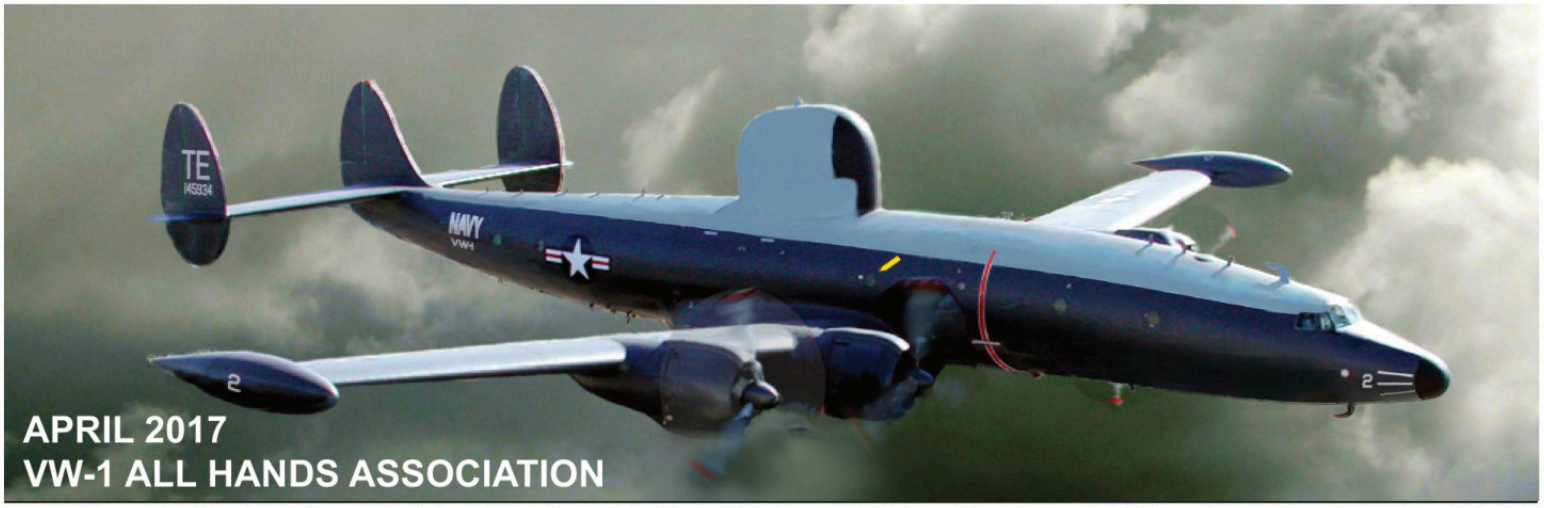


APRIL 2017
VW-1 ALL HANDS ASSOCIATION

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

Greetings Shipmates,

Sally has put together a thorough article for the Newsletter about our upcoming 2017 Reunion in Albuquerque September 11 thru 15 checking out the 16th. There are five full days and nights this year and I hope all hands can make all or part of this fun time together.

I'm in the process of making our "Golf" arrangements with the University of New Mexico, Champions Golf Course manager for our play day Thursday Sept. 14th. All interested Golfers please sign up when Sally sends out the registration forms, we need an accurate head count. Green fees with cart is $66 per golfer. They do offer a discount for active and retired military but, not veterans. Green fees will be collected at the course the day of play.

The 2017 Vanguard Reunion will be held this year in Patuxent River, Maryland from Monday September 25 checking out Friday the 29th. Plans are to tour the Naval Air Station and US Naval Academy in Annapolis plus taking in the local fare.

Several considerations I would like you to mull over. The "Willy Victor" Buno. 141311 is being moved from the former Museum at Rantoul, Illinois to the Yankee Air Museum in Belleville, Michigan. The Yankee Air Museum needs your help with restoration and preservation after they move the Connie to Michigan. Any financial support you can afford would be much appreciated. Make checks payable to; Yankee Air Museum, P.O. Box 590 Belleville, Michigan 48112-0590. For more information visit; (yankeeairmuseum.org/rescue) or call 734-483-4030. I have visited the museum in Rantoul which is about 40 miles east of Bloomington. There have been two All Hands Willy Victor Reunions at the museum with 141311 as the back drop for the Banquet. It included both Navy and Airforce veterans that were involved with the "Connie". I attended both and was reacquainted with old shipmates from VW-11, AEWTU and NRL.

The other consideration is membership in the Fleet Reserve. I know a number of our shipmates are members but, this is for those who are not. The Fleet Reserve primarily provides support for Navy, Marine and Coast Guard personnel. They are ardent supporters of "The Blue Water Sailors" legislation for those who served off the coast of Vietnam in ships and aircraft that were exposed to "Agent Orange". I know it's getting a little late for many Blue Water Sailors who served in those ships and aircraft but, there are thousands of shipmates suffering from the effects of "Agent Orange". Your support of the Fleet Reserve might be what's needed to move this legislation forward.

For all who would like a shirt for the upcoming reunion, orders need to be in by June 30, 2017. Updated cost information was in the January Tracker.

