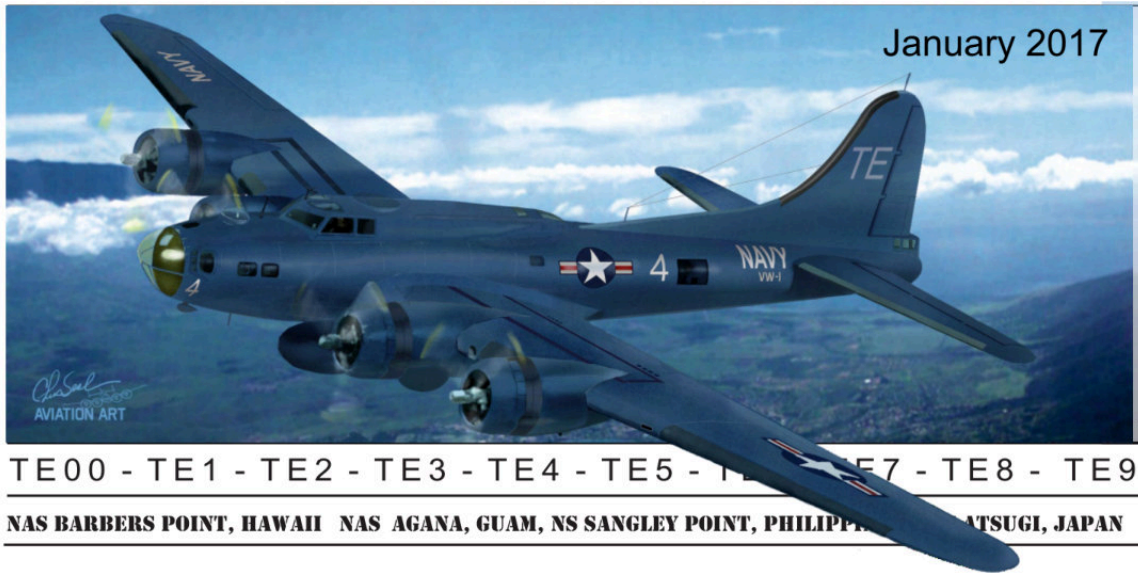


January 2017

VW-1 All Hands Alumni Association

TE00 - TE1 - TE2 - TE3 - TE4 - TE5 - T[illegible]E7 - TE8 - TE9 - TE10 - TE11 - TE12

NAS BARBERS POINT, HAWAII NAS AGANA, GUAM, NS SANGLEY POINT, PHILIPP[illegible]ATSUGI, JAPAN OKINAWA, JAPAN, CHU LAI, VIETNAM



Donald Trump
45th President of the United States



The Boeing AEW Fortress

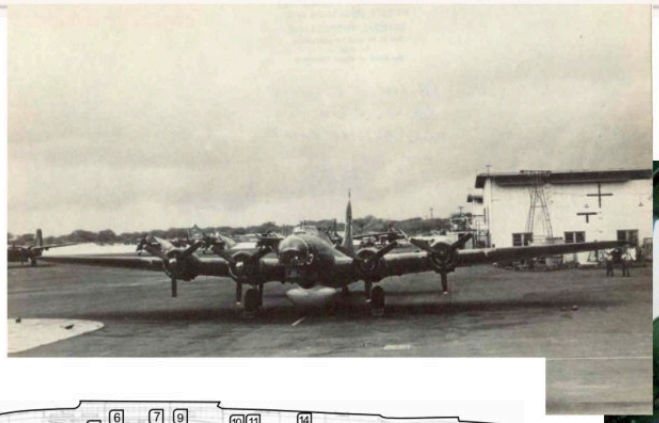
Christmas is a difficult time of the year to accomplish chores outside the daily endeavors because it is the family time of the year. I know because I spent most of December at my daughter's home in Washington State. Then there is the cold and flu season, no one like to do anything thing when they are under the weather, I know because I was laid low for two weeks after I got home. Then there is the "I'm retired, I just don't what to do it," attitude which I do get every once in a while but chew myself out and tell myself to get my butt in gear and get it done. So this is why I am late it getting this issue out and to some degree why it has a difference format.

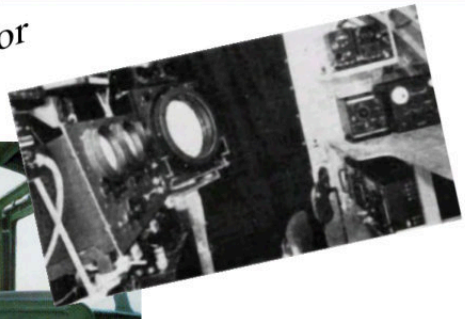
This issue of the newsletter is exclusively dedicated to VW-1's first aircraft type, the PB-1W, Boeings "AEW Fortress." The portion of the newsletter that includes the history of our squadron is about seven pages long and rapidly became the majority of content, and because I have received no inputs for cyber News and other interesting stories from the Associations other than the Scuttlebutt and Sally's Gouge, I decided to have a AEW Fortress Issue.

It has been a learning process for me as having not seen to many B-17 in my life time and I had wanted to digital paint a AEW Bomber of VW-1 for a while, but first I had to learn the aircraft. I started by viewing as many photos I could find (not very many), where were the antennas located, the radome location and size, exits, windows, and unique covering. Guns removed, windows deleted or moved. I finished the TE4 Departing Hawaii picture just in time for January and was happy that I had completed it so I could use it on the masthead of the newsletter. I found a good quality general arrangement blueprint of a B-17G and had fun editing it into a blueprint of a PB-1W. As much as I learned I am sure that I missed much and would be grateful if those who have the correct information would share it with me by letter or email.

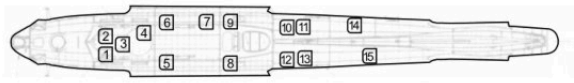
The history I will leave to Dan Ragan because I honestly do not believe that it cannot be improved upon, but the graphic information I enjoyed doing and I hope you will enjoy it also.

