VW-1ALL HANDS TRACKER



October 2017

VW-1 All Hands Alumni Association

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

The SCUTTLEBUTT from the PRESIDENT

Greetings Shipmates,

It seems the time gets longer between our annual get to gathers. I was really looking forward to seeing shipmates and old friends (one in the same) in Albuquerque. Several were effected by Hurricanes and health issues but, I want all to know, you were on our minds and in our hearts. I'm sure there were many who I'm not aware of, who would have been with us if not for personal circumstances. I would like to offer our thoughts and prayers to Mack and Judy Stotts, Rich and Paula Kuebler who suffered flood damage and property loss from Hurricane Harvey, also Debbi Seal who had knee replacement surgery and Gary and Gay Oulman who had health issues as well as problems with their utilities.

During our Spring trip to south Florida, Jane and I spent some time with Gary and Gay Oulman. We all went to a Flea Market where I saw some cool hats with Vietnam Veteran and Navy under the title. Gary was able to purchase a dozen hats and sent them to me. I had VW-1 embroidered on the back and sold them during the meeting in Albuquerque. All were sold but, I plan on getting more for the Ships Store and the price will be $20. I'll let you know when they are available and a picture of both front and back. The shirt sales have done quite well since the last reunion. However, there is no markup and the Association makes nothing on the shirt sales. I've failed to put on the form a $5 shipping charge for each shirt and have personally ate the cost.

Taps for our good friend and shipmate, Jim Tandy who died August 18, 2017. Jim was very active and he and his wife Ruth attended most reunions. I called Ruth and expressed our VW1 family's condolences. Jim will be sorely missed in his support, wisdom and humor. Rest in Peace my friend.

Taps for shipmate and my friend, David Gamber who died October 1, 2017. I got to know Dave several years ago before the Branson reunion. He and his wife Pam drove over fromto meet Jane and I. They attended the Branson reunion and were looking forward to Albuquerque. Jane and I had lunch with Pam and her son yesterday and expressed the VW1 family's condolences. Rest in Peace my friend.

I had called Andy Dunn and left a message to let him know about Dave Gamber. Andy emailed me to let me know he just had total hip replacement surgery. He said he would respond to Pam Gamber soon after he completes rehab. Thoughts and prayers are with you and Joyce for a quick recovery.

This sadness happens much too often, at this time in our life the hands on the clock seem to move much too fast. So, take the time to appreciate your relationships, shake a hand, give a pat, give a hug and your heart will be lighter. The Albuquerque reunion went very well. Sally did a bang-up job putting together great accommodations and activities. The golf was a lot of fun, unfortunately I had to pay cash to the winner. However, all winnings were donated to the association. During the business meeting and before the move on site selection for our next Association meeting, a motion was made and voted on to discontinue the former requirement of selecting alternating east, west and central locations. Branson was again selected by the attending membership. I have had feedback from several

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members that have taken issue with the change and that such an important change should require the full membership be poled to vote on changing the alternating format. The change will stand until results can be tallied from the full membership given time to respond and voted on at our next meeting in Branson.

Other major news from our Albuquerque reunion, Sally Metzger informed the membership that this next reunion in Branson will be her last reunion as meeting planner. However, Sally has informed me she is willing to continue serving as Secretary/Treasurer. As you all are aware, Sally and Ed Metzger put the VW1 All Hands Alumni Association together. The first reunion she put together was Branson in 1999. It's ironic her last effort as meeting planner, will take place where we started, Branson 2019. Twenty years she has labored to keep us together as a family with activities, meals and time to just visit. What a Legacy she and Ed put together. We will miss her loving touch on our reunions but, she can relax and enjoy our get to gathers from the other side of the table. Thanks Sally for your dedication, hard work in keeping our VW1 All Hands Alumni Association alive and well for over twenty years. P.S. I'm sure Sally will be willing to offer advice and council, all you have to do is ask.