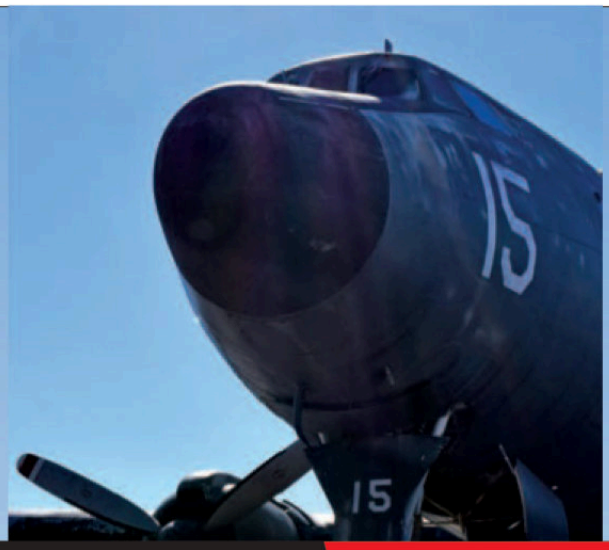
Looking forward seeing all of our shipmates and wives in Albuquerque!!

Ralph Link

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Is it important to save a Willy that you can walk through and see it how it was when we flew and worked on them?



Was the time you spent on a Willy Victor valuable enough to share with generations beyond our lives?

I believe it in my soul that was and still is.
Please give to save the aircraft we feel apart of and reason that we are proud to call ourselves
"Willy Victors Sailors"

THE WARNING STAR RESCUE PROJECT

YANKEE AIR MUSEUM



USN AIRFRAME No. 141311
Delivered 1956, in service until 1979.

WE MADE THE COMMITMENT... NOW IT'S YOUR TURN. YankeeAirMuseum.org/RESCUE

The Crisis.

WE were its last hope. But when the U.S. Navy asked us to help save this iconic EC-121 "Warning Star" — we answered the call. We made a commitment: to RECOVER this beautiful craft from the scrap heap. Unfortunately, that's only half the job. Now, "we" means you. You need to commit a bit of your energy, your resources to help us RESTORE this aircraft and PRESERVE its impact for future generations.

The Opportunity.

That's the power of the Yankee Air Museum. That's the influence you can have. By contributing, you empower us to display this Lockheed Constellation / EC-121 in all its glory — as we advance our educational mission and commitment.

The Plan.

This EC-121 Constellation epitomizes the mission of the Yankee Air Museum. This is what we saved the Bomber Plant for: *To recover, restore and display original and important aircraft, avionics, technology and engineering and share them with the world.*

1 Recover



Through the generosity of donors like you, we have obtained the EC-121 and are in the process of dismantling and transporting from central Illinois to our home here at Willow Run. Now —for the next two steps— we need your help.

2 Restore

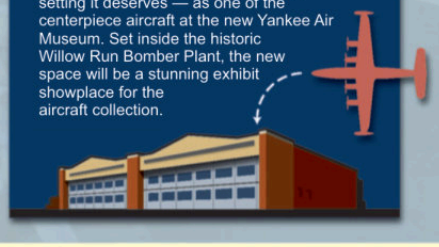
Help us restore this iconic craft with a contribution toward the expert work that lies ahead. The Warning Star —*your* Warning Star— is completely unique with its preserved spyware and instruments, a historic forerunner to the Sentry AWACS to come.





3 Preserve

Now, this EC-121 Warning Star will get the setting it deserves — as one of the centerpiece aircraft at the new Yankee Air Museum. Set inside the historic Willow Run Bomber Plant, the new space will be a stunning exhibit showplace for the aircraft collection.



"Warning Star!" These early warning and control radar surveillance aircraft helped keep America safe in the Cold War, from '50s to the '70s — flying innumerable patrols to detect hostile activity and missile threats.



There's one sure way to identify a Lockheed Constellation / EC 121. Look for its signature "triple-tail" assembly — virtually unique in aviation design, it makes the "Connie" an instantly recognizable classic.

How You Can Help.

Catch the high-flying spirit of the Yankee Air Museum. Help us build our collection and grow our museum. Join our team with a donation of any amount through the attached card or at our website — **YankeeAirMuseum.org/RESCUE.**

THE WARNING STAR RESCUE PROJECT
YANKEE AIR MUSEUM

RECOVER • RESTORE • PRESERVE



Sally's Gouge

VW-1 Itinerary for Albuquerque, Sept. 11 – 16

Our host hotel just sent me a list of those who have signed up and I was shocked to see only five names! Could that be right? They have listed Dunn, Metzger, Rodriguez, Wasmund and Moehlenkamp. Where are the troops? I realize it has been a difficult year with all that has happened with me personally; Pete's problems with the web site, etc. and maybe the lack of communication is showing. Have you got your reservation yet? Time's awastin' …. only about six months to go and you know how time flies!! Contact the Sheraton Albuquerque Uptown – 505-349-2521 and be sure to tell them you are with VW-1. The quoted price is $ 109 (single and/or double) and that includes a breakfast buffet. If you have made a reservation and they are not reporting it, please let me know at Email Removed and I will find out what is going on with this.

Below is my first draft of our daily plans while in Albuquerque, so they are subject to change as I proceed into the contract stage of planning. If you see anything especially "good" or "bad" let me hear about it because adjustments can still be made. Come on down and have some fun with us!

Monday, Sept. 11 - This is always a delight because it is registration day and we get to meet and greet all our friends again. Registration will be from 12 to 6 with a brief meeting at 6 just to make sure everyone is on board with a Plan of the Day. This is the time to get any questions you may have answered.