Chris Seal USN Ret.
Editor









Take-off and landing positions PB-1W

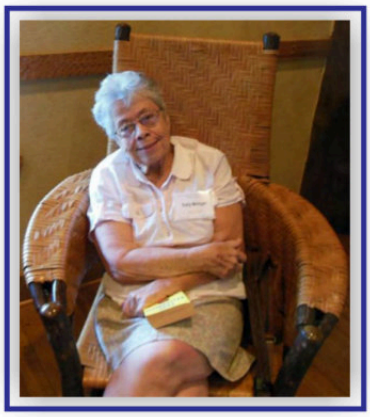
1 Plane Commander	8 Radioman
2 Copilot	9 Radar Tech
3 Plane Captain	10
4. Navigator	11 Crew Members and Passengers
5 CIC Officer	12
6 CIC Officer	13
7 CIC Officer	14 2nd Radioman
	15 2nd Mech

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New Life /New Love

From Sally Metzger



Sally's Gouge

Life is full of surprises and I am in the midst of reshaping mine. Much to my surprise I have met a very special man and we are starting off the new year under the same roof and with the hope God gives us several good years together. It is a risky thing to do at our ages, but what do we have to lose? Every moment is a gift and we are prepared to live life to the fullest.

After over 20 years in Inverness, it was a chore to get moved and I made several errors, mostly in regard to the electronic world and how it works. The result was that I was off-line for several days and now have no land line. I have received some phone calls on my cell from our folks wondering "where are you?" Here's the answer Address: Address Removed

Hernando, Address Removed

Cell: Phone Removed

Email Removed

The new love? His name is rather fancy – Winston Pitman – but he goes by Charlie.

He is intelligent and funny and kind etc., etc., etc. I won't bore you with details.

We plan to attend the re-union in NM together. I am so looking forward to him meeting all my VW-1 family. I'm forever bragging on you folks to him. His son is a retired Navy man so I fit right into the mix.

Because I've been so busy with my personal life, I have been neglectful of getting more info to you on the upcoming reunion, but come next month things should quiet down around here and I will get on with the planning for September's event. Stay in touch…….

SCUTTLEBUTT from your PRESIDENT

Greetings Shipmates,

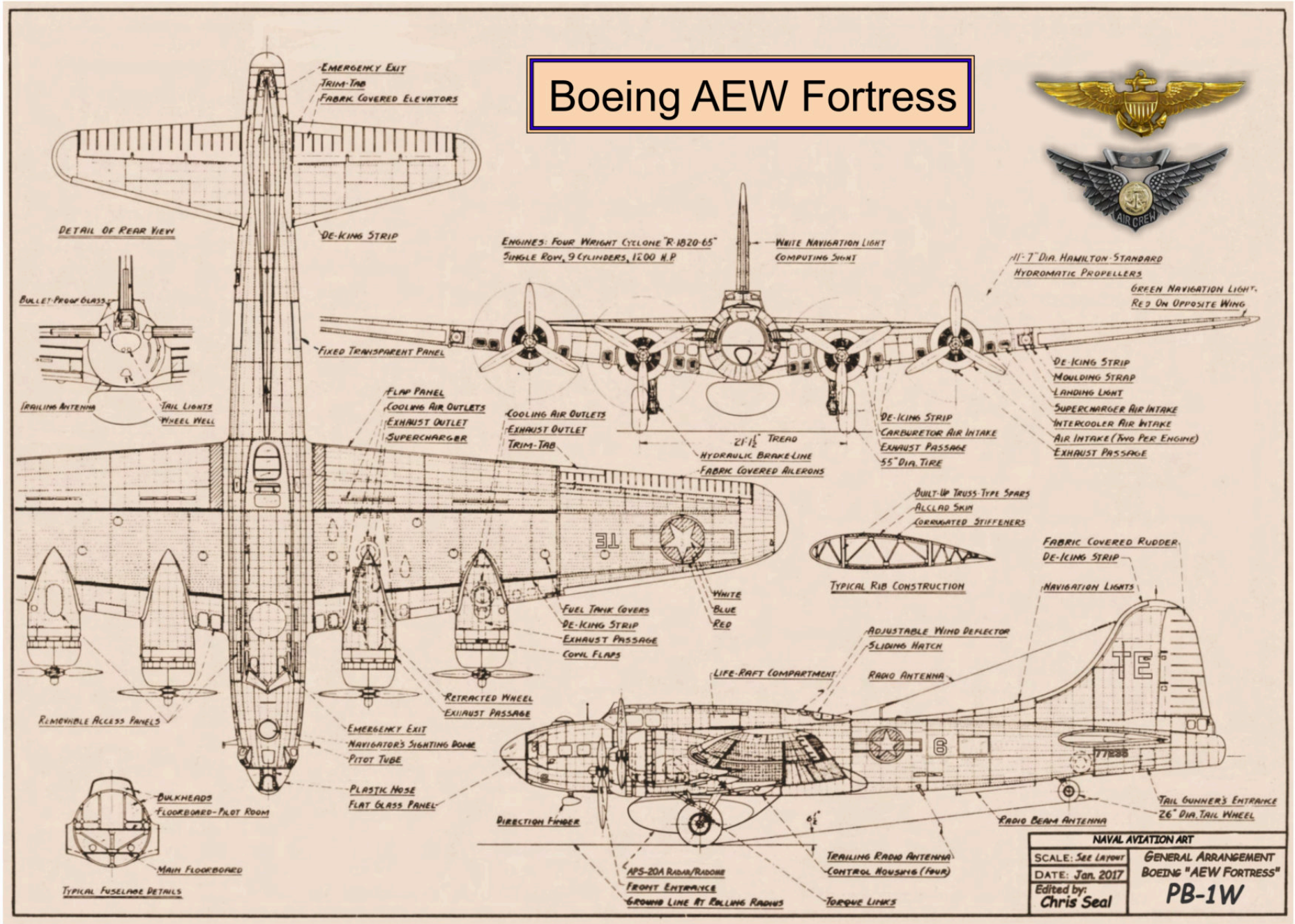
Not very pleasant here in central Illinois right now, freezing rain, snow and cold. But that is what we expect in mid-January. What ever happened to "Global Warming"? Sure could use some right now.

Sally has set dates for the Albuquerque reunion September 11 thru 16 at the Sheraton Hotel Uptown as the host hotel. She will have more complete information and registration procedures in the Spring Newsletter.

Shirt sales have slowed down. I have updated 2017 cost information for you. All shirt sizes and colors XL and smaller with Logo, (Tracker or VW1) name and years served will cost $40 plus 9% sales tax and $5 shipping. Larger sizes add $2 XXL, $4 XXXL plus added sales tax. The association does not make any money on these shirt sales, this is net cost. I'm honored to do this for you and hope all who have purchased the shirts are satisfied with the quality and wear them proudly.

