

The SCUTTLEBUTT from your PRESIDENT

Greeting Shipmates,

Summer is over and Corn and Soy bean harvest is in full swing here in central Illinois. Less than a year from now we will be together again in Albuquerque for our VW-1 All Hands Reunion 2017. Sally has visited Albuquerque, selected our hotel, worked on the fun activities we will enjoy and will give you the details in this newsletter.

Jane and I attended the VW-1 Vanguard Reunion in Dayton, Ohio. What a great city for a reunion. We visited Wright-Paterson Airforce Museum, Carillon Park, Packard Automobile Museum and shopping malls. The Airforce Museum consisted of 6 large hangars full of historical aircraft from early flight to modern aircraft. They have several “Connie's” including President Eisenhower's “Columbine” a 1049 series. Carillon Park had several Museum's honoring local inventors and famous businessmen. There is a replica workshop of the Wright Brothers and the second powered Wright Flyer on display. We may want to consider Dayton for a future reunion destination.

An update on the Golf shirts, I was able to get the VW-1 Squadron patch shrunk down to the size of the “Tracker” patch. So now all shipmates who served in VW-1 before the “Typhoon Tracker” moniker was adopted, I have an alternative for you. You can order the Blue/Gold or Gold/White Golf shirt with the VW-1 patch with your name and years of service men or women style for the same price as the “Tracker” shirt. I'm sending Chris a photo of a shirt I gave Dan Ragan, President of the Vanguard Group. Dan loved the shirt with the New Logo. The cost again is $35 for small thru xlarge $2 extra for xxl, $4 xxxl, 9% tax and $5 shipping.

Ralph Link



Mens

Women

Order form on page 13

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Sally's Gouge

SHERATON ABQ UPTOWN

We are doing it a little different this time around and will be staying five (5) nights rather than the usual four – Monday thru Friday at 2600 Louisiana Blvd. NE, Albuquerque, New Mexico. We, my daughter, Kristi, and I just returned from New Mexico on 9/20 and are very excited about our reunion next year. Their phone number: 800-252-7772 / 505-881-0000. Their site is www.sheraton/com/albuquerqueuptown should you want to check them out.

After spending a week there I came away very impressed with the cleanliness of the city; add to that the friendly, co-operative atmosphere and the huge variety of things to see and do and it appears we have a big winner coming up in 2017.

There is certainly more possibilities than we will have time for during the reunion so I encourage you to come early or stay late if it is possible. Following is a list of the interesting things we managed to do on our trip there.

OLD TOWN – the name speaks for itself. There is a great tour on a trolley that lasts about one-and-a-half hours @9 a.m. and 1 p.m. and is excellent for an overview of the whole general area. Upon returning from the tour, the immediate area is full of shops and restaurants and deserves a walk through; plus a lovely old church and a park that often has musicians on hand.
NATIONAL MUSEUM OF NUCLEAR SCIENCE AND HISTORY – a must see. It tells the story of the Atomic Age from early conception, the Manhattan Project and the cold war up to today's peaceful uses of nuclear technology. They also have some planes on sight for viewing. Neither Kristi nor I are big on museums, but both of us found this one quite fascinating.
SANDIA PEAK AERIAL TRAM – Travel up the mountain to 10,378 feet on a tram that is 2.7 miles long. Quite a view – and the local advice is to go up late afternoon to see the view and then watch the sunset and catch the city lights before coming down. It required a comfy jacket as the temperatures are about 20 degrees lower than in the city and the wind is quite brisk. But it is a unique experience. Unfortunately, the restaurant on top of the mountain is being razed in a couple of months and rebuilt; but it won't be opening until Nov. or Dec. of 2017. However, there is a restaurant at the Tran take-off area so all is not lost in the food department.
NEW MEXICO VETERANS' MEMORIAL – This memorial has a couple of very unique features. It is a one-hour walking tour with tributes to veterans from WW2 through the War on Terrorism. It is

beautifully laid out and, with the aid of a guide, very informative. Most moving to us was a wall of actual "letters to home", written by WW2, the Viet Nam War and Korea veterans. The actual handwriting from the serviceman is etched into the wall. Also etched there are a couple of Western Union telegraphs informing families that their loved one is either deceased or missing in action. It is very emotional and an excellent tribute to our servicemen.