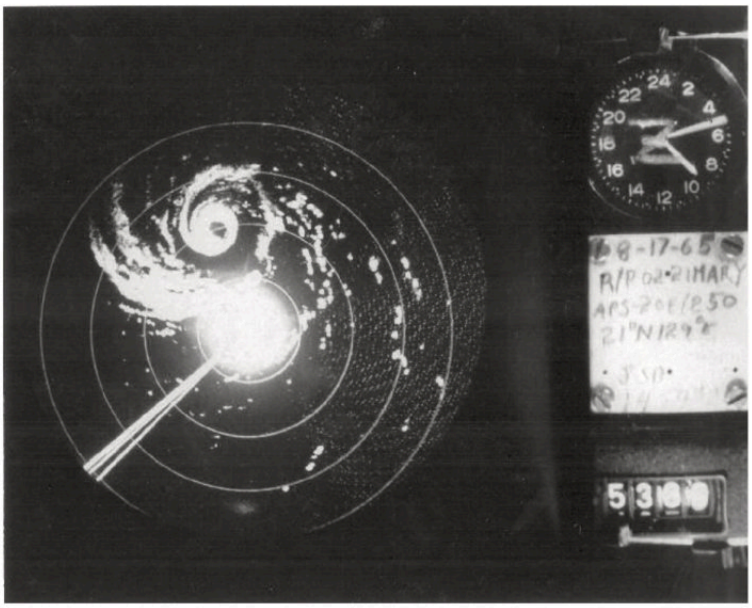
There is a need for someone to take over Ship stores. I will help with shirt orders and other items when I can.

Volunteering is what keeps the Association going forward. If you would like a more active role, please let us know what capacity you would like to serve. If it's for an officer position, have a fellow shipmate nominate you. Other positions such as, Web site, Newsletter, Chaplain or Meeting planner are appointed to the Board by your President. You can do all or assist others in their responsibility.

My very best wishes to All of you for better health, happiness and peace,

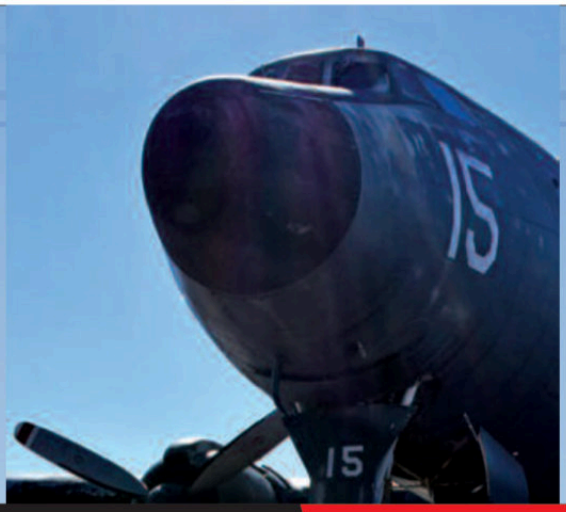
Ralph





August 17, 1965
Typhoon Mary
Rainproof 2
APS-20E 250 Mile Range

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.

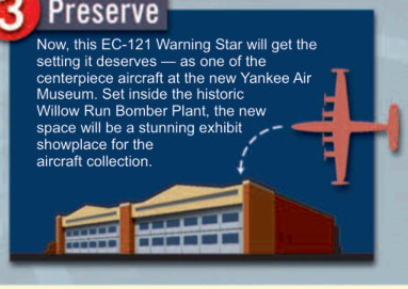
2 Restore

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.

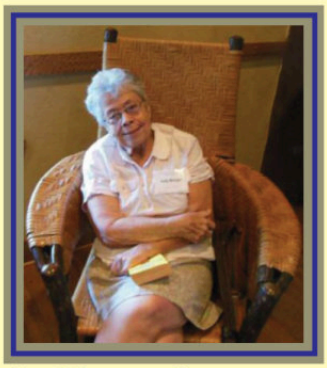
How You Can Help.

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

Babbitt, Glen – Guests:
Janet & Bruce Babbitt
Bailey, Len & Jane
Becker, Fred & Simone
Buswell, Lowell & Sheila
Cook, Victor & Andrew (son)
Coppage, Jim & Janice
Davey, Dan & Juana
Deeds, Robert & Brenda
Dunn, Daren
Dunn, Tom & Joyce
Eskew, Karen & 1 Guest:
Fisher, Lyle & Sylvie
Gabaldon, "Baldy" & Marlene
Gagnon, Ann
Garcia, Jesse
Gergal, Jack & Sydnie
Green, Bill
Hoover, Tom & Rita
Houdek, John & Felisa Sotto
Hummel, Bud & Laraine Myers
Lange, Chuck & Sandra – Guests:
Griffin, Paul & Sherilyn
Link, Ralph & Jane
Madsen, Al & Joanne – Guests:
Inouye, Roy & Jewel
Metzger, Sally
Moehlenkamp, John & Linda
Neely, Bud & Nancy
O'Reilly, Bob & Flo
Ragan, Dan & June
Rice,John & Guest: Ken Hibler
Rivera, Phil & Kathy
Rogers, Bobbie
Rowell, Ron & Karen
Stinson, Jim & Nancy
Thompson, Lee & Martha
Vonasch, Carl & Carol
Wagner, Scott & Marie
Wallis, Larry
Wasmund, Pete
Webber, Mike & Debbie
Weyers, Russell & Mary Jane