Shirt Order Form on Page 14

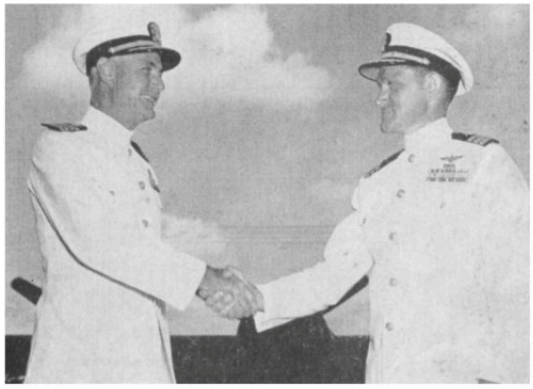
Ralph Link


Boeing AEW Fortress
EMERGENCY EXIT
TRIM-TAB
FABRIC COVERED ELEVATORS
DE-ICING STRIP
DETAIL OF REAR VIEW
BULLET-PROOF GLASS
TRAILING ANTENNA
TAIL LIGHTS
WHEEL WELL
FIXED TRANSPARENT PANEL
ENGINES: FOUR WRIGHT CYCLONE "R-1820-65"
SINGLE ROW, 9 CYLINDERS, 1200 H.P.
WHITE NAVIGATION LIGHT
COMPUTING SIGHT
11'-7" DIA. HAMILTON STANDARD
HYDROMATIC PROPELLERS
GREEN NAVIGATION LIGHT.
RED ON OPPOSITE WING
DE-ICING STRIP
MOULDING STRAP
LANDING LIGHT
SUPERCHARGER AIR INTAKE
INTERCOOLER AIR INTAKE
AIR INTAKE (TWO PER ENGINE)
EXHAUST PASSAGE
FLAP PANEL
COOLING AIR OUTLETS
EXHAUST OUTLET
SUPERCHARGER
COOLING AIR OUTLETS
EXHAUST OUTLET
TRIM-TAB
21'-1½" TREAD
HYDRAULIC BRAKE LINE
FABRIC COVERED AILERONS
DE-ICING STRIP
CARBURETOR AIR INTAKE
EXHAUST PASSAGE
55" DIA. TIRE
BUILT-UP TRUSS-TYPE SPARS
ALCLAD SKIN
CORRUGATED STIFFENERS
TYPICAL RIB CONSTRUCTION
FABRIC COVERED RUDDER
DE-ICING STRIP
NAVIGATION LIGHTS
WHITE
BLUE
RED
FUEL TANK COVERS
DE-ICING STRIP
EXHAUST PASSAGE
COWL FLAPS
ADJUSTABLE WIND DEFLECTOR
SLIDING HATCH
LIFE-RAFT COMPARTMENT
RADIO ANTENNA
RETRACTED WHEEL
EXHAUST PASSAGE
REMOVABLE ACCESS PANELS
EMERGENCY EXIT
NAVIGATOR'S SIGHTING DOME
PITOT TUBE
PLASTIC NOSE
FLAT GLASS PANEL
BULKHEADS
FLOORBOARD-PILOT ROOM
MAIN FLOORBOARD
TYPICAL FUSELAGE DETAILS
DIRECTION FINDER
APS-20A RADAR/RADOME
FRONT ENTRANCE
GROUND LINE AT ROLLING RADIUS
TRAILING RADIO ANTENNA
CONTROL HOUSING (FOUR)
TORQUE LINKS
RADIO BEAM ANTENNA
TAIL GUNNER'S ENTRANCE
26" DIA. TAIL WHEEL
NAVAL AVIATION ART
SCALE: See Layout
DATE: Jan. 2017
Edited by: Chris Seal
GENERAL ARRANGEMENT
BOEING "AEW FORTRESS"
PB-1W

AEWRON ONE HISTORY PART TWO

by Dan Ragan

On June 18, 1952 at 0930W hours VC-11 Detachment was decommissioned and commissioned as Airborne Early Warning Squadron One (VW-1) commanded by CDR. Fernald P. (Flip) Anderson, a former VP-51 squadron member, reporting to Commander Fleet Air Hawaii for Operational and Administrative control. The newly commissioned squadron consisted of 34 officers and 102 enlisted men and four PB-1W aircraft, BuNos. 77137, 77138, 77226, and 77231. Following the commissioning all celebrated with a Hawaiian Luau: Hawaiian food and Hula Dancers; and plenty of beer. It was noted a good time was had by all. On the same day at NAS Patuxent River, Maryland, Air-borne Early Warning Squadron Two (VW-2) was commissioned. These two Squadrons were the only PB-1W Squadrons in the U.S. Navy and pioneered AEW techniques in cooperation with their respective fleet units. Per the Chief of Naval Operations, OpNav INSTRUCTION 5440.39 of 16 June 1952, the squadrons were assigned the primary mission of providing Airborne Early Warning and Airborne CIC services (including air controlled intercepts) to the forces afloat and ashore as directed with secondary missions of Scouting, ASW Search, ECM Search, and Weather Reconnaissance. VW-1 was also the first shore based AEW squadron of its type established in the Pacific. VW-1 was assigned a tail code of TE (Tare Easy and later Tango Echo), took on the nickname VANGUARD with the call sign Red Devil and a CW radio identification of (a/c nose number)K65. It's symbol was Paul Revere mounted on a winged white horse, Pegasus, riding to warn of the approaching enemy. Background was a radar scope VW-1 Headquarters was established in Quonset Hut # 108 on the north end of the aircraft parking area. A two level building with headquarters and operations on the second floor and various shops such as the Radio shop, Electrical shop, Radar shop, etc. on the first level. A second, parallel, 2-story quonset hut ("elephant hut") on the street served as barracks for the enlisted personnel. The Maintenance Hanger was a separate building between the aircraft parking apron and Quonset Hut #108. The squadron used the Maintenance facilities of FAWTUPAC until their facilities were completed. Two parallel elephant huts and a maintenance hanger just to the north of VW-1 facilities were occupied by Utility Squadron VU-1.



Captain R.K. Gains USN, (left) Commander Fleet Air Hawaii, welcomes Commander Officer, CDR. Fernald P. (Flip) Anderson, of the newly formed Airborne Early Warning Squadron One.

Upon commissioning VW-1 was immediately made a member of the Hawaiian Defense Organization utilizing the capabilities of early warning to extend the defense perimeter established by the two local Ground Controlled Intercept (GCI) Stations. This "membership" was on an alert basis with the squadron which to have a standby aircraft and crew ready for launch, on a one hour notice, around the clock.