PETROGLYPH NATIONAL MONUMENT – A local said "there's nothing out there" but we found that not to be the case. Upon arrival, the short movie is an excellent way to understand how the Albuquerque area came into being from the volcanic beginnings. There are three areas to walk that are filled with petroglyphs - literally thousands of them – etched upon the huge boulders that cover the area. The meaning of many of the symbols are lost to time, but just imagining how and when they got there is awesome.

DUELING PIANOS – This particular form of entertainment was part of our San Antonio reunion many years ago and our own Pete Wasmund has been asking for it ever since. Well, we found it at the UPTOWN FUNK club only a couple of blocks from our hotel. Unfortunately, we were never able to hear the piano music but I spoke with the manager. The best time for us to enjoy it will be at 7 p.m. on Wednesday or Thursday evening. We did hear the early vocalist with his guitar and it was lovely.

CORONADO HISTORIC SITE – this site dates back to Coronado on his expedition into the area in 1540 and is likened in importance to Jamestown, VA. There was excavation of a Pueblo village and found in a kiva (1935) were hundreds of figures painted on the walls. They were able to come up with a process to preserve these paintings and some are there for viewing, along with reproductions by a Pueblo artist. This site is in Bernalillo, NM, but it is an easy drive and worth the trip.

HOT AIR BALLOON RIDE - yes, we did it and we're glad we did. Surprisingly, it was not at all scary! They say you get about an hour in the air and that depends on weather, wind conditions, etc. and we lucked out with an hour-and-twenty minutes in the air and went 42 mph for a second in a wind gust. We travelled just over 5 miles and it was euphoric just gliding along. Two negatives are the price and the hour you have to get up. They mostly fly in the a.m. and can't go up until official sunrise. So they pick you up at 5:00 to 6 a.m. so there is time to help get the balloon aired up and ready to lift off as early as possible to enjoy the sunrise. If you are interested in my planning a trip in an air balloon please e-mail me at Email Removed because I will not arrange it unless I know we have a group – however small – that is interested. So, as you can see, there are lots of options for trips I will arrange and trips you might want to do on your own time. In future Trackers I will go into more detail and let you know what will be available in the group as a whole. Any input from you as to your interests would be appreciated. In the meantime, mark your calendars and plan on attending. Albuquerque is a amazing city. Also, beginning the first of October, the Sheraton will be on board and set up to accept reservations. As usual, let them know you are with the VW-1 All Hands Alumni Association and your price will be $ 109.00 per night, including a daily buffet breakfast (Tues. thru Sat. only).

So let's all meet in New Mexico September 11 -16, 2017 at the Sheraton and party!!!

AEWRON ONE HISTORY PART TWO

by Dan Ragan

INTRODUCTION

VW-1 (U.S. Navy nomenclature: Heavier than air; Early warning; Squadron One - (AEWRON ONE)) and its predecessor squadrons and detachments operated from 1948 through June 1971. During this time AEWRON ONE flew the PB-1W, WV-1, and variants of the WV-2, EC-121, and WC-121 "Super Constellation". VW-1 mission responsibilities covered the northern Pacific area from the Malay coast to the International Date Line (eventually Continental U.S. West coast) and the equator to the Bearing Sea with primary bases at Naval Air Station (NAS) Barbers Point, Territory of Hawaii (TH), and NAS Agana, Guam and detachments at NAS Atsugi, Japan, and NAF Sangley Point - Cavite and NAS Cubi Point in the Philippine Islands. This book is a history of Navy Squadron VW-1 "written by" those who lived it. It reviews events leading up to the squadron's formation, highlights VW-1's operations from it's commissioning on 16 June, 1952, its operational support for the U.S. Navy's Pacific 7th Fleet during two major Eastern Asian hostilities and the cold war, mission changes, to its decommissioning on 1 July,1971.