Tuesday, Sept. 12 – The National Museum of Nuclear Science and History – it may not sound so great, but it is wonderful. It traces the start of the nuclear age from day 1 right through the current beneficial uses. I'm not a big museum fan, but my daughter and I spent over two hours there and had to drag ourselves away! A truly unique, fascinating place – plus it has some planes in the outside area for our guys. The trip will include stopping for lunch … not sure where yet … and then we go to the New Mexico's Veteran's Memorial – a walking pavilion with lovely grounds, kiosks and one-of-a-kind memorials. The one I found most moving was the wall of actual letters written to loved ones from Korea and VietNam. If you opt to do both the day will be from 9 a.m. to 3:30 … a bit long for some. Once those who wish to see the Veteran's Memorial are dropped off there after lunch; the bus will take those who prefer a shorter day back to the hotel and drop them off. A "custom" tour … how about that? A free evening and dinner on your own for time to spend with your friends.

Wednesday, Sept. 13 – A bus tour of Albuquerque is in order. There is much to see and do so I am working out a route with our bus providers. At this point I know it will include Old Town where you can get out and walk about for a time. It will also include a guide so they can provide all those interesting little stories that make these city tours so interesting. The next newsletter will have more specifics as planning progresses. Another free evening with dinner on your own.

Thursday, Sept. 14 - Got to have a "Golfer's Day" in here for our golfers! But we can also squeeze in a couple of things as options. If you wish to go on a Balloon Ride, it will be included on the sign-up sheet. It means a very early start in the a.m. (about 5) so they can be ready to lift off at sunup. I don't expect a lot of you on this venture, but since Albuquerque is famous for its balloons, it will be included and we will see how many takers we get. It is expensive, but it is a once-in-a-lifetime thing, so think about it. I was surprised to find that it is not at all scary! It is like drifting through the sky - all peaceful and serene.

At 7 p.m. we are going to FUNK, a dueling piano bar about a mile from the hotel. Personal cars and the hotel

Continued from Page 3

shuttle will get us there. I confirmed a rumor that it can get a big bawdy, but not until 9 p.m., so we can enjoy the music and choose to go back to the hotel at our convenience. You can buy your own drinks and pick at a "chips and dip", etc. type of table snack.

Friday, Sept. 15 – Immediately following breakfast, we will get our business meeting underway. Time to pick a location for the 2019 reunion somewhere in the good old Eastern U.S. , so come prepared to make a recommendation. Then we will board the bus to Sandia Mountain to ride the tram to the mountain top. It will be a short day so everyone can rest up for the evening.

A buffet dinner will be served at 5:30 and the auction will commence at 7 p.m. Time for the finale and good-byes. How I hate that … it is over … A few of you who were there know I had a complete meltdown in Branson when it got down to the wire and there were only a few left. I felt like an idiot; but it is what it is. Even though I have moved on to a "New Life, New Love", you folks are imbedded deeply in my heart and will always be very special. I'm so looking forward to September and hope to see EVERYONE there!

This is my tentative outline … the dates and hotel, however, are in stone, so you can absolutely count on that. Do get your reservations made asap. It is a huge help on negotiating and finalizing contracts.

Think About Albuquerque – A Few Suggestions

As usual, there are way more things to do than time to do them. Just a few that caught my eye that will NOT be included on our group schedule are listed below…. so you can think about them. There will be time built into the schedule for you to pursue your favorite thing on your own.

The **Turquoise Museum** on Central Avenue is a unique opportunity to learn everything you would ever want to know about turquoise. They have a 90 minute tour to educate you about all things turquoise, including a bona fide "mine entrance" and seeing how the turquoise is extracted and processed. A huge selection of unique, beautiful turquoise jewelry is there to tempt you if that is your gem of choice. A working lapidary shop can do custom settings and appraisals. It really is a one-of-a-kind place.

At least one of our VW-1er's will be interested in the **Bosque del Apache National Wildlife Ref**uge. It was established in 1939 to provide a critical stopover for migrating waterfowl, and is well known for the thousands of sandhill cranes, geese and other waterfowl that winter here each year. There is a 12-mile loop tour that opens one hour before sunup. Petroglyphs tell the story of an ancient people that lived and hunted here. This stretch of the Rio Grande and its diversity of wildlife have drawn humans to this area for at least 11,000 years. Artifacts and stone tools found nearby tell us that nomadic paleoindian hunters pursued herds of mammoth and bison in the valley. Up and at it early for this one!

If you are interesting in learning about Indian culture, visit the **Indian Pueblo Cultural Center**. Enjoy the renowned collection of Pueblo pottery and art; see traditional Native American dances honoring Mother Earth and meet artists selling their handcrafted work. You can try your hand at pottery making or gourd painting on one of the in-depth tours. There is original works of pottery, turquoise jewelry and art at Shumakolowa Gifts, and taste the award-winning Tewa Taco and fresh baked Pueblo oven bread at the Pueblo Harvest Café. It would make a great day trip!

The **Coronado Historic Site** is one I can personally recommend because it was included in my trip last September. It was fascinating. It is about a 30-minute drive from Albuquerque and well worth the trip. The monument preserves the ruins of Kuaua Pueblo, which was inhabited by Tiwa-speaking farmers from about 1325 to 1550 CE. An interpretive trail (1/4 mile) winds through the ruins and leads to a reconstructed kiva (ceremonial chamber) that was excavated and rebuilt in 1938. Archeologists working at this site during the 1930's discovered a series of kiva murals, which are considered some of the best examples of Pre-Columbian art ever found in North America. The Kuaua Murals were painted as frescoes over a period of about 75 years in the 15th century. Fourteen of the original murals are displayed in a gallery in the visitors center. A video presents the history of the meeting of two great cultures, and exhibits in the museum explore past and present lifestyles of the Rio Grande valley.