Following a very brief period of settling-in the crews began flying familiarization and instrument training flights for the Plank Owner pilots. By the 21st of June the crews had begun flying night AEW flights. During this month and the following months the PB-1W crews were flying training flights for the newly assigned Pilots, CIC Officers and Navigators. In general



TE4 Off of Hawaii by Chris Seal

each day had one to two training flights in the morning and the same in the afternoon's. Occasionally there were also night flights. Each day/week the Squadrons flight schedules were increasing. The squadron carried on its own training program during this busy time and the balance of the year. Flight time was divided approximately fifty-fifty between pilot training flights and ACIC (Airborne Combat Information Center) flights. Due to a considerable influx of new officer personnel, intensive training was required to bring the ACIC training up to accredited standards. This was accomplished through the following general types of flights: (a) familiarization flights; (b) basic air to surface flights utilizing two PB-1W's alternating vector control against surface targets of opportunity during operational exercises; and (c) air to air intercept flights utilizing alternately intercepting each other with a CAP aircraft (usually a VU-1 squadron JD). The pilot proficiency training was accomplished in a manner similar to any other squadron training schedule.

The Hawaiian Defense Organization was alerted weekly for drill, normally from 0700 to 1200 hours, to track and identify all aircraft inbound to the island of Oahu. During a period of this length there is an average of forty detections and identifications by the two GCI stations and one airborne early warning aircraft. The local commands also began immediate utilization of the squadron in other local exercises. These included ASW exercises, mining exercises, and approach exercises. Noteworthy at this time is the squadron frequently operated for both the “defense” and “enemy” forces simultaneously. The squadron aircraft working with the “defense” performing search and tracking, early warning, and vector control of strike aircraft while the squadron aircraft working with the “enemy” performed ASW, early warning, and CAP control.

The first local operational exercise was on 12 - 13 July 1952. VW-1's mission was to work in conjunction with Marine Ground Control Intercepter Squadron TWO (MGCIS-2) and MAG 13 (Marine Aircraft Group THIRTEEN) in detection and interception of anticipated strikes on Marine Corp Air Station (MCAS), Kaneohe. Local P2V squadrons were to carry out these strikes. The P2V tactics in the past had been to approach low on the water (50 to 100 feet) and escape shore radar detection until it was too late for interception. The local commands were agreeably surprised and the P2V pilots much chagrined when Marine interceptors, under control of a VW-1 aircraft, intercepted the attack aircraft at 100 miles (the limit of the exercise area) and flew wing on them to the target area.

The next operational exercise was an approach exercise against the carrier USS Badoeng Straits (CVE-116) on the 23rd, 24th, and 25th of July. The squadron mission was to control attack aircraft from the island against the approaching force. The squadron was assigned the mission of search and tracking after a local P2V squadron failed to find the “enemy” force. “ VW-1 established contact with the force and successfully conducted strikes against same”.

Additional operational exercises involving VW-1 were an approach exercise on the 15th, 16th, and 17th of August against the carrier USS Kearsarge (CVA-33); a mining exercise on the 20th, 30th, and 31st of August opposing P2V's and carrier aircraft mining Kaneohe Bay; an amphib
ious and reconnaissance raiding exercise from the 22nd through 29th August; an approach exercise with the carrier USS Oriskany (CVA-34) on 20 September; an ASW exercise on 21 and 22 October; an ASW operation against a mining submarine on 24 November; early warning exercise with the carrier USS Valley Forge (CVA-45) on 12 December; and an approach exercise with the USS Philippine Sea on 19 and 20 December, 1952. During the these noted operational exercises VW-1performed at various times as a search and tracking unit, as airborne early warning, as airborne CIC with Combat Air Patrol (CAP) control, as controllers on strikes, as the hunter on ASW hunter/killer teams and as VHF and radar relay unit. Between these operational exercises the squadron was called upon to participate in a search for a pilot of Fleet All Weather Flight School, Pacific, who crashed in the channel between the Hawaiian islands of Molokai and Lanai. The search effort from the 17th through the 19th of September was coordinated by Rescue Pearl with negative results in locating the downed pilot. Noted in the squadrons history report for the second half of 1952 is the comment “Perhaps one of the greatest values of these exercises was the training afforded ships proceeding to the Korean area in the utilization of airborne early warning services”. Toward the end of the year the crews were flying almost every day. A typical monthly schedule for most crews, as experienced by crew # 5, included 13 Training flights, one night Navigation flight, five Instrument training flights, one Night Navigation/AEW flight, two day AEW flights, one night Familiarization flight and three daylight Familiarization flights. The Squadron also began Carrier Operational Readiness

Inspection (ORI) exercises with the carriers coming through Hawaiian waters on their way to deployment in Korean waters in support of the War going on at that time. Operational Readiness Inspections involved carrier aircraft departing the carrier in an outbound direction and then coming back toward carrier. The VW-1 PB-1W CIC crew, flying one to two hundred miles away from the carrier, were to detect "incoming bogies" and relay the information to the carrier Combat Information Center for action. These exercises were to provide critical experience to both the carrier and each VW-1 crew with AEW technologies and refining techniques and methodology. The squadron and its aircraft were an immediate success. Fleet units were pleased with this new capability of having eyes in an aircraft that would stay aloft for extended periods and via its radar scan an area of over 100,000 square miles six times a minute in its search for enemies or weather.



VW-1 Flight Line Barbers Point

On occasion VW-1 would be called upon for special assignment. In October of 1952 the crew of PB-1W, BuNo. 77226/TE-4, and a few additional selected personnel were sent on special assignment to the AEC (Atomic Energy Commission) School in Honolulu for training in radiation detection & measurement. Fall-out measuring stations were established in the Hawaiian Islands and on Midway Island by this group. On 31 October an aircraft carrying an Atomic Energy commission member made a flight to Midway Island in connection with the atomic experiments in the Central Pacific. The flight returned on 1 November. Again, on November 5, 1952, PB-1W BuNo. 77226/TE4, with AEC equipment installed, and crew with an AEC Scientist aboard flew a low level mission over all the Hawaiian Islands then on to Midway Island to take air samples for possible radiation fall-out. Years later it was found to have been in support of the first Hydrogen Bomb test in the Pacific. Also the squadron acted as Assistant Chief Inspector in an Operational Readiness Inspection (ORI) of VP-22 during the period 12 - 14 December.

