

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

NAS BARBERS POINT, HAWAII NAS AGANA, GUAM, NAS SANGLEY POINT, PHILIPPIANS NAS ATSUKI, JAPAN OKINAWA, JAPAN, CHU LAI, VIETNAM

Grace Under Fire
America's Story

by ELLIOT KAUFMAN July 4, 2017, National Review

To understand America's story, turn to Grace under Fire, a selection of American letters of faith in times of war. The Fourth of July is the perfect time to tell the story of America. But which one? Growing up in Canada, I learned a peculiar version in school. It started with the slaughter of the natives and continued with a silly revolution over taxes, one that helped preserve the horrors of slavery. From slavery, the story jumped to the excesses of capitalism during the Industrial Revolution and then to imperialism around the turn of the century. But if imperialism was cruel, the isolationism that followed it was callous. From there, we skipped to segregation, Vietnam, and the Red Scare, which was posed as the precursor to a contemporary hysteria over Islamic terrorism.

Well, that's one story of the USA. But why do its tellers seem to think that the American night has no stars, nothing but bats and owls and the insane moon? They are wrong, I concluded, and I turned to an altogether different American story. This was a story of liberty — first, freedom from Europe through the bravery of the revolutionaries and the wisdom of the Framers. Next, freedom for all Americans through the altruism of Lincoln, the miracles of capitalism, and the righteousness of Martin Luther King. Finally, freedom for Europe through victories in three world wars, punctuated by the landing at Normandy and the simple genius of Ronald Reagan, the likes of which was still needed to bring liberty to the rest of the world.

Well, that's another story of America, perhaps better suited to the fireworks that will light up the night. But America is large, it contains multitudes. Worse, made up of human beings, its history is complicated and often disappointing. And even if the apologetic version is correct, it no longer feels true; that is, the story does not seem to capture the essence of America, or at least the piece of it that has always resided inside me.
The story of America, I think, is not its peaks, not its valleys, and not the two set against one another. As F. L. Lucas once wrote:

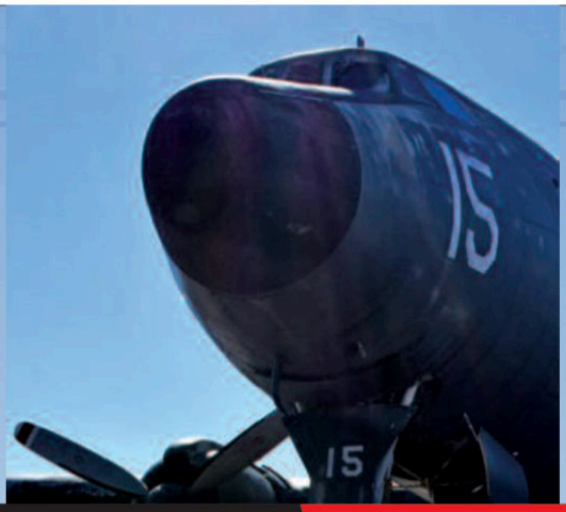
> Not less important than the brilliant few that lead a nation or a literature to fresh achievements, are the unknown many whose patient efforts keep the world from running backward; who guard and maintain the ancient values, even if they do not conquer new; whose inconspicuous triumph it is to pass on what they have inherited from their faiths, unimpaired and undiminished, to their sons. Enough, for almost all of us, if we can hand on the torch, and not let it down; content to win the affection, if it may be, of a few who know us, and to be forgotten, when they in their turn have vanished. The destiny of mankind is not wholly governed by its "stars."

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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



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 beau ful cra 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 aircra and PRESERVE its impact for future genera ons.

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 engineeringand 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.

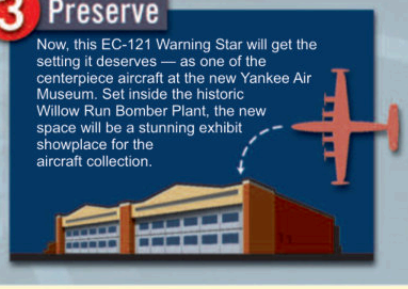
2 Restore

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.

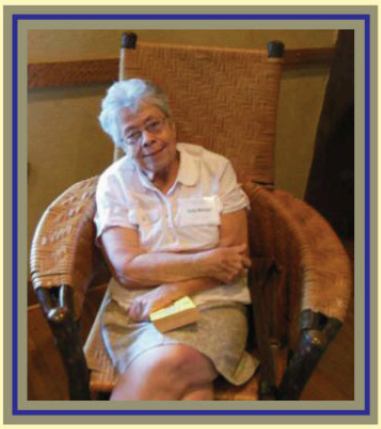
How You Can Help.

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

ALBUQUERQUE REUNION ATTENDEES …..