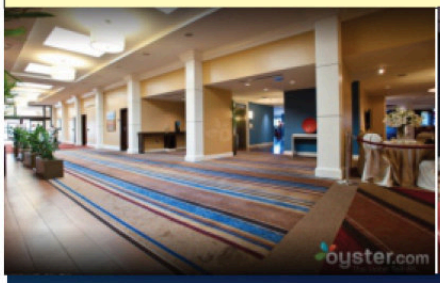
I doubt it is a secret that I would research the casinos in Albuquerque …. and that I did visit one during my research trip there last September. My "pick" is the **Santa Ana Star Casino**. It is located about 30 miles north of Albuquerque, but worth the drive as it has over 1,400 slots plus table games and three restaurants. The smaller in-town casinos just didn't do it for me.

ALBUQUERQUE - NM
AIR BORNE EARLY WARNING
VW-1
SQUADRON ONE
REUNION
SEPTEMBER 11–16, 2017

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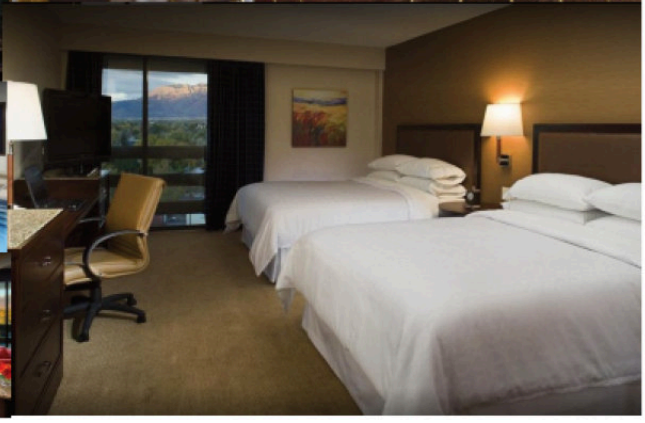












AEWRON ONE HISTORY PART ONE

by Dan Ragan

By mid 1953 the Squadron consisted of one WV-1 and eight PB-1W's. During the later part of 1953 and 1954 other PB-1W's were occasionally deployed to NAS Atsugi, Japan, and USAFB/ NAF (Naval Air Facility) Naha, Okinawa to support the Seventh Fleet.

From June 1952 through December 1954 VW-1 was continually increasing its manpower complement and aircraft. Between June 1952 through February 1955 the squadron received 10 different BuNo.'s of the PB-1W. Maximum aircraft compliment of PB-1W aircraft at any one time was eight. The Enlisted roster for the end of year, 1953, had 318 “white hats” and 38 chief's.

On 12 May 1953 the Special Projects Division at Sangley Point was reassigned to Airborne Early Warning Squadron One (VW-1) as Detachment Able. (The P4M-1Q unit was the nucleus of future Squadron VQ-1 which was commissioned in June 1955). In June 1954, certain VW-1 personnel returned to NAS Barbers Point, while the electronic reconnaissance assets remained as Detachment Able and were reassigned to AEWRON THREE, VW-3. At the time the detachment had a complement of 22 officers and 110 enlisted men.

Howard Knight, writing a squadron article for NAS Barbers Point newspaper, “***The Poi***



1953 edition: “Brothers serving with the armed forces sometimes have a hard time managing to keep from being separated. But in the case of four brotherly sets attached to Airborne Early Warning Squadron one, this challenge has been met head on”. Compressing the article, Knight says the brothers were David and John Shaw of Lynbrook, NY (“David is currently in charge of VW-1's line crew. Both brothers wear the Korean Service Medal”); Jack and Dale Richards of Dallas, TX (“Both brothers wear the Korean Service Medal”); Ernest and Henry Harris from Hinkley, CA; and John and Gene Wells, twins from Salem, OR.



NAVY BROTHERS—Airborne Early Warning Squadron One (VW-1) boasts of four sets of brothers. They are, left to right—1st row, Henry Harris, John Wells, John Shaw and Jack Richards. Second row, Ernest Harris, Gene Wells, David Shaw and Dale Richards.

In February of 1953 the squadron received approval of it's new insignia. Again, Howard Knight provides his write-up for the NAS Barbers Point newspaper, ***“The Pointer”***: 'Alamar' Becomes Part of Insignia “Paul Revere rides again! The famed advance warning horse-man now travels by air in the newly approved insignia of Airborne Early Warning Squadron One”. “The insignia features Paul Revere astride the mythological steed Pegasus, and symbolizes the advance warning given by the squadron aircraft. The background denotes a radar screen, with lightning bolts signifying the radar Provided by Howard Knight signal”. “The Original idea was submitted to the squadron insignia committee by LCDR. D. H. Stegner and LT. A. T. Shearer. The idea came after an insignia contest was announced within the squadron with a $50.00 cash prize for the winning entry. The photographic laboratory of VU-1 prepared colored prints of the insignia which were submitted to the Chief of Naval Operations approval”.

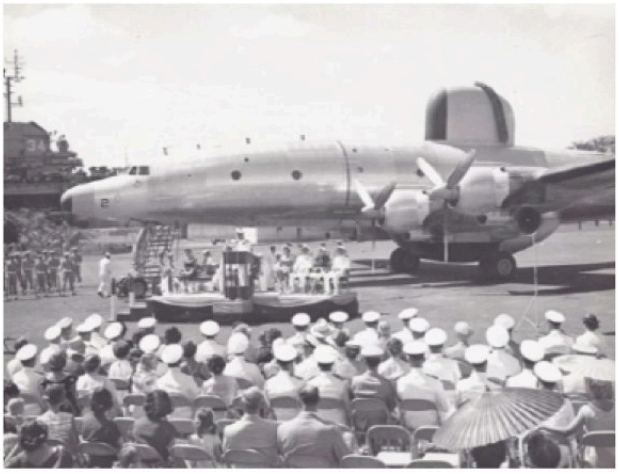
During the early years of the squadron's existence dozens of familiarization and training flights were flown. Each crew flew a minimum of three times a week, and most crews flew more often. These flights involved learning the PB-1W from a pilots and Plane Captain, or Crew Chief, perspective. They also provided valuable time working as a team in the CIC aspects of AEW. Some flights took on more color than others. As an example an occasional flight was made to Hilo, Hawaii T.H. The Hilo flights would generally take place around Mother's Day, Christmas, memorial days such as May 30 and December 7. These flights were called, by some, flower flights as the Crew Members would go into town to buy flowers. At least one flight took place to the big island

