melanie of Ingram Suffolk, England; two daughters, Barbara Lynn Johnson of Graham, Washington and Beverly Ann Lewis and husband Darrel of Kent, Washington; three grandchildren, Desiree Johnson, Charles Headland and Hunter Lewis; three great-grandchildren; two sisters, Betty J. Fleenor and husband Lawrence of Big Stone Gap, VA and Lois A. Smith of Coeburn, VA; two nephews, James H. Fleenor and Steven Lee Fleenor; and a host of other relatives and friends. Funeral services for Charles Lee Johnson will be conducted at 7:00 P.M. Thursday, May 5, 2016 at the Sturgill Funeral Home Chapel in Coeburn, VA with Rev. Ronnie Mutter officiating. Family will receive friends from 5:30 P.M. till time of services at 7:00 P.M. Thursday, May 5, 2016 at the Sturgill Funeral Home in Coeburn, VA. Graveside committal services and burial with Military Rites will be held by the U.S. Navy Funeral Honors and the Local VFW at 11:00 A.M. Friday, May 6, 2016 in the Greenwood Acres Cemetery in Coeburn, VA. Family and friends will meet at 10:30 A.M. Friday at the funeral home to go to the cemetery in procession. Please visit www.sturgillfuneral.com to leave online condolences for the family.



Lord, guide and guard the men who fly
Though the great spaces in the sky.
Be with them always in the air,
In darkening storms or sunlight fair.
O hear us when we lift our prayer
For those in peril in the air.



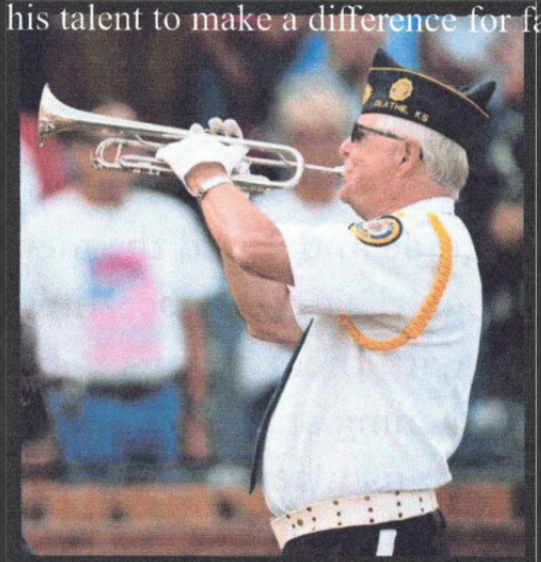
Jerry Kolb Plays Taps

At the reunion we held the Missing Man Ceremony honoring those we served with that had passed away since the last reunion. At the end Jerry Kolb played Taps, a stiring moment of all of us.

Jerry Kolb served in the U.S. Navy five years, from 1958 to 1963. He was stationed on Guam for eighteen months, beginning in January 1960. Before that, after boot camp at Great Lakes, he was at bases in Norman, Oklahoma and Memphis, Tennessee, then aboard the USS Lexington. From Guam he went through Air Traffic Control School in Olathe, Kansas, and on to China Lake, California, where he worked in the Control Tower.

Jerry played a trumpet all through school, and at Great Lakes he was the camp bugler. After his discharge from the Navy, life got busy with the necessary aspects of raising and providing for a family—his wife, Ardythe and their five children. His horn sat in a case, unused for years until he had an opportunity to play with a church orchestra and worship band.

Now, for the past several years he has worked as a volunteer to play "Taps" for military funerals. Jerry is on-call with the National Guard, American Legion, and Bugles Across America, plus all the military branches. In 2015, he honored veterans by playing "Taps" for over 500 services within about a hundred miles of Kansas City. He feels privileged to be able to use his talent to make a difference for families who are grieving the loss of a loved one.





Christine Lavada Dean

June 9, 1930 - June 7, 2016

At the funeral of Christiana Dean, her husband George Dean spoke of his wife and all military wives, this is what Senior Chief Dean said, as he put it, from the heart.

"No one comes to a funeral to hear 'comedy', but let me tell you about a strip from Peanuts and relate it to my wife. Linus asks Lucy to read him a story and she read: A man was born, he lived, he died. The end. Linus sighed and said: It almost makes you wish you had known the man.

"My wife was born, she lived, she died; but WE ALL know that isn't the end. And MANY of you knew her. She didn't just live & die, she accomplished much as you are aware. I am happy you knew her.

"Now, no one comes to a funeral to hear Shakespeare quoted, but today you WILL hear it. Twelfth Night, Malvolio says: Some men are born great, some achieve greatness, and some have greatness THRUST upon them. My wife was born great, she achieved greatness and, like every military wife, she had GREATNESS thrust upon her, as all spouses do. would get called to launch in the middle of the night, at times, and there was NO certainty when I would return, or if I would return. Therefore, she, like the rest of the spouses, had to maintain the home, look after the children, pay the bills and on one occasion we were dispatched for 3-5 days on Kwajalein and got back 27 days later (smelling like goats).