9/11/17

Note the reunion attendees are listed below, but keep in mind that there are an additional ten members who have rooms reserved but have their registration with me pending. Estimated at this point is a minimum of 70. Knowing we are all growing older, some wait until the last minute to sign up. So you can expect another good turnout ….. and a good time for all!!!Bailey, Lenn & Jane
Buswell, Lowell & Sheila
Davey, Dan & Juana
Chitwood, John & Elizabeth
Coppage, Jim & Janice
Deeds, Robert & Brenda
Doty, Frank & Jackie
Dunn, Tom & Joyce
Eskew, Karen & Guests: Camacho, Hector,
Fisher, Lyle & Sylvie
Garcia, Jesse
Gergal, Jack & Sydnie
Hoover, Tom & Rita
Houdek, John & Felisa Sotto
Kuebler, Richard & Paula
Link, Ralph & Jane
Metzger, Sally & Guest: Winston Pitman
Moehlenkamp, John & Linda
Neely, Bud & Nancy
O'Reilly, Bob & Flo
Ragan, Dan & June
Rice,John & Guest: Ken Hibler
Rivera, Phil & Kathy
Rowell, Ron & Karen
Stotts, Mack & Judy
Vonasch, Carl & Carol
Wasmund, Pete
Webber, Mike and Debbie

NEW FROM CYBERSPACE AND MAIL CALL



Every two years EAA fly's their B-17G, Aluminum Overcast, into Odgen, UT for a weekend. Since I had crewed the PB-1W with VW-1 in the 1950's an EAA friend arranged for me to fly on Media day aboard the aircraft. I wore my flight suit with a VW-1 emblem and my VW-1 ball cap. Recognizing I flew in the navy one of the crew said the pilot was a navy man. When the pilot entered the briefing room we were introduced and I'm sure he saw the VW-1 emblem and said he was in VW-1 from 1968 - 1970, twelve years after I had left the squadron. The pilot that day was Rex Gray (ATR1 with the squadron). We had an enjoyable time chatting about our days in VW-1. What a small world it was for us that day.
Dan Ragan

David Herda Email Removed May 20
Everyone;
After 32 years of federal services I am officially retiring at the end of June 2017. A retirement event hasn't been scheduled yet, but we are leaning to the 3rd or 4th week in June.
From that point I will be expanding my consulting business (but not too much), spending more time with the grandkids and fishing (hopefully).



OUR DEPARTED SHIPMATES

In Memory of

Delmer David Lee

Shawnee, Oklahoma
Mar 14, 1940 - Dec 8, 2016



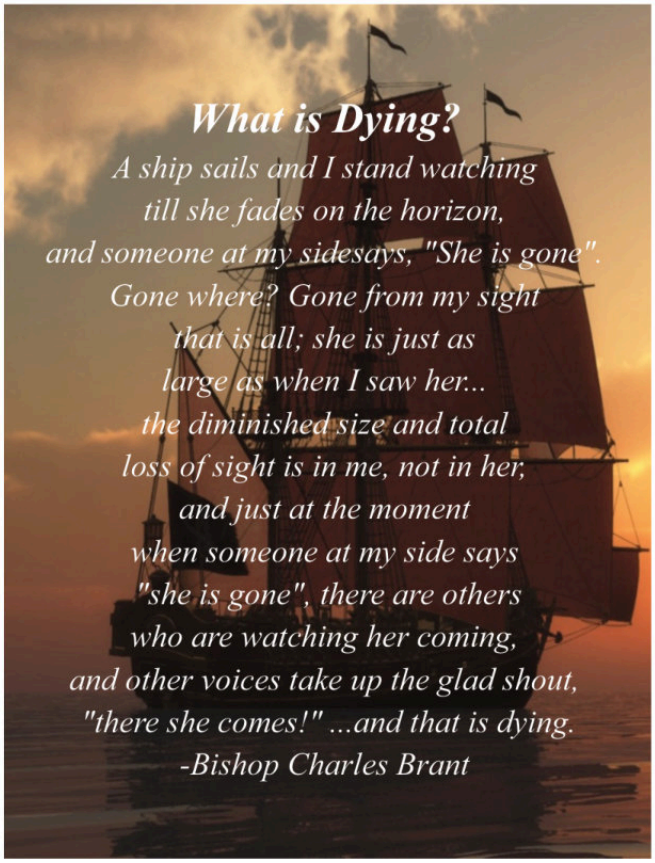
Shawnee resident, Delmer David Lee, 76, died Thursday, December 8, 2016. He was born in Creelsboro, Kentucky to Delmer W. Lee and Loma Thurston. Delmer was raised in Newcastle, Indiana. Once he graduated from high school, he joined the United States Navy and had a 20 year career in naval aviation. He married the love of his life and best friend, Tanna Wilson, in February of 1976, and they enjoyed 40 years together.

He was an entrepreneur throughout his life and enjoyed many business adventures, including a trucking company, a real estate appraisal company, and most recently, an aviation company.