As a new squadron VW-1 had it's "teething" problems. In the squadrons year end report for 1952 many problems were cited: "This being the only squadron of its type in the Pacific Fleet, there were naturally a number of problems peculiar to the squadron work. The airplane itself is a relatively scarce type thereby causing many problems in setting up a proper source of support and supply. However these problems, with the exception of the scarcity or non-existence of replacement parts, were the same as for setting up the support of any other aircraft and will not be delved into." "The problem of training and utilization was very keenly felt however. Until the arrival of the squadron on the scene very few of the operational commands had any personal experience with multi-engine airborne early warning. The information as to capabilities and limitations was available in the very complete OPDEV Force Evaluation Reports of the APS-20 airborne early warning system. However, as is known, writing something on paper will not convey near the impression that will be gained by actually seeing the described article function. The local aviation commands had been working with P2V squadrons in the past and were reluctant to see that an "old B-17" could replace this new airplane in many defensive missions. The first four months of utilization in local operations seemed to indicate that VW-1 was being written into the Operations Orders merely because the aircraft were available. This resulted in VW-1 being assigned missions which did not utilize their capabilities to the fullest: such as assigning a mission of airborne early warning but a reluctance to assign CAP, or assignment to ASW search without a "killer" aircraft or assignment at night against snorkel equipped subs with a killer aircraft equipped only with flares for illumination. The latter situation being mitigated by the fact that there is a great shortage of search light equipped aircraft and, at times, no such aircraft in the area. At times the squadron was assigned missions which required services that the aircraft limitations made practically impossible to perform. In connection with the latter the squadron has frequently been assigned operating areas close to shore in a high target density area rather than being utilized well at sea. The rapid air movement of the aircraft precludes really successful work in high target density areas. These areas can be much better covered by shore and shipboard stations". ("Definite progress is being made in causing awareness of the squadron's existence, and in causing better utilization, by several obvious means. One, of course, is by demonstration to the people concerned by conversation, giving "rides" and by doing jobs as assigned. Another',.....' is working with all surface units,

especially carriers, which pass through Hawaii on their way to the Korean theatre. Another is by a letter to the squadron operational commander. There have been cases of carriers which had never had their relay terminal equipment working until they performed exercises with this squadron".

Typical of the shop problems is illustrated by the report on the Electronic Shops. "The electronics problem in VW-1 is rather unusual in that carrying out the primary mission ultimately depends upon the proper functioning of the airborne early warning system. Since commissioning in June, much has been done to build up adequate maintenance facilities to meet the electronics requirements of the squadron. Adequate shop space for the radio, radar and electric shops was allotted in building 108 in July. The radio test bench installations for all supported equipments were installed in the Radio Shop and, since shop power facilities had already been provided by FASRON 117, this shop was able to maintain all communication and navigational equipment by the end of July. However, no shop power facilities or test bench positions were available for the radar and electric shops. Radar maintenance was performed temporarily with power from engine driven auxiliary power units. Planning for permanent power facilities, test bench installations and shop arrangement for the radar and electric shops became necessary and this planning was based on present and future requirements which included PB-1W, WV-1 and WV-2 type aircraft. In terms of radar maintenance, this necessitated planning for AN/APS-20A, AN/APS-20B, and AN/APS-45 types of radar with associated equipment such as AN/APA-53, AN/APA-56, AN/ APA-57, AN/ARR-27, AN/ART-26 and AN/ART-28, as well as Mark 10 IFF and several ECM receiver-analyzing equipments. Based on power requirements for the above, a shop power plan was submitted to Public Works, NAS, Barber's Point, in July. This plan received authorization from BuAer and the radar power shed was completed in December. Power requirements of 30 kva, 120 volt, 3-phase, 400 cycle and 600 amperes at 28 volts direct current as well as 400 cycle single phase and 60 cycle single phase were provided for in the plan and complete shop distribution of these four types of power was accomplished. Power machinery was furnished by VW-1, while all other equipment such as conduit switch boxes and circuit breakers was obtained from an abandoned area on the station and reused. It is worthy of note that this Public Works project was carried out mainly by VW-1 personnel with only one Public Works Electrician on the job. This procedure, coupled with use of salvaged materials, resulted in extremely low cost to the Navy. While the above work project was underway, electronics work benches were obtained through normal supply channels and all radar equipment installed to maintain presently supported equipment. By the end of December, the radar shop was adequate for present and future maintenance requirements." "The electricians also were required to build up a complete shop, having only an assigned space to begin with. The usual equipment such as benches, a generator test stand and necessary tools were obtained through normal supply channels. In addition to installing the above electrical maintenance facilities, the electricians exhibited outstanding ability and initiative by building up special test positions which are capable of bench testing such units as the flux gate compass, generators, inverters, both AC and DC voltage regulation systems and other units and instruments." "The maintenance problem on the airborne early warning radar system proved rather unusual in that the entire AN/APA-53 ACIC system is obsolescent and neither major components nor parts peculiar to this equipment are available in the Naval Supply System. However, when necessary, parts were manufactured by FASRON 117 and the equipment satisfactorily maintained." "Some of the equipment on hand was new to many of the new men coming on board. hence, an adequate training program in all phases of the VW-1 electronics situation was instituted, and, by the end of the year, was operating smoothly".

Hand in hand with the equipment problems, the other major problem encountered was a shortage of qualified personnel. With the number of aircraft assigned to the squadron and anticipating the WV aircraft to be arriving within the near future the squadron complement of CIC officer personnel was insufficient and below allowance. "As of 31 December 1952 there were only six non-pilot officers aboard, of which three had been to CIC school; thus, the CIC crews were composed mostly of pilots. In that being a CIC officer and being a pilot each, in themselves, requires a great deal of training, the problem becomes severe when one man has to train for both" [positions]. "The filling of the officer compliment has been slow and painful". "Letters have been written to higher authority emphasizing the urgent need of qualified officers. A cursory glance, indicates that forty-eight officers would be more than adequate for five airplanes (if all were qualified in CIC work it would be). However, when consideration is given to the requirements of seven officers in a PB-1W operational flight and from eight to fourteen in a WV-1 operational flight it can be readily seen that periods of heavy flying call for an excessive load on some officers". "This load was emphasized for the experienced officers in that the squadron was immediately employed operationally which required their services in the air on all operational and all training flights as well as the services of their administrative experience which was necessary in the multitudinous work of organizing a new squadron. Due to the limited number of experienced CIC officers the operational flying seriously hampered the basic CIC training which is required to expeditiously qualify new officers in CIC. This problem will be eased by the filling of the officer allowance and by accomplishment of the present training program". A temporary "solution",

which was utilized in the first six months following commissioning, was to assign all officers to crews by name in the billets of PPC, co-pilot, (four) CIC officers, and a navigator. "Pilot training for those designated for CIC had to become secondary". This posed the double problem of morale (all the officers with wings naturally wanting to be pilots) and lethargy on the part of some pilots assigned to CIC. Recognizing this resultant problem the squadron instituted a policy of all pilots qualifying in CIC and a rotation between the cockpit and CIC as far as is practicable, on all flights.