THE FORMATIVE YEARS



VP-51 personnel on Kwajalein - 1948 U.S. Navy photo via Bill D'Aoust

In June and July 1945 the Navy obtained twenty new Douglas built B-17G's from the US Army Air Force. After Army acceptance the aircraft were flown to the Naval Aircraft Modification Unit (NAMU) at Johnsville, Pennsylvania. Following Navy acceptance and due to the shortage of the AN/APS-20 radar units the aircraft were placed in storage to await conversion. In late 1945 the conversion program began and the modified aircraft were given the Navy Designation of PB-1W [**P**atrol mission; **B**oeing Design – manufactured by Douglas Corp. in Long Beach, CA.; Configuration No. **1**; Special Radar Equipment **(W)]** and assigned Navy Bureau Numbers. The first radar equipped PB-1W was delivered on February 5, 1946. The primary modification consisted of the installation of the General Electric AN/APS-20 radar with its antenna mounted under the fuselage in a large fiberglass dome over the bomb bay doors and two radar consoles mounted in the bomb bay area. Additional modifications were the installation of an advanced IFF interrogator - responder (AN/APX -13), relay-radar transmitter (AN/ART-22), and advanced radio equipment so the aircraft could communicate with both the ship-borne Combat Information Center (CIC) and other aircraft. In addition to the radar and electronic equipment, four (4) additional 270-gallon fuel tanks, two in each outer wing section, were installed to bring the total fuel capacity to 2780 gallons. Later the armament and armor were removed to reduce weight.

On 20 July 1945 Patrol Squadron VPB-101 was commissioned at NAS Willow Grove, PA. and designated to receive the PB-1W aircraft. On 15 May 1946 VPB-101 was re-designated Air Test and Evaluation Squadron Four, VX-4, with five PB-1W aircraft and two PB-1 (radar-less) aircraft. VX-4 had a tail code of "XD" indicating an Experimental Development squadron. Less than four months later, on 5 September, 1946, VX-4 moved to NAS Quonset Point, Rhode Island with 8 PB-1W's and 1 PB-1 aircraft. Bill D'Aoust, who was assigned to VX-4 on 5 September, 1946, spent the next 14-1/2 years with the development, test and operational development of the land based airborne AEW systems. Bill tells of working with MIT for a rigorous period of installation, testing and evaluation. The radar and aircraft platform performed so well that by summer much of the Navy's work was more toward operational shakedowns and demonstrations rather than test and evaluation. Exercises were conducted to demonstrate the relaying of radar information from an airborne PB-1W to a shipborne CIC Center. The testing determined that from an altitude of 8,000 feet the PB-1W could detect small ships at a range of 200 miles. Clearly the capability of the radar installation aboard an airborne platform with sufficient loitering capability was a dramatic step forward in extending the eyes of the fleet. During the next two years the Air test and evaluation squadron, VX-4, broadened its mission scope to include the development of Anti-Submarine Warfare (ASW) capability as exercises showed a surfaced submarine could be detected at 180 miles.

On 14 September 1946 VX-4 Squadron, which later became known as the "Hurricane Hunters", participated in the first hurricane tracking flight, tracking a hurricane in the western Atlantic. Bill D'Aoust was requested by the CO, pilot, to find a route into the storm. Bill says they experimented with various altitudes and settled on approximately 800 feet for entry. When they got into the storm they discovered a second low pressure inside. What they had discovered was the binary interaction of two nearby cyclonic vortices which was causing two cyclones to merge into one larger hurricane. This is referred to as a Fujiwara. To exit the hurricane they would climb, inside the eye, above the storm and away. VX-4 also participated in the first operational AEW mission, accurately tracking Admiral Marc Mitscher's fleet from the Caribbean to New York. It later provided Mitscher a full and accurate account of the fleets movements.

On April 1, 1948 Navy Squadron VPW-1 was reestablished at NAS Quonset Point, Rhode Island with four PB-1W aircraft which had been transferred from VX-4 on March 26, 1948. The new Squadron and aircraft were immediately transferred to Ream Field, San Ysidro, California. On September 1, 1948 VPW-1 was re-designated VP-51. VP-51 had a complement of six PB-1W aircraft and three to four PB4Y2 aircraft, which the squadron had for only a few months. The aircraft were detached to NAS Moffett Field near Oakland, California for a time to participate with the U.S. Air Force in the development of Airborne Early Warning (AEW) concepts. The Squadron also operated along the Pacific Coast in ASW & AEW operations. This was the Navy's first ground based AEW squadron. VP-51 also operated out of Kwajalein in support of a number of atomic bomb tests. In late March 1948 three PB-1W's were deployed to the Pacific atoll of Kwajalein to support the military's Operation Sandstone, one of a series of atomic tests conducted through the late 1940's in the South Pacific. After the three PB-1W's arrived Kwajalein they took up patrols for Soviet submarines know to be in the area. For three months, the trio of PB-1W's flew twelve-hour patrols nightly to guard against Soviet submarines attempting a covert acquisition of an atomic weapon from the secured test island.