" When I was wounded, they returned me to Viet Nam for a 3 months assignment as the only Chief there. After 6 weeks she got a phone call that I was coming home, & she panicked, but it was because of a merger of 2 squadrons and I was replaced. Now – what I'm getting to is: the serviceman, when he dies, is honored with a flag. I firmly believe that the service wife equally deserves – and has earned – a flag. Therefore - (and I reached into my inner pocket & drew out a small flag)

"I am placing this flag on my wife's coffin in hone or her service and the service of all the other military wives."

"I just thought those of you who are or were military wives (and for those of you who have lost their wife) this was said and done."

NEW FROM CYBERSPACE AND MAIL CALL



The Dummy Load Quandary

After my tour in VW 1, I went to VW 4, then Naval Air Development Center in Pennsylvania. We had two WV's there. I was working night check, myself and another AT were checking out the APS 20 on one of the Connies. At the end of the parking ramp was a small Navy Exchange building. It was late into the night, we were tired and being the only ones around, we decided NOT to use the dummy load as we wanted to see actual returns plus the aircraft was a couple hundred yards from the buildings (note: not far enough for the APS 20). After a few minutes of running, I noticed a lot of flashing red lights out the starboard wing window. We shut down the radar and went outside to see what was going on. The Exchange building was surrounded with base police cars. We asked one of the officers what was going on, he replied "We don't know, all the florescent lights were going on and off, on and off and all the flash bulbs in the camera department have been popped, but there is no sign of a break-in". We knew immediately what had happened. Our radar was responsible, the RF was so powerful that it ionized the neon lights and pop every flash bulb. We quietly backed away, shut down the aircraft and retired to the shop. Not a word was spoken about the Navy Exchange Incident. This is what happens when you take short cuts. Rich Kuebler, AT2 1966-1967

LOOKING FOR SOMEONE



)ur Chaplain, Andy Dunn, was asked at the reunion by Tom Bates to try to ontact Ben Steers in Bath, ME. Andy has sent several cards but they came back ndeliverable and no forwarding address. Andy would like to ask everyone if nyone has been in touch with Ben Steers if they would let Andy or Tom Bates now. He is really concerned about him. Contact Tom at Email Removed or Andy at Email Removed



Old Ships Never Die They Just Get Scrapped

Just before last Christmas we visited a missionary in McAllen who took us to a salvage yard near Brownsville. We toured the yard where we found parts of the USS Forrestal, CVA 59, recently scrapped. In another yard, visible from the first, we could see about 2 or 3 other carriers being readied for the torch. I think they are the Saratoga, Independence, and possibly the Constellation. In visiting with the yard officials we found that anything from the carriers is for sale. I bought a small souvenir from the Forrestal for my cousin who served on it for 3 years. The missionary bought the ice-maker from the chief's mess in the USS Flint, AE 32, an ammunition ship.

Mentioning this to Sally recently, she thought you might be interested in putting together a story for the newsletter. I'll help if I can. I know the friend of a friend of a friend... Lee Thompson

I served on the Forrestal for two cruises in the Med. She was a new ship in 1985 after her SLEP (Ship Life Extension Program) that extended her service life for 20 years. She had fresh water all the time unlike my cruises on the Ranger (CV-61), Kitty Hawk (CV-63, and Ticonderoga (CVS-14) when were on water hours three days after pulling out of port. I was honored to have served on each of these outstanding ships. Chris Seal, ATCS Ret.

New Members and E-mails

Richard Leighton: Flight Surgeon

Email Removed

Was the squadron's flight surgeon, first at Barber's Point and then in Agana, Guam at the dispensary. Had occasional duty at the hospital. Traveled with different aircrews to Cubi Point and Atsugi to visit VW-1 detachments. I conducted a study that concluded that flight engineers should undergo an annual physical exam to include audioonetry."

Robert A. Mowery:

Email Removed

Wife: Susan

Duty –2 tours: First tour – 3/63 – 1/66 - he was an AE 2/ AE1 and was flight crew electrician on TE7. Second tour: AEC, AECS (?) – 5/70 – 6/71 and he was the electric shop supervisor; not assigned spec. crew.

James Graham Prusa, 3/68 – 12/69 ATN2 – Avionics

e-mails: Email Removed Email Removed

Flight crew assignments with Crew 3, 7 and 8. "I served as 2nd Radio on Crew 3 for several months, then was assigned as 1st Radio on Crews 7 and, primarily 8. I filled in on other crews as I volunteered non-stop. Requested transfer to aircrew with a HC combat helicopter squadron but the Navy stuffed me next into VAW-13. Applied and was accepted for naval aviator flight training and reported to Pensacola – but the flight surgeon screwed me over due to hearing loss from previous aircrew flying. They had a million Army helo pilots clambering to get into flight training and they had their pick! I then went to China Lake NWC, then as a cilivian (not!) to run the golf course facilities where I again met Paul Lloyd from VW-1. I loved Naval Aviation! Damn hearing loss!"