US Navy Photo

Manpower level in the first three months grew almost 30% to 175 personnel. The number of electronics personnel on board rose from thirty-five to ninety-five during the last half of 1952. By December 31, 1952 the enlisted ranks had almost tripled. At the end of the calendar year the Enlisted Roster had 268 "white hats" and 28 Chief's. The Officers ranks grew as well at a proportionate rate. The squadron continued to grow as the number of PB-1W's increased from it's original complement of 4 aircraft to 8 aircraft by May of 1953. In mid 1954 the Enlisted Men's quarters were outgrown and the Squadron moved into the previous Marine Detachment Barracks. The new quarters were a large two story wood frame building with dorm style sleeping quarters, showers, etc. and two man rooms for the first class Petty Officers.

On the 16th of December 1952 an Administrative/Material Inspection of the squadron was conducted by ComFAirHawaii with an adjective grade of excellent being assigned.

In December 1952 a three-plane detachment (VW-1 Det. A) was formed for deployment to Korea. Flight crews were selected and in January 1953 the flight crews were fitted for exposure suits. After the suits were fabricated the crew tested them in the base swimming pool and learned to function in the confinement of the suit. On the 7th of February 1953, and again on the 10th of February a group of 14 and another group of 7 enlisted ground personnel, plus Officers, were assigned to NAS Atsugi Detachment Able and departed NAS Barbers Point for NAS Atsugi, Japan to prepare for the arrival of the three aircraft and crews. On February 10, 1953 the Detachment consisting of aircraft BuNo. 77226/TE-4, 77231/TE-5, and 77240/TE-6, which was received by the squadron on 12 January, 1953, departed NAS Barbers Point Hawaii for NAS Atsugi, Japan. Their first stop was Johnston Island Atoll for refueling then on to Kwajalein Atoll for the night. On the flight out of Kwajalein 77231/TE-5 piloted by LCDR. George Doolittle had the No.1 engine supercharger fail on climb-out from Kwajalein. All the aircraft continued to Guam despite the turbine failure. Arriving in Guam safely BuNo. 77231/ TE-5 was parked in front of a PB4Y-2 hanger so the crew could use their work stands. Removing the supercharger it was determined a new turbine was required and had to be sent from the USA mainland. During the night of 12 February, 1953 the aircraft sustained severe damage to the port wing tip when accidentally hit by a VP Squadron's bomb truck. As reported by George Stewart "we checked the local Air Force base for possible replacement but the only thing available was a crashed B-17" that also had wing tip damage. "The skipper ordered a new wing tip but was told it would be a few days before they could get it to Guam. In the mean time we replaced the supercharger and then had nothing to do until the wing tip arrived. We spent the next day at Tumon Beach which was one of the allied landing sites during WW-II and we had the beach all to ourselves. The area still showed the signs of the landing, with shot up palm trees, a destroyed Japanese tank and the remains of other American and Japanese vehicles in the area." A replacement aircraft, 77234/TE-7, was dispatched from NAS Barbers Point to NAS Agana, Guam arriving the 18th of February. In the mean time the crews of aircraft 77226/ TE4 and 77240/TE6 continued on to NAS Atsugi, Japan. The crew of TE-5 were to continue on the journey to Japan on aircraft 77234. However, replacement aircraft 77234/TE-7 had different flight characteristics than 77231/TE-5 because it had its radome mounted on top of the fuselage. This required the TE-5 crew to fly BuNo. 77234 on a two hour test flight on the 19th. On 21 February aircraft 77234/TE-7 with the crew of TE-5 then continued to NAS Atsugi, Japan where due to a blinding snowstorm they were required to make a total GCA landing. The ferry crew of TE-7 stayed on Guam until the repairs on 77231/TE5 were completed. On 23 February they then flew TE-5 on to NAS Atsugi where upon they returned to NAS Barbers Point with aircraft 77240/TE-6. The call sign assigned to the Detachment was "Superman" and the Detachment became part of Carrier Air Group Five (CAG-5), USS Valley Forge (CVA 45), which was part of the Navy's Seventh Fleet Task Force 77.

Each day from February 24, 1953 to March 25, 1953 one PB-1W aircraft of VW-1 Detachment flew an AEW mission in the area of Wonsan, North Korea in support of Navy Task Force 77. These missions, from dawn to dusk each day, lasted an average of 14.0

hours. George Stewart writes "On 25 February we flew Bu. No. 77231/TE-5 on our first mission in the area of Wonsan, North Korea in support of Task Force 77. That mission lasted 15.1 hours. We had removed the snow and serviced the aircraft the previous day. Wake up call was at 0400 with an early breakfast of steak or ham an eggs. We completed the preflight inspections of our aircraft and then went to a short mission briefing, after which we got into our exposure suits. I had not thought much about the flight until they took away my wallet, change and other identification, except for my Dog Tags and Geneva Convention I.D. card, and issued my side arm and survival kit. Then it hit me that this was for real. We are going into a war zone. We took off at 0600 to be over Wonsan at about sunrise. We checked in with Air Group Five Operations and proceeded on station. The rest of the day was uneventful, no different than a routine AEW Barrier. The inter-com was on one of the combat frequencies so we knew what was going on. We landed back at Atsugi at about 2100 hours. The next day we were off and had liberty. The following day was for maintenance and servicing of our aircraft for the next days mission. On the 28th we flew our second mission near Wonsan, North Korea. That mission lasted 14.7 hours. The crew went on to fly AEW Barrier missions near Wonsan, North Korea on March 6 and the 9th. (Note: all our missions were in daylight. A P2V Squadron with search lights flew the night missions)."

Bill D'Aoust, ATC assigned to the CO's aircraft, 77226/TE-4, recalls they would take off from NAS Atsugi and land at USAFB Iwakuni, Japan to refuel in order to stay aloft for longer missions, then head for Korea for their assigned AEW mission. (After the end of World War II, various military forces from the United States, Britain, Australia, and New Zealand occupied the base. It was designated a Royal Australian Air Force Base in 1948. When the Korean Conflict started in 1950, units from the Royal Navy and U.S. Air Force arrived at Iwakuni as U.N. forces. Jets flew daily to support front-line troops in Korea, returning each evening to refuel and rearm. The troop processing center located here throughout the war earned Iwakuni the title "Gateway to Korea." The U.S. Air Force took command of the station April 1, 1952. During its period of command, the Air Force did much to improve the base's facilities. The U.S. Navy took over the station October 1, 1954. Naval Air Station Iwakuni was greatly enlarged in July 1956 when the 1st Marine Air Wing (MAW) moved its headquarters here from Korea [K-3 Pohang]. As Bill recalls, on occasion following an AEW mission they would land at K3 and stay overnight, returning to NAS Atsugi the next day. Bill said they stayed in tents and it was colder than a well diggers knee. TE-4 crew flew AEW missions during their deployment on February 24, 27, March 2, 5, 8, 11, 14, and 22.