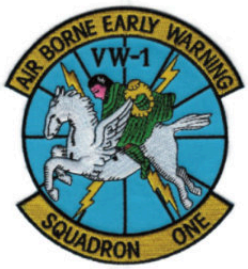
Delmer was a longtime pilot and an avid shooter. He was a 32nd Degree Mason and was a member of the Shawnee Masonic Lodge #107; he was also a member of the McAlester Scottish Rite Temple.

He was preceded in death by his father and step-mother, Delmer and Alma Lee, mother, Loma McCall; and brother, James Marion Lee.

He is survived by his wife, Tanna Lee; children, Scott and Kari Lee, Missy Wolfersburger, David Brent and Tammy Lee, and Terri Maxey; grandchildren, Christina, Caitlin, and Christopher Lee, Lindsey, Leigha, and Lauran Wolfersburger, Davis, Sydney, and Ava Lee, Shaun and Dylan Maxey; his daily companions, Roxy and Maggie; as well as many friends.









OUR DEPARTED SHIPMATES

In Memory of

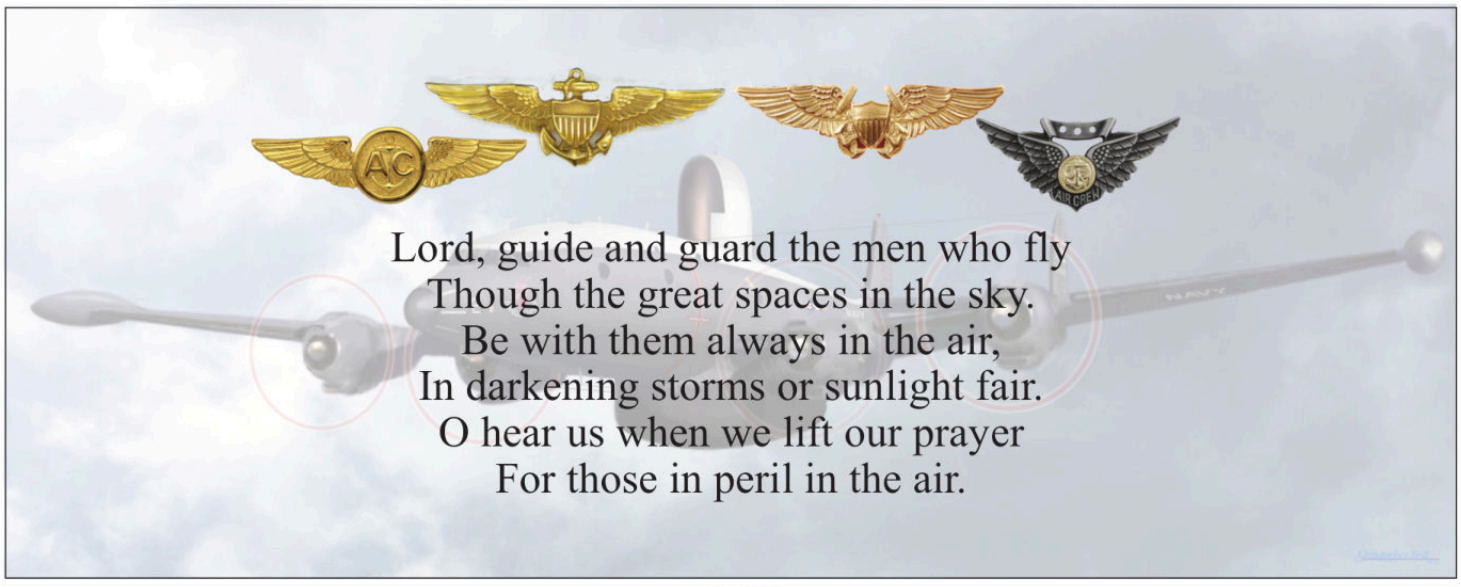
Frederick Standish
November 12, 1942 - June 14, 2017

Thomas Barrett
? - 2017

Fred was the ECC on TE-1 during his 2 tours with VW-1.... 63-66 TE-1 70-72 TE-1.
Fred passed away on June 14 at the Hospice House In Springdale, AR. He had been in hospice care at home since August 2016 due to COPD. When he had to go to the hospice house on Monday and died Wednesday. He was cremated and interred at the national cemetery at Fayetteville, AR.
Freds Obiturary
U. S. Veteran Frederick Standish, 74, of Huntsville, died Wednesday, June 14, 2017.
He was born Nov. 12, 1942, in National City, Calif., the son of Gerald R. and Donna Gertrude Lewis Standish. He was an employee of the University of Arkansas and Loy's Toys and served in the United States Navy. He was preceded in death by his parents, and a son Daniel Corey Standish. He is survived by: his wife of 54 years, Margaret Standish; a son, Jeff Standish and his wife Sharon of Seattle, Wash.; a sister, Diane Lewis and her husband Lloyd of Eugene, Ore.; two grandchildren, Doug Standish and his wife Kayla, and Katelyn Standish; and two great-grandchildren, Brander and Arya Standish.
A graveside service was held Friday, June 16, 2017, at the Fayetteville National Cemetery, under the direction of Moore's Chapel.
Memorials may be made to Circle of Life Hospice, 901 Jones Rd., Springdale, AR 72762.