when Kilauea crater on Mauna Loa was erupting providing fantastic viewing from above the crater and lava flow. One amusing story relating to these flights involved a flight crew who went into Hilo for a couple of beers while shopping for flowers. On the return flight to NAS BBP the Co-Pilot needed to relieve himself. The urinal was a small funnel in the aft of the aircraft. When the co-pilot left his seat in the cockpit the pilot requested the Crew Chief to let him know when the co-pilot was at the urinal station. Given the heads-up the Pilot put the aircraft into some radical maneuvers creating havoc in the aft end of the aircraft. When the co-pilot returned to the cockpit, somewhat disheveled, there was no way the pilot was going to leave his seat, no matter how bad he needed to go aft. The flights to Hilo ceased after all the PB-1W aircraft transferred out of the squadron. The larger WV aircraft could not be accommodated at the Hilo airport.

In April 1954 the first Lockheed Super Constellation (Model 1049C), WV-2 BuNo. 128323, was received at NAS Barbers Point



Commissioning Ceremonies of the new WV-2, "Connie" - Ford Is., Pearl Harbor April 1954



and given side number TE-2. This aircraft did not have the radar equipment installed and was used for flight crew training only. BuNo.128323 was later returned to Lockheed to have the radar equipment installed. During 1954 selected VW-1 personnel were sent to the Lockheed Aircraft Service School in Burbank, California for training as WV-2 Flight Engineers or Crew Chiefs. By mid 1954 the Squadron consisted of a mix of seven PB-1W's, one WV-1 Constellation and four WV-2 Super Constellation's. 1954 also saw a major build up of squadron personnel and the squadron received more WV-2 aircraft. By the end of 1954 VW-1 had received 358 new personnel, 315 "white hats" and 43 chief's. There are no records available on Officers. However, the compliment of officers must have increased as well given the number of WV-2 aircraft increased to twelve in 1955 and all pilots, co-pilots, navigators and CIC crews on 6 radar scopes were commissioned officers at that time. CDR Adrian Perry became the CO, relieving CAPT. Luehman on 1 June 1954.

At the beginning of 1955 the last of the PB-1W's were being released for storage at NAF Litchfield Park, Arizona. The last PB-1W of VW-1, BuNo. 34114, was flown to NAF Litchfield Park, Arizona for storage in February, 1955 and the one WV-1 was transferred to VW-4 in Jacksonville, Florida on 21 February 1955. At the same time four additional new WV-2 aircraft were received bringing the total complement of WV-2's to twelve.

With the new WV-2 Constellation aircraft coming on board familiarization flights for the entire crews were required. The air crews at NAS Barbers Point were continually flying day and night familiarization, and training missions. Crews would fly every two or three days. Most of these flights were from two hours to seven hours. Most flights were local but some extended out to French Frigate Shoals or Johnston Island and return. Some flights were back to the U.S. mainland. Some crossed the mainland to Washington D.C. stopping at a number of cities along the way. Frank Dolan tells about a training/familiarization flight to the west coast. Pilot/ Navigator LTJG. Gordon Pine's flight log book on this flight indicates they flew to Burbank (Lockheed), NAS Los Alamitos, NAS Glen View, NAS San Diego, NCAD Miramar, NAS Moffett Field, and back to NAS Barbers Point. On their departure out of NAS Moffett Field close to the "point of no return" Flight Engineer Richard "RIP" Collins informed the pilot (XO CDR.) that he noted the lube oil pressure in #3 3350 C-1 engine was very rapidly falling toward zero. The pilot shut down and feathered the engine and called the radio operator to contact NAS Barbers Point and Moffett to let them know of their problem and "add that a detailed message would follow." "The flight engineer determined which cylinder in the engine had sprung a leak and found enough factual data to include part numbers in the pilot's" Situation Summary "message." This information was passed to Dolan, as First Radioman aboard, to transmit. Typical of many occasions when transmitting on HF frequency because of the wave length and ionosphere level they were not able to contact either station. After three attempts to contact Moffett and BBP "two other stations offered to relay their message traffic. The first was Marine Corps HF radio at Cherry Point, NC and the second offer came from March AFB in California. The message went out to both stations with a "Roger" from both stations. When they returned to NAS Moffett field "there were several engine Technical Representatives from Curtiss-Wright, two mobile work platforms, a trailer mounted generator, and a very bright treble set of lights on a pole above the wheeled" Generator Set. The Flight Engineer and his "support team of mechanics were able to replace the bad cylinder. Overnighting at NAS Moffett Field the crew returned to NAS Barbers Point on the 2nd of July.