In late 1948 a pair of PB-1W's were dispatched to Guam for typhoon reconnaissance. Navy crews, who undoubtedly were heartened by the rugged reliability and reputation of the dependable Fortress, undertook excursions to the center of hurricanes in the Atlantic and typhoons in the Pacific.

VP-51 was decommissioned on February 2, 1950 and its remaining two aircraft were assigned to VX-4 "Detachment" which was located at Naval Air Auxiliary Station (NAAS) Miramar near San Diego, California where larger facilities and longer runways existed. VX-4 Detachment operated independently from VX-4 located on the East coast. The aircraft only remained under VX-4 for a short (2 months) period of time. One additional PB-1W was received by VX-4 during that time.

In April 1950 the three PB-1W aircraft and personnel were assigned to Composite Squadron Eleven (VC-11) which had primarily carrier borne aircraft based at NAS North Island, San Diego, California. The PB-1W unit was designated as VC-11 "Detachment" and based at nearby NAAS Miramar, California. The Detachment participated in ASW & AEW operations along the Pacific Coast and flew weekly training missions for the radar operators' attending the Fleet Airborne Electronics Training Unit Pacific (FAETUPAC) school at NAS North Island. In 1951 the Detachment consisted of four PB-1W's, four P4M-1Q's and one SNJ-4 . In October 1951 the classified P4M-1Q unit was detached and deployed to NAS Sangley Point, Philippine Islands. After a six year absence this detachment provided a dedicated Navy airborne electronic reconnaissance capability again for the Pacific Theater. At this time the Special Projects Division of the Air Operations Department was established at Naval Station Sangley Point, P.I.

The division employed four of the latest P4M-1Qs and was assigned the primary mission of airborne electronic countermeasures for the U.S. Pacific Fleet. The in-flight personnel assigned to accomplish the highly classified electronic countermeasures mission of the aircraft functions were members of Naval Communications Unit 38C, who reported TAD to the Special Projects Division for flight operations. The Special Projects Division continued airborne electronic reconnaissance operations throughout 1952. (More on this subject on page 26 & 33)

On 1 January 1952 VC-11 Detachment operated as a detachment of Composite Squadron ELEVEN (VC-11) under the operational control of Commander, Fleet Air Wing FOURTEEN. The Detachment had 35 officers and 147 enlisted men on board with LCDR J. H. Copple, as the Officer-in-Charge of the Detachment. Three PB-1W and one SNJ-4 aircraft were assigned to the Detachment.

Seaman Howard Knight who wrote journalistic articles for the squadron provided an article written for the NAS Miramar newspaper, "***Jet Journal***": "Composite Squadron Eleven, Miramar Detachment, is one of the Navy's first operational multi-engine Airborne Early Warning Squadrons". ..... "The Detachment operates with the Fleet air and surface forces providing them with an 'all-seeing eye' capable of long range detection of targets". ..."Lieutenant Commander J. H. Copple, USN, is the Officer-in-Charge of the Detachment. In the near future, the Detachment will be recommissioned as VW-1 and again will be a full-fledged squadron. Commander F. P. Anderson, USN, will assume command at the commissioning ceremony. CDR Anderson was Executive Officer of the Detachment in 1949 when it was Patrol Squadron 51. His last duty assignment was at the Naval Research Laboratory in Washington, D. C." (involved in the development of the APS-20 radar systems).