Thomas Barrett

The Association was contacted us about his death but were unable to get any information. Sadly we do not know when Thomas died but we do know that he was living in the Bronx and was very happy to have a place of his own. He had friends that looked out for him but they were mostly transient. He often called Sally to talk about VW-1 and Sally said that he seemed like a really nice man. From his application we can tell you the following:
VW-1 tour dates: Jan. 1969 to July 1970: E3/AMH3. Assigned to airframes. Flew with Crew 9 on TE-11. Member 100 knot club (!) (note he put an exclamation point on that bit of info). Received Aircrew wings before transfer to VA145. He described himself as "chief cook / bottlewasher in flight". There was no spouse and no close family that he ever admitted to.
His health was not good and reunions were not possible for him but he got both a hat and his AC pin from our Ship's Store and was most pleased about that.



AEWRON ONE HISTORY



August 1955 to 1957

by Dan Ragan

In August 1955 VW-1 participated in an Operational Readiness Inspection (ORI) AEW barrier exercise off the Hawaiian Islands that lasted around the clock from the 16th of August until the 21st of August. Each aircraft and crew flew from one to two seven hour missions each day. Over one hundred missions were flown against the barrier with only one aircraft managing to penetrate without detection. The crew of that P2V aircraft said they flew so low that the pro- pellers were almost touching the water. Our CIC crews did an outstanding job. ORI's were often undertaken in conjunction with an aircraft carrier coming through Pearl Harbor on it's way to the Far East. These training flights were a continuation of our constant preparation "to organize, develop and maintain a tactical unit designed to fully exploit the capabilities of assign- ed airborne early warning aircraft and to achieve the maximum possible degree of operational readiness of both personnel and material".

On the 5th of October, 1955 the crew of BuNo. 135755/TE-8 was again on its way to Detachment A via Midway Island joining BuNo. 135752/TE-9 and 135758/TE-1. Quite a bit of October was spent avoiding typhoons bearing down on our airbases. On 11 October the aircraft at NAS Atsugi departed to NAF Naha, Okinawa to avoid typhoon Nora bearing down on the Tokyo area. Again while operating out of NAF Naha, Okinawa TE-8 was forced to evacuate to NAS Agana Guam on 15 October to avoid typhoon Opal, flying through the remnants of typhoon Nora enroute. Standard operations with the Seventh Fleet and back and forth between NAS Atsugi and NAF Naha were the order of the day during deployment. On 1 December 131388/TE-3 flew to NAS Atsugi for a two week deployment returning on December 17, 1955. From December 7 through 14 TE-3's missions were out of NAF Naha on patrol in the East China Sea. Their typical operations were to fly a "race course" pattern from the Pescadores (P'enghu) Islands, an archipelago of 64 islands in the Formosan Straits between Formosa and China, north to approximately 25 degrees north, 119 degrees west. Typical missions ranged from six to eight hours. Later in December a Detachment Able Christmas party at one of the local establishments in Sagamiosuka included crews from TE-1, TE-7, and TE-8. Sake "on the rocks" (while balanced on rocks outside the bar) a holiday toast. TE-8 PPC, a tall stout man quoted a large number of limericks as part of the entertainment. As I recall he lost his balance at one point and went through two rice paper walls before he hit the floor. On January 10 the crew of TE-8 were on their way back to Barbers Point, T.H. via Midway Island. Taking on enough fuel to fly from Atsugi to Barbers Point with Midway Island as a check point, the pilots determined they were long overdue for Midway Island. With the APS-20 radar system providing a 200 mile horizontal search Midway was not showing up. A navigation error came to a happy ending with TE-8 landing at Midway after an HF and VHF triangulation involving Wake Island and Midway Island identified the aircraft coordinates. We were located south and east of Midway. With insufficient fuel supply to reach NAS Barbers Point the aircraft reversed course and flew to NAS Midway. Thirty minutes of fuel remained in the tanks upon landing at Midway.

A phenomenon that occasionally occurs in flight and observed at night is St. Elmo's Fire. Sitting at the Radioman's position, having a window to my left, I observed it a few times on our wings and thought it was quite interesting. St. Elmo's fire is a bright blue or violet glow, appearing like fire in some circumstances, from

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tall, sharply pointed structures such as masts and spires and on aircraft wings. It is a weather phenomenon in which luminous plasma is created by a coronal discharge from an object (aircraft wing) in a strong electric field in the atmosphere. Conditions that can generate St.Elmo's fire are present during thunderstorms, when high voltage differentials are present between clouds and the ground underneath. Air molecules glow owing to the effects of such voltage, producing St. Elmo's fire. Radioman Dan Ragan also recalls a time when lightening hit the aircraft he was aboard. It struck the aircraft above the cockpit. The strike area looked like it had been hit by buckshot. It exited the aft end burning a hole in the vertical stabilizer about the size of a quarter. Dan recalls it just sounded like a bunch of static over the earphones.