Reunion Financial Report

Reunion Income:		
Member Payments	$ 8,660.00*	
Ship's Store Sales	668.00	
Auction	1,641.00	
Donations	145.00	
Pueblo Indian Museum Refund	363.20	
		$ 11, 477.20

*Gross amount: $ 9740.00 – Refunds were total of $1080.00 to: Chitwood, Doty, Eskew, Kuebler, Oulman, Stotts and Tandy

Reunion Expenses:		
Sheraton for food & beer services	$ 6932.09	
Snacks, sodas & supplies	310.14	
Hot Air Balloon Museum	236.00	
Turquoise Museum	300.00	
Bus for 9/12	840.43	
Nuclear Museum	464.00	
NM Veterans Museum (Donation)	120.00	
Garcia Tex/Mex Lunch	935.52	
Bus for 9/13	790.56	
Hot Air Balloon Trip (9 persons)	1,620.00	
Tips	180.00	
Shipping of Ship's Store & Documents	105.00	
		$ 12,833.74

This is a report ONLY on the reunion income and expenses. An annual report will be in the earliest 2018 Tracker on the year 2017. The current balance as of 9/28 is $ 5,217.14

NEW FROM CYBERSPACE AND MAIL CALL

Chris,
Please publicize the VW-1 Facebook page to the membership. The page is difficult to find using Facebook search, as a search for “VW 1” returns hundreds of car clubs. Please provide the link to the page, which is:
https://www.facebook.com/groups/19989472

Right now I seem to be the only one posting. It’s getting lonely.

Thanks,
Mike Webber

From Sally,
Hello All,

Richard Swanson sent in dues with the following note:

"A lot has happened to me since we last corresponded. I was diagnosed with cancer in May of last year. I went thru radiation and chemo and am now free of it, but it's been a long road. I've been a patient at the VA in St. Cloud for the last 14 months. Good people here!!! I don't know if I'll ever be able to go home. I have to keep the hopes high - don't have an email address any longer, but I do look forward to hearing from the Association. I wear my VW-1 cap around here most of the time. Take care!! May you have fair winds and following seas.
Dick Swanson."

His address at the hospital is: Address Removed I'm sure he would be delighted to hear from his old shipmates.
He no longer has e-mail but his home address appears to be the same; and his hospital address would work best... it is what he put on his return address label.

EDITOR RESIGNATION

This is my last newsletter. I am resigning from the association because I lost the connection I first had when I joined. Maybe I never did have it and it took this long to realize that just a few are making the decisions for the whole. Any way it is what it is and I do not want my efforts to be a part of the organization. Sorry I am late with my last issue as I was dealing with my wife's knee operation, hurricanes, and an arduous chest ailment where I have spent the last two plus weeks trying to cough up a lung. Happily that is on the mend now.
It has been a pleasure putting the newsletter out for the past three years and I hope I have pleased some. I have been thinking of starting a Facebook page for VW-1 where anyone can participate. It will be mostly for photos and art work but it any want to share their experiences that would be welcomed. I will let you know via email when it is up and running.
Fair winds and following seas,
Christopher Seal, ATCS, USN Ret, AC, AW



DEPARTED SHIPMATES

In Memory of

Donald "Don" Martin VW-1 from 1969 to 1971

It is with sadness, that I let you all know that Don lost his final battle on September 20th; he was at home with his nephew Mike and me at the time. As you all know he was a fighter, a 20+ year survivor of Prostate Cancer, who was loved by many for his kind words and deeds to all, especially those who didn't have a voice. He was ahead of his time, by making a philosophical decision to become a Vegan over 9 years ago, well before it was trendy.

His burial service will be held at the Florida National Cemetery in Bushnell, Florida with military honors, in recognition of his service during the Vietnam War, on October 6th at 10am; the address is 6502 SW 102nd Ave. The family will be greeting friends and relatives at a remembrance and celebration of his life at a Clubhouse, located in our neighborhood On Top of the World; the address is forthcoming, once a room has been confirmed, where a potluck lunch will be provided by our generous OTOW residents.