On the 19th and 20th of January, 1955, VW-1 assisted in a SAR mission between Wake Island and Johnston Island. Aircraft

BuNo. 135749/TE-6 and BuNo 135756/TE-10 departed NAS Barbers Point for Johnston Island which would be our temporary base of operations. Johnston Island is a low sand and coral island, 717 miles W.S.W. of Honolulu. This 1.03 square mile atoll is 1,000 yards long (3000 ft.), about 200 yards wide, and reaches its greatest height of 44 feet in "Summit Peak" near its eastern end. The accommodations on the island were minimal and the runway was just barley long enough to accommodate the WV-2 aircraft. The pilots had to "stand" on the brakes, run the throttles to full power, and release the brakes at full power. Rotation was practically at the end of the runway. I recall one take-off that was aborted. That was a "dicey" moment. The nose gear was almost touching the waters edge when we stopped.



Johnston Island U.S. Navy Photo

Following WW-II some of our Allies were now our enemy, Russia in Europe and Red China in Asia. The spread of Communism was growing and becoming more aggressive. In 1949 Mao Zedong's Communist "Red" army defeated Chiang Ki-Shek's Nationalist's army driving them to Formosa and other off-shore islands. In February 1955 the situation in the Formosan Straits began to heat up considerably. The hostile rhetoric of China was becoming so loud the Department of Defense was concerned China was about to attack the island of Formosa. Communist China was shelling, and at least one "Red" bombing attack against, the Tachen Islands of Matsu and Quemoy off the Southeast China coast. Generalissimo Chiang Kai-Shek of the Nationalist Forces ordered the evacuation of the islands and the U.S. 7th Fleet were assisting the evacuation. Admiral Felix B. Stump, Commander of the Pacific Fleet, as reported by the Honolulu Star-Bulletin newspaper on Thursday, 27 January, 1955, has "blacked out all future news releases about the movements of U.S. and Allied Forces in the Formosan area." He was further quoted at a press conference at Pearl Harbor as saying "that if the Communists try to invade Formosa they will get the pants kicked off them". The news article also reported "Meantime, with the Seventh Fleet, the Commander, Vice Admiral Alfred M. Pride, laid down news restrictions on correspondents as tight or tighter than those laid down by Stump." An Associated Press correspondent with the fleet described Pride's order as "a censorship much, much tighter than any formal censorship applied by the U.N. Command in the Korean War." Responding to this threat two of VW-1's aircraft, BuNo. 131390/TE-4 and 131392/TE-5 were deployed to NAF Naha, Okinawa joining the Seventh Fleets' mighty Task Force 77, comprising the carriers Midway, Essex, Yorktown, Kearsarge, and Wasp, and their supporting ships, in supporting the Nationalist Chinese evacuation of the Tachen Islands along the South East coast of China. Both aircraft departed NAS Barbers Point, Hawaii late in the day on 3 February, 1955 for NAS Atsugi, Japan making refueling stops at NAF Kwajalein Island and

NAS Agana Guam. Overnighting on Guam, the two aircraft continued on to NAS Atsugi, Japan on 6 February. BuNo 131390/TE-4 had to make an unscheduled stop on Iwo Jima to repair a broken long wire antenna. On 9 February both aircraft departed NAS Atsugi for NAF Naha, Okinawa. Their mission was to provide AEW patrol coverage for the Seventh Fleet's Task Force 77. The support missions lasted from February 9 to the 13th of 1955. VW-1 Squadrons aircraft TE-4 and TE-5 flew 15 to 16+ hour missions during this period rotating every other day. On 10 February 131392/TE-5 flew a mission of 16.3 hours. George Stewart and I recall a couple of incidents during our coverage. On one mission our CIC reported a bogie (MIG) aircraft high and aft of our position approaching us at a high rate of speed. Our pilot directed our aircraft into a bank of clouds where we "hid" until the threat was gone. At the same time we called in friendly aircraft. George recalls another incident which occurred on 10, February. BuNo 131392/TE-5, while flying its mission in the Formosa Straits, our CIC picked up a slow moving contact and vectored us toward the contact. We made a low level past over the contact which turned out to be a heavily armed Chinese Junk. There was no interaction between us. We reported the contact to the Task Force then continued on with our mission. On this particular mission we had to stay on Station for about an additional 1.5 hours due to the late arrival of our replacement, a search light equipped P2V which was late taking off. Rotating daily missions BuNo. 131390/TE-4 flew a 14+ hour mission on 11 February without any incidents. On 12 February TE-5 flew a 15.4 hour mission. It was also during this time, 11th or 12th of February, a "Red" Chinese pilot flying a MIG-15 decided to defect. The aircraft was escorted to Kadena AFB, Okinawa by USAF F-86 aircraft. The Nationalist Chinese were all successfully evacuated to Formosa.

At USAFB/NAF Naha we stayed in Quonset huts. There was no air-conditioning. It was hot and humid; nothing seemed to dry. Food at the base "chow hall" was very good and available any time before or after a long flight. During non-flying days when we were not servicing the aircraft time was passed playing single and double handed pinochle for long hours, swimming in Naha harbor off a sunken Japanese ship, absorbing suds at "Habu Haven", or simply sightseeing downtown Naha and the surrounding ares. Some of the crew would go into the hills and find tombs, caves and partially destroyed concrete gun bunkers. At the time we were not supposed to go into the hills as there were concerns about land-mines that may still be in the ground or other explosives. Both aircraft, TE-4 and TE-5, returned to NAS Atsugi on the 13th.

Newsweek magazine reported "Never in history had such an evacuation taken place with such a show of overwhelming power. Flung wide across the sullen East China Sea was the mighty U.S. Seventh Fleet. Cruisers and Destroyers prowled to and fro within range of Communist shore batteries. From below the horizon, five of the U.S.'s mightiest carriers flung an umbrella of jet fighters

above the two scruffy little islands." Between the carriers and the mainland were the aircraft of VW-1, often flying within sight of the mainland.