In March of 1956 a group of VW-1 personnel spent three days in Escape and Evasion school on the island of Oahu. Training included survival in the mountains of northern Oahu; interrogation similar to what POW's encountered in Korea; and open sea pick-up from a life raft. One such pick-up from Haleiwa Bay by a HUP helicopter of a group of 5 airmen encountered a jammed pulley. The airman in the sling was hauled a few hundred yards to shore hanging 100 feet beneath the helicopter.

WV-2 BuNo. 135752/TE-9 and crew departed Barbers Point, Hawaii on April 2, 1956 for its three month rotation at Detachment A. Route of travel to NAS Atsugi, Japan was via Kwajalein Island and NAS Agana Guam. Joining BuNo. 128323/TE-2 the aircraft Operations in May included an Air Defense Exercise (ADEX) with ships of the 7th fleet over the Sea of Japan on the 3rd, 11th, and 17th. While flying on the 17th TE-9 had to divert for a SAR mission. Operating out of NAF Naha Okinawa TE-9 participated in Operations with the 7th fleet flying 17.0 and 18.5 hour coverage in the Formosan Straits on May 27 and 29. In June Rear Admiral Lee was aboard an overnight flight to NAS Naha, Okinawa. On 20 June a flight from NAS Atsugi to Itazuke AFB, Japan TE-9 experienced a fire in engine #2. The aircraft was able to land safely and return to NAS Atsugi the same day. Ports of call for TE-9 during this deployment included NAS Iwakuni, Japan, Itazuke AFB, Japan, NAF Naha,
Okinawa, NAS Sangley Point, Philippines, and NAS
Cubi Point, Philippines.

On July 9 BuNo. 135755/TE-8 experienced a fire on board on two flights the same day. The crew of TE-9, having completed their three month tour and scheduled to rotate back to NAS Barbers Point, switched aircraft with the crew of TE-8 returning BuNo. 135755 to NAS Barbers Point via Midway Island on 10 July, 1956.

In January of 1956 the Commander Airborne Early Warning Wing Pacific was established at NAS Barbers Point. In August 1956 the Navy Command in Hawaii initiated a plan to evaluate the communications capability between Hawaii and Alaska. On 6 August, 1956 VW-1's BuNo. 135749/TE-6 departed NAS Barbers Point, T.H. at 0800W (local time) for NAS Midway Island. On board were RADM Cruise and RADM Russell. Landing at 1235W we went to the mess hall for lunch. Finishing our lunch we returned to the flight line and finished servicing the aircraft and went to our sleeping quarters to set up our bunking for an overnight stay. The remainder of the day was spent entertaining ourselves by watching the Albatross (Gooney Birds) taking off and landing on the island The birds, of the Laysan or Northern Pacific species of Albatrosses, have a wingspan up to 10 to 12 feet. While these large birds are graceful in the air, they are anything but graceful on the ground. The young ones were particularly amusing to observe. In order to get airborne they had to get a running start when a burst of wind came by. Unable to become airborne within a given distance they would simply stop running and crash head first into the sand. Landing was also amusing. The birds would put out their legs when in proximity of the ground. Touching the ground they would start running to slow their momentum to the point they would simply stop running and crash head first tumbling over and over into the sand. Thousands of the birds nest on the island. If you were not watching they would fly right into you. It was not uncommon to have collisions between aircraft and birds, Sometimes with significant damage to the aircraft and potentially death to the aircraft crew. On one occasion a bird hit the gladiator shield on the nose wheel of our Constellation when we were landing. The shield was so damaged it had to be replaced before we could continue the trip.