In lieu of flowers, I ask that you consider supporting one of the two charities that were close to Don's heart, who he regularly contributed to. The Humane Society who is doing great work to help abandoned animals impacted by our recent hurricanes, or World Vision helping children and families around the world.

David Gamber VW-1 from April 1963 to October 1964



David L. Gamber Sr., 72, of East Peoria passed away on Sunday, Oct. 1, 2017, at the OSF Richard L. Owens Hospice Home in Peoria.

David was born on Dec. 22, 1944, in Peoria to Roy and Nellie (Hamilton) Gamber. He married Pam Bucy in 1965 in Lakeside, Calif. He later married Anna Bowen in 1968. She survives. On June 11, 1995, he re-married Pam Bucy Hackman in Hannibal, Mo.

Surviving are his wife, Pam Gamber of East Peoria; three children, Karen (John) Whitehead of Fallon, Nev., David (Kim) Gamber Jr. of Morton and Michael Gamber of Springhill, Kan.; two step-children, Shane (Kelly) Hackman of Bloomington and Troy Hackman of Havana, Ill.; and 11 grandchildren. He is also survived by one brother, Raymond Gamber of Victoria, Ill.; and two sisters, Mary Lynn (Bill) McClure of Victoria and Billie Jean (Morris) Williams of Columbus, Miss.

David was a Vietnam veteran of the United States Navy.

David worked as a sheet metal worker for 50 years and was a past president of Sheet Metal Workers International Association Local #1 for 17 years. He also worked as a part-time police officer for the villages of Hopedale and Mackinaw. After retirement, he was an auxiliary police officer with the Morton Police Department and was the animal control officer for Morton. David also worked as a security guard at the NRG Powerton Generating Station in Pekin.

Cremation rites have been accorded. A celebration of life service will be held Thursday, Oct. 5, 2017, at 11 a.m. at Knapp-Johnson Funeral Home and Cremation Center in Morton, with the Rev. Fred Doughty officiating. Following the service, military rites will be conducted by the United States Navy at the funeral home. Burial of cremated remains will be held at a later date at Oak Hill Cemetery in Lewistown, IL.

Memorials may be made to the OSF Richard L. Owens Hospice Home.

To view David's video tribute or to leave an online condolence for the family, visit www.knappjohnson.com.



DEPARTED SHIPMATES

In Memory of



Jim Tandy, March 4, 1944 - August 18. 2017

Jim Tandy, of Wolfe City, age 73 passed away on Friday, August 18, 2017 in Baylor Scott & White hospital in Dallas. He was born to Halbyrd and Olive Edna Bradwell Tandy on March 4, 1944 in Harlingen, Texas. He married Ruth Mary Winslow in South Sulphur, March 18,1978.

He served in the US Navy as a typhoon tracker in squadron VW-1 in Vietnam, He worked as a logistician at Raytheon

He is survived by his wife Ruth, two sons: Wayne Allison of Paris Texas, Jeff and wife Kathy Allison of Wolfe City, twelve grandchildren, four great-grandchildren, two sisters - Elaine Tandy of Wofe City, Mary Pryor of Wolfe City, one brother John Tandy of Greenville, and one cousin Cleve Breedlove of Los Fresnos, Texas, and numerous nieces and nephews.

The funeral service will be conducted by Rev. Mario Rodriguez and Bro. Tim Hearn 10:00 A.M., Wednesday August 23, 2017 at First Baptist Church. Interment will follow at Mt. Carmel Cemetery. Visitation will be Tuesday, August 22, from 6:00 to 8:00 P.M. at Owens Funeral Home. Tuesday, Aug 22, 2017 6:00 PM - 8:00 PM R. W. Owens & Son Funeral Home 200 Santa Fe Street Wolfe City, Texas 75496 Wednesday, Aug 23, 2017 10:00 AM First Baptist Church - Wolfe City 103 South Preston Street Wolfe City, Texas 75496.



Bob "Gump" Gumpright

CPO, USN(Retired)

Address Removed

Rockland, Address Removed

"if you never make a mistake, you really aren't trying!"