On the 10th of March Crew 5 was reassigned to BuNo 77234/TE-7. On March 11, 1953 PB-1W BuNo. 77234/TE7 (the only PB-1W with top mounted radar) flew to the First Marine Air Wing Base K-3 near Pohang, South Korea, 350 miles SE of Seoul. Operating on special assignment the crew flew one or two AEW missions a day along the 38th parallel. The crew flew it's first and second AEW mission on the 12th of March. Each mission lasted between 2.9 and

3.2 hours. The crew of TE-7 flew one AEW mission on the 13th. On 15 March Crew 5 returned to NAS Atsugi for maintenance and returned to K-3 on the 17th. On 18 March two missions were flown along the 38th parallel lasting 3.8 hours in the morning and 3.2 hours in the afternoon. On the 19th of March they flew their last mission out of K-3 along the 38th parallel. The mission lasted 2.4 hours. The crew returned to NAS Atsugi on the 20th. On March 22 they flew their last mission before departing for NAS Barbers Point on March 28 arriving 31 March.

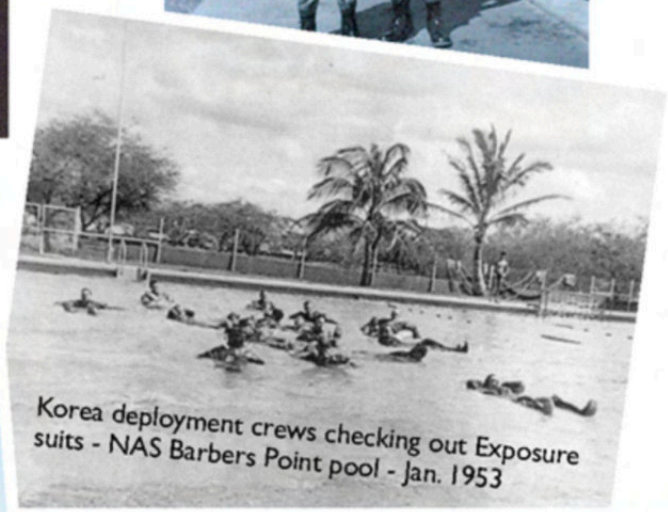
Comparing the missions out of K-3 and NAS Atsugi, Stewart writes "The missions flown out of K-3 Korea were quite different. The missions were shorter and we did not wear our exposure suits. However, I did wear the thermal liner under my flight suit to keep warm. On these missions we usually had one or two Marine Observers onboard with a two plane (F9F's) fighter CAP overhead at 20,000 feet for protection." "We flew every day except for one day and the three day maintenance break in Atsugi." Continuing, "When at the Marine Base K-3 we stayed in the Transit Hut. It had 10 double bunks (no mattresses), Pot Belly stove, picnic table and a bench to wash & shave. The bunks had cardboard from boxes over the springs with pieces of packing material (rubberized horse hair) about 1-2 inches thick from instrument shipping containers as a mattress. The head (john) was about 50 feet away and next to that a shower that only had hot water from 6-8 in the evening if you were lucky. We had a Korean House Boy who came in at 6 in the morning to stoke up the stove and put a pail of water on to heat so we had hot water when we got up. He would also go to the Mess-Tent just before reveille so we had hot coffee when we got up. I think each of us paid him a dollar a day. To keep warm at night we wore long johns and our quilted 'thermal liners' from our survival suits. I think I only took one shower, maybe two, while we were there. I did shave every day as we sometimes flew at altitudes that required oxygen (An Oxygen mask with a beard is very uncomfortable). The food was okay. The Marine cooks would think up all kinds of ways to use canned beef or spam but they could not improve on powdered eggs or milk. The Officers and NCO clubs were well stocked and there was no

shortage of booze. Even in March it had to be the coldest place I had ever been. It was like paradise when we returned to Japan."
On the 22nd of March Crew 5 flew their last mission in the area of Wonsan, North Korea with a mission time of 14.3 hours. Following a few days of liberty and the reassignment of Crew 5 to 77231/TE-5 the Detachment departed NAS Atsugi, Japan on 28 March for NAS Barbers Point, Hawaii via Guam where they would spend a day of rest in the sun. On March 30th they departed for Kwajalein, overnighted, and then to Hawaii via Johnston Island arriving NAS Barbers Point on March 31, 1953. For their work with Task Force 77 each member of the detachment received the Navy Unit Commendation, Korean Service Medal with Bronze Star, United Nations Service Medal, Republic of Korea Presidential Unit Citation, and the Republic of Korea War Service Medal (which was issued in 1953 but U.S. Forces were not allowed to accept until 2003).
On 19 December 1952 the first Lockheed Constellation (Model 749), WV-1 (Mission: Air-borne Early **W**arning; Manufacturer: Lockheed Aircraft Corp. **V**ega Plant A; Configuration No. **1**) BuNo. 124438, was received at NAS Barbers Point. Initially delivered to the U.S. Navy and designated PO-1W on 12 August 1949 it was used by Lockheed, Burbank for Research and Development. It was then delivered to the Naval Air Test Center (NATC) Patuxent River, MD on 30 June 1950 and redesignated WV-1. Transferred to VX-4 on 16 October, 1950 the WV-1 was then transferred to VW-1 on 19 December, 1952 for training purposes. It was given side number TE-1.