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At 0801X (local time) on 7 August TE-6 departed Midway Island for NAS Adak Island, T.A. (territory of Alaska) landing at 1542X (local time) with the crew over- nighting on the island. On both legs of the flight communications on HF, VHF, and UHF were attempted at various frequencies, noting the quality of communication at each frequency. The mission also included the evaluation of maintenance facilities and personnel quarters at each stop. Unknown to us at the time, this exercise was part of the preparations for the Barrier Squadrons which were to follow in 1957.
On 8 August TE-6 continued from NAS Adak Island to NAS kodiak Island T.A.. Unable to land on Kodiak Island due to weather conditions the crew flew on to Elmendorf AFB at Anchorage, Alaska. I recall going into Anchorage that evening. A few of us together went to the Malemute Saloon where the poem "The shooting of Dan McGrew" by Robert W. Service supposedly took place. Somewhat a tourist stop the saloon was an old rustic wooden, clapboard building with good cold beer and a frontier style floor show. Inside was a long bar and tables, typical of the 1800 period furnishings, and big game trophies hanging on the walls. After a few beers we returned to the base. (ED. note: This establishment was on 4th Avenue, a fault line, which dropped 15 ft., or more, during the 9.2 magnitude Great Alaskan Earthquake which occurred on 27 March, 1964.) Following our overnight TE-6 departed Elmendorf AFB at 1001W (local time) for NAS Kodiak Island, T.A. arriving 1139W. As I recall the airbase was right on the bay and the approach was from the sea as the opposite end of the runway was practically against the mountainous terrain. I don't think the chock's were under the wheels before the doors came open and the two Admirals, with the crew following, made a "B-line" for the inlet to get our fishing gear and head for the stream that bordered the airstrip. Salmon fishing by most everyone consumed the balance of the day. There were so many salmon coming out of the ocean to spawn that it was almost impossible not to catch one. I note "also impossible" because the only thing I caught was a seagull in flight one time when I cast my line toward the water. The next morning, 10 August , TE-6 departed NAS Kodiak Island for NAS Whidbey Island, Washington. RADM Russell left the crew at this point. After overnighting at Whidbey Island TE-6 continued to NAS Alameda, California with RADM Cruise on board. August 12 the crew, with RADM Cruise and his Naval Academy Cadet son, who joined us at NAS Alameda, on board returned to NAS Barbers Point, Hawaii. Information obtained on this mission would be used by the squadrons making up AEWBARRONPAC (AEW Barrier Squadron - Pacific) which would fly out of NAS Barbers Point, T.H., NAS Midway Island, T.H. and NAS Kodiak Island, T.A. as part of the Distant Zone

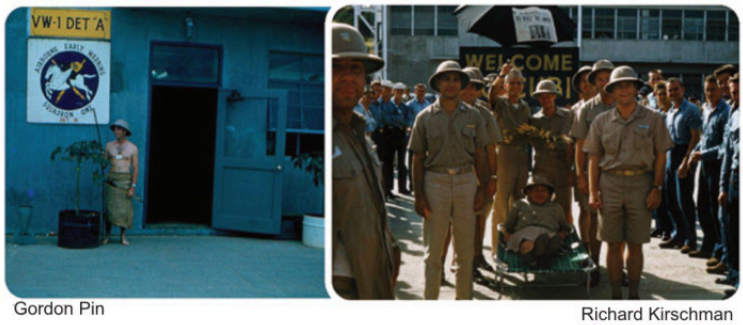
Barrier Force Pacific (BARFORPAC) These squadrons operated from July 1, 1958 through June 30, 1965 providing the western coverage of the DEW Line (Distant Early Warning) system. These barrier forces consisted of five surface picket stations each manned by radar destroyer escorts and two to three squadrons of WV-2s that patrolled the picket lines at 1,000-4,000 m (3,000-12,000 ft) altitude in six- to twenty hour missions. Their objective was to extend early warning coverage against surprise Soviet bomber and missile attack.

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In September VW-1 supported the 1st Marine Brigade in an AIRLEX (Air Landing Exercise) which took place from the 26th to the 30th of September. A letter of appreciation was sent to the "Commanding Officer, Airborne Early Warning Squadron One" from the Commanding General, United States Marine Corps; Headquarters 1st Marine Brigade FMF. The letter reads:
1 "During the planning and execution phases of the 1st Marine Brigade AIRLEX, conducted during 26-30 September 1956, your command provided valuable support in the form of aircraft and well trained officers and crews. The cooperation and professional assistance received from the officers and crews contribute in large measure toward the successful accomplishment of the AIRLEX objectives.
2 Possibly for the first time in military history, an AIRBORNE assault landing exercise was conducted and controlled from a completely self-sufficient airborne command post. This, I believe, typifies the desires of the Navy and Marine Corps to continually work together harmoniously in order to further the development of the tactics and techniques of modern warfare." The letter continues in personal thanks.

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In September 1956 VW-1 Detachment Able (A) at NAS Atsugi, Japan was relocated to NAS Cubi Point on Subic Bay, Luzon, Philippine Islands and re-designated as VW-1 Detachment A (Alfa). Detachment tours were reduced from three months to two months. The airbase was still under construction by the Seabees and the Squadron had to adjust to less than standard facilities. The construction of the airfield required the second most movement of fill undertaken in the world, after the Panama Canal, at that time. The runway was completely constructed on land fill. One of the pilots noted the approach to landing (into the West) required you to come in over the airfield, turn over the city at a low level into final approach. One could look out the window and see the mountains above the aircraft. Somewhat disconcerting being that GCA back then was not what it is today. Likewise, a take-off to the east over the mountain ridge (lower picture, page 40), while not very high, was high enough if the aircraft was heavy and one of the engines quit it would be a close call to make it safely over. If the aircraft were heavy the pilots would start a climbing left turn immediately after liftoff. The flight pattern would take them over the Subic Bay Naval station at a low altitude (upper picture page 40). The area in the right foreground in the lower picture on page 40 was where the Detachment facilities were built. On the hillside behind the detachment facilities was where the base Administrative, Mess Halls, living quarters, clubs, etc. were being built. On 5 November, 1956 BuNo. 135756/TE-10 departed NAS Barbers Point overnighting on Kwajalein Island and at NAS Agana, Guam arriving NAS Cubi Point P.I. for it's two month tour. Familiarization flights were almost daily with two flights a day a number of times. Many of these flights involved landings, roll-out and takeoff's at NAS Sangley Point and Clark AFB P.I. In late November a typhoon was bearing down