Stepping up pilot and CIC crew training, on the 28th and 29th of January the Detachment conducted two flights in an advanced AEW operation conducted by the Commander, Destroyer Flotilla THREE. In this operation Detachment aircraft were to detect, track and report bogey aircraft approaching the surface fleet. The operations report stated many aircraft detections and reports were made and valuable training in aircraft tracking and reporting was accomplished. On 5 February the Detachment conducted two flights in an advanced ASW operation conducted by the Commander, Destroyer Squadron THIRTEEN. In this operation Detachment aircraft, assisted by PBM "investigator" aircraft flew an anti-submarine barrier. The operations report for this exercise stated valuable training in anti-submarine war-fare was provided by this operation. During the period of February 21 through 23 the Detachment flew five anti-submarine patrol flights in the LEX BAKER amphibious operation conducted on the Southern California coast by combined forces. The exercise was the first full-scale joint Marine-Navy training maneuver to be held on the West Coast since 1949. Helicopters of HMR-162 made amphibious warfare history during the operation when they airlifted a combat-equipped company of the 3d Marines from the escort carrier USS Rendova, (CVE-114), 10 miles at sea, to the Camp Pendleton hills. The ship-to-shore movement was the first ever attempted on such a scale. Detachment aircraft used TBM and PBM aircraft to investigate and simulate attacks on participating submarines. Training in submarine search and hunter-killer tactics was afforded by this operation. In March, during the period of 24th through 27th, the Detachment conducted four flights in an advanced AEW operation conducted by the Commander, Cruiser Division FIVE. Detachment aircraft were used to track and report incoming hostile aircraft to the surface force and as an airborne fighter control station to intercept bogeys. The operations report stated valuable training in all AEW phases of airborne CIC was provided by this operation.

In April 1952 VC-11 Miramar Detachment received notice that the Detachment Personnel and Aircraft were to be transferred to NAS Barbers Point, Oahu, Territory of Hawaii to establish a new squadron. Preparations for the move were started immediately. Eight three hundred ten (310) gallon fuel tanks were ordered, two for each aircraft. Designed for use on the P-38 fighter aircraft these auxiliary tanks were required to increase the fuel capacity of the PB-1W's to 3400 gallons which was needed for the 2,408 mile flight from San Francisco to Hawaii. {The flight from San Francisco to Hawaii is one of the world's longest flights over water without any and mass along the route. A PB-1W can only fly from San Francisco to Hawaii safely during the summer months due to the prevailing West to East winds which are much lighter during the summer months.}

Four Trans-Pac flight crews consisting of three Officers and three Enlisted personnel (Plane Commander, Co-pilot, Navigator, Plane Captain, Second Mechanic and Radio Operator), were selected and assigned to an aircraft. In addition, an 'Advanced Party' of eighteen Enlisted men and a number of Officers were selected to be transferred to NAS Barbers Point in advance of the Aircraft to establish temporary quarters, offices and parking space to receive the four PB-1W's when they arrived.

When the Auxiliary Fuel Tanks arrived they were inspected, cleaned and purged. An auxiliary tank was installed under each wing between the outboard and inboard engine nacelles and the fuel transfer system was tested. The emergency and safety equipment in each aircraft was inventoried and inspected. Each aircraft was given a complete maintenance inspection. The flight crews practiced emergency evacuation procedures both in-flight evacuation and water ditching.

In early May 1952 each aircraft and crew flew simulated Night "Trans Pac" flights out over the Pacific to Moffett Field and returning the following night on the same path to NAS Miramar. These flights lasted from twelve to fourteen hours. Each aircraft was flown to NAS North Island and received a Weight and Balance check. On May 20 the aircraft were flown for their final instrumentation and systems check before departing to Hawaii.

All aircraft were washed and the interiors cleaned. Even the de-icer boots on the wing and tail leading edges were Simonized in an effort to reduce drag as much as possible. The Detachment's SNJ-4, BuNo. 27189, was returned to VC-11 at NAS North Island, CA.



Trans-Pac PB-1W with added fuel tanks under each wing Gordon Pine

On 5 June the 'Advanced Party' of eighteen Enlisted men plus Officers were officially transferred to COMFAIRHAWAII (Commander Fleet Air Hawaii) and flown to Hawaii to establish temporary quarters and parking spots for the PB-1W's when they arrived. At the same time, the four Trans-Pac Flight Crews were also officially transferred to COMFAIRHAWAII. Official VC-11 daily diary entry on 5 June, 1952 pertaining to the four aircraft and flight crews states "transferred to COMFAIRHAWAII for duty". On that date the Detachment of four PB-1W's departed NAAS Miramar, San Diego, California for NAS Alameda, California.