There were costs on our side however. On one patrol, a Navy Skyraider swung too close to the Communist mainland, caught a burst of antiaircraft fire, and safely ditched near a Nationalist minesweeper. Shortly after this period a Navy P4M-1Q Mercator of Navy Squadron VQ-1 out of NAS Sangley Point, P.I. was shot down by MIG's with the loss of its crew.

Following our return to NAS Atsugi we would fly missions over Japanese waters off the island of Honshu working with ships of Task Force 77. On one such mission BuNo. 131392/TE-5, conducting AEW operations over the Sea of Japan with part of the Seventh Fleet on 17 February 1955, lost an engine. Returning to NAS Atsugi, Japan the pilot pulled the throttle back on the second engine in order to practice emergency landing on two engines. TE-5 landed safely at NAS Atsugi, Japan following a 6.4 hour mission. On the 22nd of February both aircraft, TE-4 and TE-5, departed NAS Atsugi for NAS Barbers Point with TE-5 flying a southern route making an overnight stop at NAS Sangley Point, Philippines, and continuing on the 23rd via NAS Agana Guam, and NAF Kwajalein Island arriving NAS BBP late in the day on the 23rd of February.

On the second of May, 1955 two VW-1 aircraft, BuNo. 135758/TE-1and BuNo. 135749/TE-6, departed Barbers Point, Hawaii for a three month deployment as part of Detachment A at NAS Atsugi, Japan. Fuel stops were made at NAF Kwajalein Island and NAS Agana Guam. Upon arrival the balance of May was spent flying barrier missions in the Formosan Straits and around the Pescadores Islands. My flight log book records Formosa Strait coverage by TE-1 on May 9, 11, 12, 15, 16, 17, 20, 22, 23, 24, & 25. Pilot LTJG Gordon Pine's flight log book for TE-6 has AEW coverage in the Formosan Straits on May 12, 13, 15, 17, 18, 19, & 20 and June 2 through June 9. Most of these missions were flown out of NAF Naha, Okinawa. However, from 18 May to 20 May and June 2 to June 9 TE-6 flew their missions out of FAFB (Formosa Air Force Base), Tainan Formosa and TE-1 flew their missions from the same base in Formosa from 22 May until 26 May. Coincident with supporting Task Force 77 during the evacuation VW-1 aircrews were supporting a U.S. Marine Detachment on the same airbase. The Marines were mapping from the China coast inward, for some distance. They were using a small twin-engine carrier type aircraft at a relative low level. Our assistance was to fly at a relative high level, about 18,000 feet and provide radio contact with the Marine aircraft. Our only duty in support-ing them was to receive and acknowledge their "FEET WET", "TURN BACK", and "FEET DRY" transmissions or distress messages if received Our station in the Straits was flying parallel to the coast of China. Close enough to see the coast very clearly. Both crews stayed in a small two or three level downtown hotel (Shamrock) about 20 minutes from the airfield. Weather was hot and the rooms had no air-conditioning, only fans. LTJG. Gordon Pine writes "off duty time was spent walking around the neighboring area and observing traffic on the street. Most of the traffic was by foot, water buffalo or bicycle pulled carts. Very few automobiles or trucks. For long jaunts we hired Pedicab's; a three wheeled bicycle with a seat for one between the back two wheels. The food was fair and when we had water buffalo steaks it was tough, highly spiced, and peeled the skin in the mouth." The tap water was unsafe to drink. When "safe" water was not available we brushed our teeth and rinsed with local beer. "There was a bar and ping-pong table on the roof with a canvas covering. Cooler than the rooms during the evening." Beer was no match to San Miguel but cold.

Gordon Pine tells of one mission where BuNo135749/TE-6 was on station on a clear day when CIC reported to the PPC that two bogeys were close ahead. Immediately the PPC sitting in the left front seat stated "one bogey close at 10 O'clock high diving on us". Almost instantaneously with the PPC's sighting the co-pilot stated essentially the same words, "one bogey close at 2 O'clock high diving on us". These aircraft were close and could be seen very clearly. At this point the flight engineer stood up to see and accidentally knocked the metal log book to the floor making a very loud sound. Everyone in the cockpit jumped. The "bogey" aircraft turned out to be two Chinese nationalist aircraft flying out of Tainan Air Base returning from a raid into China.

On 1 June, 1955 the Pacific's dedicated airborne electronic reconnaissance capability in VW-1 Detachment Able at Naval Facility Sangley Point, Philippines was reorganized into an independent command. The unit was redesignated Electronic Countermeasures Squadron One, with the alphanumeric designator VQ-l. This marked the first Navy squadron to bear the "overt" electronic countermeasures designation, and the electronic reconnaissance function was now out of the closet.

While VW-1 aircraft were detached to NAS Atsugi, Japan for extended periods starting May, 1955 a permanent Detachment of VW-1 was not established until September 1955. Deployment to Detachment A (Able) was for a period of three months. Aircraft deployment was on a rotating basis with a different aircraft and crew arriving and departing each month. Aircraft deployed to Detachment A also operated out of USAFB/NAF Naha, Okinawa and NAS Sangley Point, Philippines.