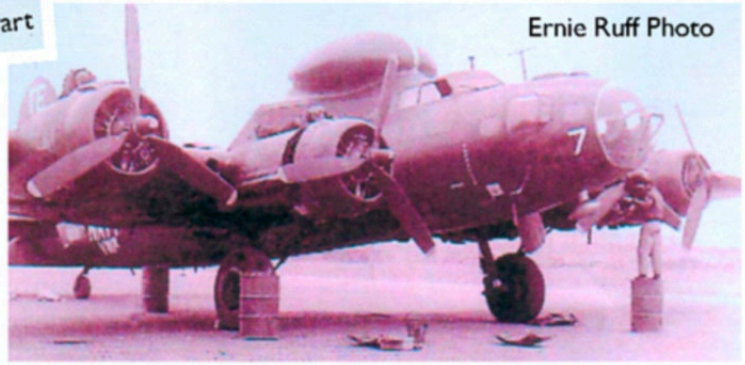
Next Issue Willy Victors Arrive


Aircraft formation in route to Japan/Korea
George Stewart Photo


Al Dalton, AL1, & Bill Lukushek, AL3


Korea deployment crews checking out Exposure suits - NAS Barbers Point pool - Jan. 1953


George Stewart, AD2, Floyd Watson, AD1, Al Dalton, AL1
at NAS Atsugi, Japan - February 1953 George Stewart


Ernie Ruff Photo
On engine #4, Floyd Watson, #3 unknown, and #2 George Stewart


TE-7 at Marine Air Base K3,
Poihang, So. Korea - March 1953 Dan Georgia

SQUADRON INSIGNIA

INSIGNIA of two Airborne Early Warning and Two Transport Squadrons are Illustrated in this issue. VW-1 depicts Paul Revere on the winged Pegasus and first American early warning emissary, with a cathode ray in the background. VW-4 (formerly VJ-2) has a shield imposed on storm clouds and stormy sea with hurricane symbols representing its hurricane-hunting activities. VR-5's packmule straddling the Northern Pacific represents its transport role. VR-7's Sexy Rexy winged seahorse with the world on its back indicates squadron's global activities.



VW-1



VW-4



VR-5



VR-7

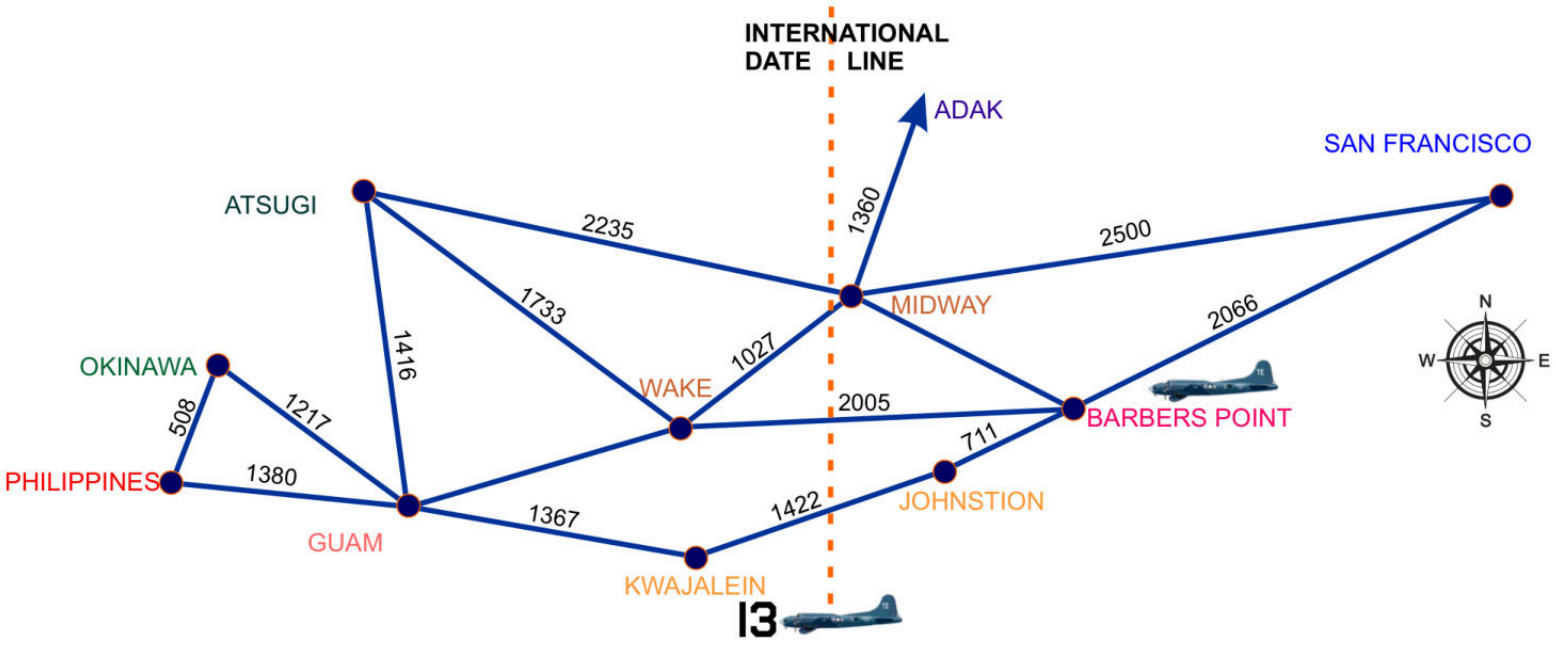
PB-1W Aircraft Specifications



Wing Span103 ft. 9 in.
Length74 ft. 9 in.
Tail Plane Span43 ft.
Height (top of rudder)19 ft. 1 in.
Engines (4)Wright "Cyclone" R1820-97, 9 cyl. Radial, Turbo-supercharged
Horse Power on Take-off l,200 hp each engine
Fuel Capacity (115/145
Internal: 2,780 Gal. (4 - 425-gal
Wing tanks 4 - 270 Gal. outer wing tanks)
Auxiliary FuelExternal, removable: 2-310 Gal. tanks when needed
Weight (empty) 34,000 Lbs.
Weight (max take-off) 65,000 Lbs.
Radar AN/APS-20/A
Speed (Max) 250 kts
Speed (Cruise)140 kts. AEW Operations
Stall Speed (normal landing) 83 kts.
Service Ceiling 35,000 ft.
Endurance16 hours (without auxiliary tanks).
Crew
Operational Missions11 (6 Officers 5 Enlisted)
Officers: Plane Commander, Co-Pilot, Navigator, CIC Officer, 2 Radar Operators/Controllers
Enlisted: Plane Captain (AD), 2nd Mech. (AD), 2 Radiomen (AL), Electronic Technician (AT).

Crew Minimum 5 (2 Officers 3 Enlisted)
Officers: Plane Commander, Co-Pilot,
Enlisted: Plane Captain (AD), 2nd Mech. (AD), 1 Radiomen (AL).Crew ComfortElectric stove for hot meals coffee

AIR DISTANCES IN NAUTICAL MILES





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