On 6 June, 1952 a morning briefing brought the news it had been decided that the crews should Trans-Pac PB-1W with added fuel tanks under each wing Gordon Pine move the aircraft to the Oakland International Airport and depart from there. The reason being that the runways were longer and there were no obstacles around the Airport. Following preflight checks the aircraft were flown to Oakland International Airport in the afternoon where the aircraft fuel tanks were then serviced to maximum capacity. In the evening of June 6, 1952 the four PB-1W's (BuNo. 77137/ND-6, 77138/ND-7, 77226/ND-8, and 77231/ND-9) each with a minimum crew of six departed Oakland International Airport at 30 minute intervals for NAS Barbers Point, Territory of Hawaii. The four aircraft arrived safely at NAS Barbers Point, Oahu, TH without incident around 0700 hours on the morning of June 7, 1952. The typical flight time was 13.8 hours as recorded by 77226/ND-8. The COMFAIRHAWAII log entry for 7 June read "Received for duty fromVC-11 NAS North Island, San Diego, CA". The Advanced Party met the aircraft and parked each aircraft near the Base Service Squadron's Hanger. The crew were given maps of the base and the squadron's assigned spaces and buildings location. Officers were sent to the BOQ for lodging and the Enlisted Men were assigned to barracks, which was a large two story Quonset Hut with a recreation room just inside the front entrance. The living quarters were set up in cubicles, each with two double bunks and four spacious lockers. The Squadron Administration building was across the road, also a large two story Quonset Hut. The top floor contained the Administrative Offices and Ready Room. The ground floor contained maintenance offices and shops. Across from the Administration Building was a Nose Hanger suitable for the PB-1W's and provided protection of the engines from the weather during maintenance checks. It also had a large parts and tool crib storage area as well as a work station and coffee mess area. The aircraft parking ramp was located behind the hanger and was large enough for parking 10 to 12 multi-engine aircraft.

On 8 June the Auxiliary Fuel tanks were removed, purged with flowing water for about 4 hours and when dry had them removed to the Base Supply storage. The next few days were spent getting settled and obtaining work stands, some of which were obtained from the Base Maintenance Squadron and others requisitioned from Supply. The barracks and Administration buildings were cleaned and the offices and Ready Room were set up. The only flight operations during this period were the Familiarization flights made by each Crew of about 4.0 hours around Barbers Point and the island of Oahu, including touch and go landings from each of the four approaches to the Barbers Point runways.

On 9 June, 1952 the remaining sixty-seven Enlisted personnel and the remaining Officers were transferred to COMFAIRHAWAII along with the remaining Squadron equipment via ship, arriving Pearl Harbor on 15 June. From June 15th to the 17th these people spent the time getting settled in. The Squadrons organization was established and the four Duty Sections were made up and duties assigned. In general the move was accomplished with minimum problems.

Worthy of special note is two of the squadrons Plank Owners were participants in the program during the early development,

installation and modification of the AEW equipment and aircraft. On 15 May, 1946 Electronic Technician Specialist Bill D'Aoust reported to VPW-1 at NAS Willow Grove, PA. where the B-17G aircraft were being outfitted with the AN/APS-20 radar and radio relay equipment. The squadron became VX-4 moving to NAS Quonset Point, RI. Where Bill worked with Lincoln Labs, MIT and the Naval Research Laboratory in developing the overall Heavy AEW system. In March 1948 CDR Fernald Anderson reported for duty with VX-4 where he flew as a pilot participating in hurricane tracking and AEW testing and evaluation. For the most part of the next seven years these two gentlemen served together in various assignments. As CDR Anderson transferred to other squadrons he requested D'Aoust be assigned to that unit. CDR Anderson, XO of VP-51, was then assigned to shore duty at the Naval Research Laboratory, Washington DC as a Program Officer. He and Bill D'Aoust maintained contact as both continued to be involved in the Heavy AEW program. Following this assignment CDR Anderson was selected to be Commanding Officer of the new squadron being commissioned in Hawaii in 1952, VW-1. Upon commissioning CAPT Anderson learned Bill D'Aoust had received orders to Spain. Being advised of this situation Anderson had Bill's orders changed to VW-1 aboard NAS Barbers Point, T.H. The respect these two men had for each other was nothing short of outstanding and note worthy. Together they spent over 14 years with the program.