Gordon Pin Richard Kirschman

VW-1 Detachment Alfa - NAS Cubi, Philippines - Point late 1956
Det A personnel often dressed up to meet an arriving replactment crew



Dan Ragan
Salmon fishing NAS Kodiak Is., AK Looking out to sea



Gordon Pine
NAS Midway on Sand Island



Roy Hoth
Midway Island young "Goony Bird"

America is no mere legal fiction created by a small group of Founders, Framers, presidents, lawmakers, justices, and generals. No, it finds its expression and sustenance in the "unknown many" — each created equal, we remember — who have won a million "inconspicuous triumphs."

To learn this story of America, turn to Grace Under Fire, a short selection of American letters of faith in times of war, edited by Andrew Carroll. An inspiration in his own right, Carroll is the founder of the Legacy Project, an all-volunteer operation to preserve American wartime letters. Published in 2007, the book includes selections from the American Revolution up to the War on Terrorism. Each letter from a soldier, veteran, or family member is sandwiched between Carroll's unobtrusive contextualization.

In his introduction, Carroll writes that reading so many of these letters returned him to the faith of his youth. The soldiers reminded him of him timeless truths: "Even in the bleakest of circumstances, with God's help, we can overcome all adversity. Through Him, we can endure any hardship. Because of Him, we are never alone." Perhaps on the Fourth of July, the American soldier's greatest victory — the maintenance of his or her faith — can inspire you as well.

"They can laugh about foxhole religion," the book begins, in the words of Sergeant Alvin McAnney Jr., writing home to his wife in the fall of 1944 from Luxembourg. Let them, I'd say. Over the course of Carroll's book, their laughter will give way to tears of admiration.

Join the Dorchester troopship, headed for Europe in 1943. Here Alexander Goode, a Jewish chaplain, describes the majesty of the Song of Songs in a letter to his sweetheart, Theresa Flax. "It is not long," he writes. "But its beauty is overpowering. They are the lovesongs of the ancient Hebrews and as love poetry they have never been surpassed." Then, held in suspense, read Carroll's account of the Dorchester's sinking:

> As soldiers aboard the sinking ship began to panic, Goode, along with three other chaplains — George Fox (Methodist), John Washington (Catholic), and Clark Poling (Dutch Reformed) — did everything they could to calm the frightened men and help the wounded put on their life jackets. But only minutes later they made a horrendous discovery: There weren't enough life jackets for everyone on board. According to eyewitnesses, once the chaplains made this realization, they quickly removed their own preservers — which meant they would almost certainly drown — and gave them to the first soldiers they could find. The last anyone saw of the chaplains was the four men, locked arm in arm, praying together as the ship went down, taking them and 672 other men to their graves in the icy water of the Atlantic.

Stop to think about the letter Staff Sergeant George Syer left behind for his infant son before shipping off to the Pacific in 1944. "I do not fear to go knowing that I too must share the responsibility of fighting for my country," he wrote. "I have no desire to kill son only to save life, but there are times like these that one can't understand, but seek to serve God and also my country seems the only true course to take."

Has anyone yet found a truer course than this American way?

Swell in the pride and love expressed by Gabriel Navarro, a first-generation immigrant from Mexico, in writing in 1943 to his son, Porfirio, a Marine corporal. Translated from Spanish, Mr. Navarro writes:

> My dear son: If it is in the Almighty's great scheme of things that you should be one of the many heroes who meets death in battle, defending your flag and noble ideal, I want you to know that to your father, as well as to your dear mother, who both love you very much, you will not die. You will still be alive in our minds and in our hearts. You will be living in our home, in which every object, every corner, every ray of light, will hold the memory of your presence.

Amid all of the day's cynicism, rediscover the hope of 19-year-old Ruth Kwall, writing one day after the Japanese struck Pearl Harbor, upon realizing that her fiancé, Joseph Portnoy, would soon be off to war. "I want to tell you again, more surely than ever, that no matter how long or hard the siege may be I'll wait for you forever," she wrote. "I know, and darling you must too, that God in heaven will guard this precious thing and help preserve it and us for a time when the world will need tangible examples to show it that war does not end things; that good, beautiful emotions live on forever."