In preparation for establishing a permanent detachment at NAS Atsugi, Japan a small cadre of VW-1 personnel were sent to NAS Atsugi to assist in the construction of maintenance facilities. AD-2 Neil Hopler recalls he assisted in building the Nose Docks. The squadron location at the airfield was on the West side of the active runway next to the fire station.
In June, 1955 BuNo. 135752/TE-9 joined Detachment A for their three month deployment rotation. On the tenth of June TE-9 flew to NAS Sangley Point, Philippines and returned on the twelfth. Search and Rescue (SAR) missions were flown over the Sea of Japan on June 27th and 28th and again July 5th. While flying out of NAS Atsugi, it was not uncommon for us to fly every day or every other day. These flights lasted anywhere from 2 hours to 7 hours each. On the 11th of July TE-1 flew three 2.5 hour flights. On July 25th TE-1 flew from NAS Atsugi, Japan to NAF Sangley Point, Philippine. The purpose of the mission was to evaluate the airfield at NAS Cubi Point, Subic Bay, Philippines. Rear Admiral Fitzhugh E. Lee was aboard the aircraft on all flights for this particular mission. On July 26 the aircraft flew from Sangley Point to Cubi Point. After two take-offs and landings and a tour of the facilities TE-1 returned to Sangley Point. On July 27 the crew returned to NAS Atsugi, Japan. August 1st TE-1 departed NAS Atsugi, Japan for NAS Barbers Point, Hawaii stopping to refuel on Midway Island.

CONTINUED IN JULY

IN MEMORY AND HONOR



Janet A. Markowitz
Mar 21, 1936 - Feb 24,

Janet A. Markowitz, 80, of Shenango Township passed away the evening of Febr. 24, 2017, at her residence.

Born March 21, 1936, in McKeesport, Pa., she was the daughter of Clayton and Leona Dignan Spahr.

Janet is survived by her second husband, Larry R. Markowitz, whom she married on Aug, 21,1970. She was preceded in death by her first husband, Robert E. George, on May 20, 1968.

After her graduation from McKeesport High School in 1954, she worked in banking as a bank teller for 25 years. She then furthered her education at the Lawrence County Vo-Tech, receiving her nursing degree, which she used working at Indian Creek Nursing Home for 12 years.

Janet was very involved with several organizations such as Jameson Junior Guild, Contact EARS and the Red Hat Society. She was also a member of Wimodausis, Eastern Star and PEO.

Among her many interests, she enjoyed reading, coloring, art, travel, shopping and social media. Most important to Janet was spending time with her family and her two loving cats, Dusty and Lefty.

She was a member and former Deacon at Highland Presbyterian Church.

In addition to her husband, she is survived by one daughter, Laura J. Boron of New Castle and her significant other Shawn Lyskowka; one son, Robert E. George and his wife Barbara of Edinburg; one brother and sister-in-law, Clayton G. "Jerry" and Yvonne Spahr of Cordova, Tenn.; and one grandson, Justin R. Boron of New Castle.

She was preceded in death by her parents and her first husband.

The funeral service took place on February 28 at the R. Cunningham Funeral Home and Crematory Inc., 2429 Wilmington Road, New Castle with the Rev. Richard Kinney officiating.

Burial will be in Parkside Cemetery.

NEW FROM CYBERSPACE AND MAIL CALL

Email from Steve Birdman (what a great name)

Pensacola Collection of Navy/Marine Aircraft....aka National Museum of Naval Aviation...
Someone did a LOT OF WORK to sort out and take these photos out of the pack most are imbeaded in!
Great photos of the planes at the Naval Air Museum from WEB site CDSG Forums.
www.cdsg.org/forums/viewtopic.php?t=337

LOOKING FOR VARIFICATION



Good News for Bob Stephenson

Good news for Bob Stephenson. Bob joined the association not long ago and reached out for help. It is the same story that we have seen many time, one of our own has cancer but the Veterans Administration refuses to accept that a Naval Aviation veteran was in Vietnam during the war. Bob has Air Medal but no crew orders that placed him in Vietnam in 1968 & 1969. Emails were sent to all hands for help. Jim Prusa and Vic Cook both responded with letters to the VA in early March and by March 31 Bob Stephenson was approved.
Bob Stephenson email both Vic and Jim:

"Found out my VA Agent Orange claim was approved yesterday. I am forever in your debt! I am convinced that without your submissions to me that my claim would have certainly been denied. Bless you both!"

Outstanding effort by both of these men and it show that all we have to do is get involved. The amount of personal commitment that James Prusa and Vic Cook is nothing less than amazing that they would go beyond what the world today expects, they are true friends, shipmates, and naval warriors sticking to the "no man left behind" code that is etched in their hearts.

Jim and Vic have set the standard and we need your help. We need to place on the VW-1 web site all Crew Orders that place a crew in Vietnam. So get off your duff and scour your old Navy papers for those orders, have them scanned and send them to Pete Wasmund, if you can't get them scanned send them to me and I will scan them and send them back (include return envelope), I promise. In the next Newsletter we will explain how to write an effective letter to the Veterans Administration.

If we don't care we will fail.

Pete's email is Email Removed
My address is:
Christopher Seal, USN Ret
Editor VW-1 All Hands Newsletter
Address Removed

Address Removed



SEND ME VW-1 PICTURES!!!



What we have is an editor that is a graphic designer/digital artist that flew close to 2,000 hours in TE9 and TE2, most of it in TE2. It is true that most of the aircraft on the Newsletter banners are of either TE2 or TE9, between 1966 and 1968. Now I could say that I am the editor and I will do what I want to do, but that is not really right. So, I will put other aircraft on the banner if the membership sends them to me via email or upload them to our squadron account on **Shutterfly.com** (see below to get all the info). If you send me a photo I will scan it and send it back (please enclose an envelope, I will cover the postage). So it is either that or continue to see TE2 and TE9. Hope I get more pictures. Also you can upload all your VW-1 pictures at **Shutterfly.com**.

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.



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

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