NAS Barbers Point T.H. (as viewed from PB-1W) **Gordon Pine**

Next Issue VW-1 Commisioning Part 1

NEW FROM CYBERSPACE AND MAIL CALL



"CC (Cool Carroll) Rider"

Over Labor Day weekend in 2017 I will be riding my bike on a rally from Canada down to Puerto Panasco in Mexico which is at the north end of the "Sea of Cortez" or "Gulf of California". We should arrive in Puerto Panasco on Sept 3rd or 4th and have our banquet on Sept 5th then I can head for Albuquerque. If I have enough time I can go up to Denver where my son lives before heading to Albuquerque....it will be fun. Take care, will see you in Albuquerque.
Check out the pic of my bike taken by a friend in Nelson, BC, Canada. I have a 185,000 miles on it and it run like new....can I say I have been everywhere on it.
Carroll Walker

LOOKING OUT FOR SOMEONE



Andy Dunn, our Chaplin, has requested help from All Hands to help keep him in formed of all VW-1 sailors that require his tallents and help. If you know of any VW-1 members, including their wives, that are ill, hospitalized, or lost a love one, please contact Andy at Email Removed

A couple of VW-1 Hands



L.J. Hill on the left and Bill Schumacher on the Right. Picture takenin June 2016. We were on Guam from October 1969 to December 1971. We are both from the north east corner of South Dakota, L.T. Lanny from Britton and Bill from Milbank, about 85 mile apart and we had to go to Guam to meet.



Nose Mount: AMS3 Lloyd Russell (Metalsmith) **Back Row:** ATN2 David J. Venn (CIC), ATNAN Bill Huseby (CIC), ATN2 Jim Scofield 1st Radio), AE3 Don Roberts (Electrician), AA Richard Killin (CIC), ATN3 Charles Knapp (2nd Radio) **Front Row** ADR3 Williams (Mechanic), ATR2 Chris Seal (1st Tech), AN Alan "Dee" Adams (CIC), ADR1 Carl Bryant (Crew Chief), ADR1 John Barker (Engineer), AA Don Zimbleman Jr. (CIC), ATR3 ED Miller (2nd Tech), AGAA Dave Steimle (standing) (2nd Weatherman) Photo by ATR2 John Moehlenkamp



OUR DEPARTED SHIPMATES

In Memory of

Benjamin D. "Benny" Steers, ACW3

March 20, 1939 - March 26, 2016



Benjamin D. Steers 77, resident of Topsham ,died Saturday, March 26, 2016 at the home of his daughter Janet, following a long illness. He was born March 20, 1939 in Queens, NY. Benjamin was predeceased by his parents and his wife Diane Steers (Rashevich). He is survived by his Son Benjamin J. Steers of Topsham and daughter Janet Freitas of MA, as well as his Son-in Law Steven and four cherished grandchildren, Xavier, Delaney, Maddox and Brody, also by his sister Carol and Brother Duncan. He was a fascinating man and had many friends. He held many positions that started with his career in U.S Navy. He was owner of Ben's Barber Shop on Front St. in Bath ME, drove a school bus, amongst other interests. He will be greatly missed by the many lives he touched.

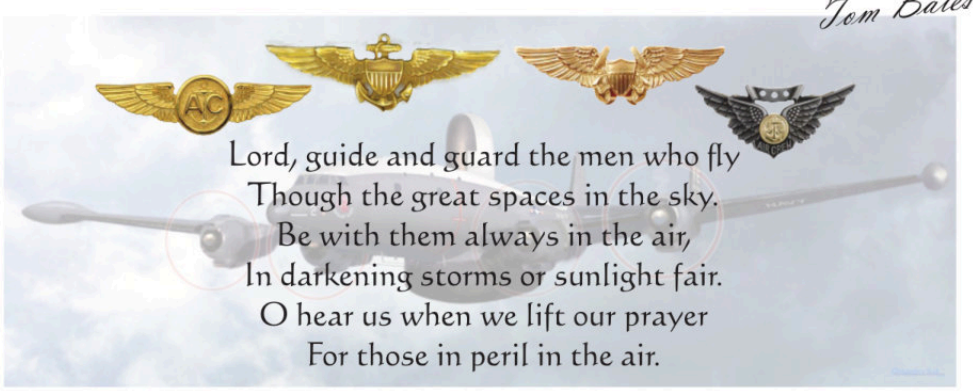
Benny and Tom ***(Tom Bates remembers his friend)***

I first met Benny back in 1957 in while stationed in VW-1. Although we never flew in the same aircrew we became friends and did quite a lot together, mainly touring Guam and the local towns. Did I mention that we might have had a few beers together? After we left VW-1 we somehow ended up together in VW-14 which later combined with the other Connie squadrons to become AEWBARRONPAC. Again, while in Hawaii we seemed to find a lot of time to take in the sights and sounds of wonderful Hawaii. I still have fond memories of that place.