New e-mail

Bill Dohn: Email Removed

Victor Zarich Email Removed

Shutterfly.com



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.

Also all the photos taken at the Reunion are uploaded there by Pete Wasmund.



Those who have only a casual knowledge of the Second World War might know little more about the Battle of Midway than the fact that it was an important American victory in the Pacific Theater. After all, the war had countless major battles, and a great many of them involved far more men and arms than fought at Midway. A tally of the forces engaged and lost there pales to insignificance in the face of the much larger battles later in the war, particularly in Europe.

But in fact, the Battle of Midway was one of the most important battles of the war, in any theater. Indeed, some would argue that it was the most important of them all. For had the American side lost at Midway (which any reasonable analysis prior to the battle would readily support), not only would all of the subsequent allied successes in the Pacific theater been severely delayed or obviated altogether, but virtually all of world history from that point forward would certainly have been altered almost beyond comprehension.

In brief, here's what happened at Midway, as related on the U.S. Naval History and Heritage Command web site:

"The Battle of Midway, fought over and near the tiny U.S. mid-Pacific base at Midway atoll, represents the strategic high water mark of Japan's Pacific Ocean war. Prior to this action, Japan possessed general naval superiority over the United States and could usually choose where and when to attack. After Midway, the two opposing fleets were essentially equals, and the United States soon took the offensive.

"Japanese Combined Fleet commander Admiral Isoroku Yamamoto moved on Midway in an effort to draw out and destroy the U.S. Pacific Fleet's aircraft carrier striking forces, which had embarrassed the Japanese Navy in the mid-April Doolittle Raid on Japan's home islands and at the Battle of Coral Sea in early May. He planned to quickly knock down Midway's defenses, follow up with an invasion of the atoll's two small islands, and establish a Japanese air base there. He expected the U.S. carriers to come out and fight, but to arrive too late to save Midway and in insufficient strength to avoid defeat by his own well-tested carrier air power.

"Yamamoto's intended surprise was thwarted by superior American communications intelligence, which deduced his scheme well before battle was joined. This allowed Admiral Chester W. Nimitz, the U.S. Pacific Fleet commander, to establish an ambush by having his carriers ready and waiting for the Japanese. On 4 June 1942, in the second of the Pacific War's great carrier battles, the trap was sprung. The perseverance,



Battle of Midway



sacrifice and skill of U.S. Navy aviators, plus a great deal of good luck on the American side, cost Japan four irreplaceable fleet carriers, while only one of the three U.S. carriers present was lost. The base at Midway, though damaged by Japanese air attack, remained operational and later became a vital component in the American trans-Pacific offensive."

Winston Churchill said of the Battle of Midway, "this memorable American victory was of cardinal importance, not only to the United States but to the whole Allied cause...At one stroke, the dominant position of Japan in the Pacific was reversed." And that is why Midway was among the most important battles of the war, for if the Japanese had prevailed—and the order of battle certainly suggests that they should have—consider what would have ensued. All of the following are highly likely:

1. There would have been no invasion of Guadalcanal in 1942.

2. Because of that, a Japanese threat to Australia, blunted at Coral Sea, would have been renewed, with isolation likely and perhaps even partial occupation.

3. A threat of that magnitude to the Australian homeland may have resulted in the recall of their army from north Africa, where Rommel's Afrika Corps was still a threat to the Suez canal.

4. With Australia neutralized, MacArthur would have had no convenient springboard for his return the Philippines, and he may have even risked the capture that he avoided at Corregidor.

5. Without Australia, American submarines would have been denied the advance bases that allowed them to prey so successfully upon Japanese shipping in the western Pacific.

6. With the Japanese in control of Midway, the threat to Hawaii would have been enormous. Their long range plans included a full scale invasion in 1943, the success of which would likely have led to carrier raids against the U.S. Pacific coast.

7. With a powerful enemy virtually on its western shores, American resolve to prosecute the war in Europe would have been severely tested. And a reduced American commitment in Europe would have led to one of two probable scenarios, both of which are painful to contemplate:

(a) An allied invasion of France in June 1944 would not have been possible, at least not then, giving the Nazis additional time to fortify their western defenses and thus make a successful invasion less likely. A delayed or even failed invasion in the west could have improved the Germans' ability to defend themselves in the east, allowing Hitler and the Nazis to remain in power far longer than they did, with unimaginable consequences for Europe.

(b) Or, alternately, the lack of American-British pressure in the west would have allowed the steamrolling Red Army to overrun all of Germany, not just the eastern third. Communist dominance of the entire European continent could easily have resulted, bringing a far more dismal set of conditions at the start of the Cold War than what actually occurred.

But none of those things came to be, because of the Incredible Victory, the Miracle at Midway. It shouldn't have happened but it did nonetheless, through amazing courage, divine intervention, or unbelievable luck—or a combination of all three.