Finally, return to the First World War, when Private Walter Bromwich questioned God's purpose in a letter to

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his pastor back in Pennsylvania. “How can there be fairness in one man being maimed for life, suffering agonies, another killed instantaneously, while I get out of it safe?” he asked. “Does God really love us individually or does He love His purpose more?” Bromwich poses tough, wrenching questions. But he also offers an answer:

> What I would like to believe is that God is in this war, not as a spectator, but backing up everything that is good in us. . . . I don't know whether God goes forth with armies but I do know that He is in lots of our men or they would not do what they do

In Grace under Fire, Andrew Carroll allows Americans not only to speak with their own voices, but also with the voice of their country. Using as his material the basic goodness and generosity of spirit in regular people, Carroll tells a different story of America. Across time and space, hope and despair, Americans have risen to serve their country and found a buoyant Grace. Or rather, Grace has found them, shining down upon America by blessing its people.

It cannot then be coincidental that, while reading Grace under Fire, in which Americans found faith when they were ready for it, I was approached by a Hassidic Jewish stranger and asked to join him in prayer. Afterward, he walked off into New York City's Bryant Park, disappearing and leaving me stunned. It was my first time praying in months.

Carroll concludes the introduction to his book with a one-line statement of fact: “With trust in Him, life's battles are already won.” On this Fourth of July, find some time to reflect upon the national motto and the great many unknown Americans who have lived it — or will live it — as best they can. It is not for nothing that Americans have said: In God We Trust.

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



TE6



TE1



TE8

Albuquerque Reunion Registration Form

Sept. 11 - 16 (5 Nights)

Deadline August 26, 2017

Please note your activities fee is 100% refundable through August 26, 2017. We ask for early registration to facilitate finalizing numbers for contracts requiring the purchase of tickets and providing for proper number of buses needed. Your cooperation is appreciated.

HOTEL RESERVATIONS for this reunion are to be made by attendees. Call the Sheraton Albuquerque Uptown Hotel at 505-349-2521. Let them know you are with the VW-1 All Hands Alumni Assoc. Rate: $ 109.00 (single or double) per night, plus tax and surcharge. Also available: triples @$ 119.00 / Quads @ $129.00. The hotel is honoring that rate 2 days prior and following the reunion. Breakfast buffet for two included in this price Tues. thru Saturday only. We have 45 rooms being held until August 9. Please make your reservation early. If any problem, ask for Sarah Wilson in Group Sales. Check below:

I WILL be staying at the host hotel _____ I WILL NOT be staying at the host hotel _____

Registration, Monday, September 11 - Noon to 7 P.M. Per Person (pp) **$ 25.00**

Note: Registration fee required by ALL ATTENDEES regardless of which events you choose. Also, you must be a member of the VW-1 All Hands Association or a guest of an active member to attend this reunion. A short meeting will be held at 7 p.m.

Name(s) _____

_____

Included in the $ 25.00 registration fee above: **Continual buffets on Monday** from 12 to 3 and from 4 to 6 p.m. w/keg beer, coffee, iced tea; plus use of hospitality room entire five days.

* * * * * * * * * *

EVENTS: Please include payment for the events you select with your registration.

Tuesday, September 12th 9 AM to 3:30 PM

Albuquerque Tour 9 AM to 3:30 PM **$ 30.00** pp
Includes transportation and activity fees. Lunch on your own in Old Town.
Includes: The Turquoise Museum, Old Town and the Indian Pueblo Cultural Center

Name(s) _____

_____

Evening Free – Hospitality Room open until 11 P.M.

(Fill out following page)

Wednesday, September 13th

National Museum of NUCLEAR Science & History (AM) & **$ 40.00** pp
New Mexico Veterans Memorial (PM)
Includes transportation, Mexican lunch buffet and activity fees*
*Bus will return to hotel after lunch to drop off any who do not wish to do both venues

Name(s) _____

_____

Evening Free Time - Hospitality Room open until 11 P.M.

Thursday, September 14th

Hot Air Balloon Ride 5 A.M. to12 Noon **$ 160.00** pp
Light continental brunch and champagne toast provided / on your own for breakfast
(NOTE: Transportation can be arranged for an additional $ 25.00 pp or you provide your own ride to launch site.)

Name(s) _____

GOLF – See Ralph Link for details as to departure time and costs. Please sign up below:

Name(s)_____

FUNK Dueling Pianos 6:30 to 8:00 P.M. No Cover Charge
(NOTE: Transportation yet to be arranged. Individual payment for all drinks ordered.)
Name(s)_____

Friday, September 15th

Business Meeting 9 A.M. to 10:30 **PLEASE PLAN TO ATTEND**

Free day to plan your own day and visit (or revisit) whatever venue you desire.

Buffet Dinner - 5:30 to 7:00 **$15.00 pp**

Names: _____

_____

Auction @7:00 p.m. in Hospitality Room - Please bring an auction item to go on the block. **Jack Gergal** will officiate as auctioneer.

Check out time is 11 a.m. Saturday, September 16th

Circle the dollar values of activities you select and make a check for the correct amount payable to Sally Metzger, VW-1 Treasurer and send to:
Sally Metzger, Treasurer, Address Removed **Hernando,** Address Removed

Any questions? e-mail Sally Metzger @at Email Removed **or call** Phone Removed



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