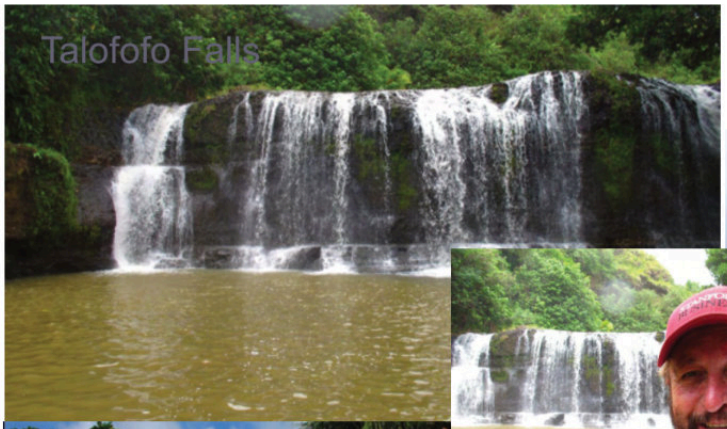
I got discharged from the Navy in Sept 1960 and stayed out for about seven months. The job situation was not very good at that time so back in the Navy I went getting orders to Olathe, KS for AC School. After that I was shipped to NAS Corpus Christi, TX and lo and behold there was Benny again. Naturally we became fast friends again. I was married by then and Benny used to spend quite a bit of time at our house and we seemed to do a lot of things together. He got orders back to VW-1 and when he left that was the last time I saw him for many years.

The day came when I finally got involved with the VW-1 Association and looking through the member list there was his name. I called Sally that day and told her my check for membership would be in the next days mail and that I'd love to contact Benny. About 30 minutes later the phone rang and there he was. It didn't take us very long to reconnect. He made a trip to NY a few months later then the following year Barb and I made a trip to Bath, ME to see him. We kept in touch by phone and email for a long time. Unfortunally I lost contact with him as did a few of our other members. I was aware of him having a couple of strokes but that was it. We found out of his passing away recently and I have to say he will be missed very much. Benny was a very good friend.

Tom Bates



James Prusa 2016 Guam Tour



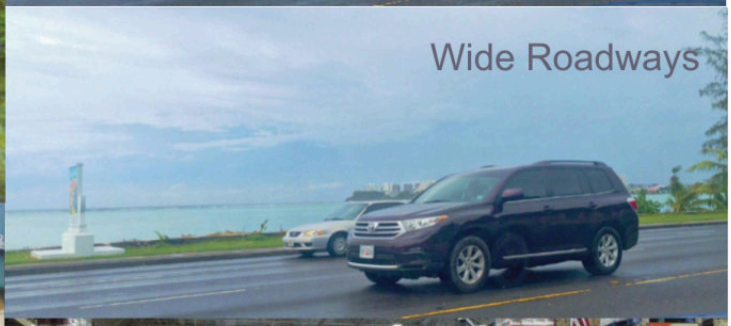












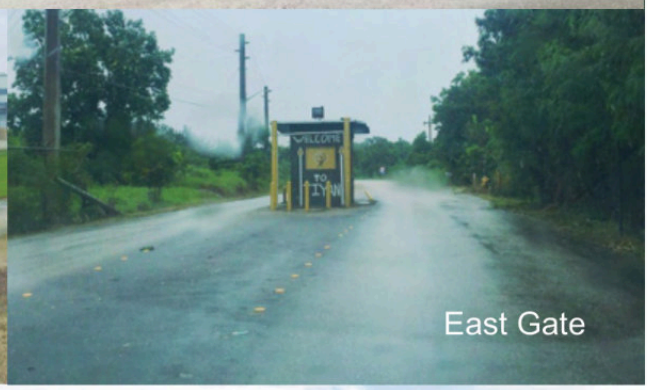





Control Tower


EM Club


VW-1 Hanger


East Gate


VIETNAM
VETERAN

NAS Agana




VW-1 Hanger


VW-1 Hanger
New Building


VIETNAM
VETERAN







ORDER FORM FOR VW-1 SHIRT

Basic Shirt is $35
$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
9% Tax
Total

Mail to:
Ralph Link
Address Removed
Bloomington, Illinois

Make check out to Ralph Link