Robert Ernest Gumpright, Sr., 94 years of age, passed away in his home on Thursday, August 3, 2017. Born in 1923, he was raised in the Houghs Neck section of Quincy, MA., he was inducted to the Quincy HS Athlete's Hall of Fame in 2002 for his prowess at both baseball and football. Retiring as a decorated US Navy Chief Petty Officer in 1963 after 20 years of service, he served during World War II, the Korean conflict, and Viet Nam, "Gumpy" received the Air Medal, Navy Good Conduct Medal (5), Asiatic Pacific Campaign Medal (5 Stars), and United Nations Service Medal (Korea) among other decorations. He returned to the South Shore. He worked a short time at Boston Gear Works and ultimately fully retired as a Letter Carrier in the Wollaston Post Office in 1986. He was the beloved husband to his wife, Ruth Barbara (Kantola) Gumpright, for 67 years. He was the loving father of four children, Robert Jr, Gary, Gayle (Baker), and Greg; he is also survived by his sisters Barbara of Quincy, MA, and Lorraine of Ventura, CA, and five grandchildren, Rob, Karl, Ashley. Daniel and Abigail. His ashes will ultimately be inurned at the Bourne National Veteran's Cemetery, Cape Cod on 18 Aug 2017. Services and burial will be private.

AEWRON ONE HISTORY

by Dan Ragan

September 1956 to 1957

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.



NAS Cubi Point, Philippines - East-West landing approach Subic Bay Naval Station - foreground Gordon Pine

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 on the Philippines and aircraft were directed to evacuate NAS Cubi Point. TE-10 departed on 27 November headed for NAS Agana, Guam flying Southeast for some distance and then turning East for Guam. After some time the Navigator, LTJG Gordon Pine, noticed the glass in the inspection hatch in the floor next to the navigation table appeared frozen up. Gordon says “I 40 contacted the mechanic and we opened the hatch. It wasn't frost but a thick white vapor smelling like oil. It was hydraulic oil from a pin hole leak in one of the pipes. Since this vapor is very combustible the action required was to go to gasoline rich mixture increase the engine RPM to a setting which requires a rich mixture and turn off all electrical circuits, except a very few in the cockpit. We were unable to control the RPM settings without electricity. Anyway we continued on toward Guam for awhile as they worked to correct the problem. A fix was completed by the

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Mechanics using an oxygen line tubing to replace the leaking oil pipe. The vapor cleared quickly since the cabin air exhaust system didn't require electricity to function. The area where this happened was full of electrical units of many types. After getting the electrical system restored we determined that there was not a safe amount of gasoline to continue to Guam so we returned to NAS Cubi Point."

Following WW-II members of the Hukbong Mapagpalayang Bayan (Peoples Liberation Army), a Communist agrarian revolutionary group in central Luzon, called Huks, who fought against the Japanese, were waging a terrorist campaign against the Philippine Government. In the first few months of flying out of NAS Cubi Point there was a restriction to using the airfield during the night. Typical of military airfields at the ends of the runway were heavy anchor chains attached to cables strung across the runway to arrest any aircraft with brake problems and could drop their arresting hook. At night the Huks frequently came across Subic Bay in canoes and would come ashore just below the runway and drag these emergency heavy anchor chains across the runway creating a hazard to aircraft on the runway. The squadron posted a couple of armed guards on their parking apron each night. Neil Hopler relates a story as Master at Arms one night when a number of Huks came out of the ocean on the West end of the airfield, up over the runway and were making their way towards the squadron aircraft, which was near the West end of the airfield (picture on page 40). "A guard, standing in the shadows of the wing and main landing gear yelled to the Huks to halt. They kept on coming so the guard emptied his M1 magazine (8 rounds). When the Marines heard the firing they came running to the area and were able to capture six or so Huks".

LTJG Gordon Pine tells a story about the arrival of a replacement aircraft and crew from NAS BBP. A couple of days before the scheduled arrival a group of junior officers at NAS Cubi Point decided to do something special for their arrival. They had the enlisted crews drape some vines over the wings and engines of the aircraft at the airbase. He says they really did it up well. The junior officers decided to wear different but Navy issue or approved clothing (trousers, shorts, shirts, hats, shoes, etc). However, there was one junior officer who didn't select Navy issue attire. Gordon Pine dressed up like an IGROT Indian from the northern part of Luzon (picture on left - page 42). Pine says he wore a gunnysack, no shirt, carried a bow and arrows, purchased from an IGROT Indian, and Navy issue hat and the SDO (Squadron Duty Officer) tag on a string. He says the gunny sack was quite scratchy. LT. Richard Kirschner tells of another greeting for an incoming replacement crew which had the Detachment C.O. on a stretcher welcoming them. On the umbrella is a copy of The Manila Times newspaper whose headlines were "RED DEVILS' TAKE AIRPORT" Det. A personnel often dressed up to meet an arriving replacement crew.

The nineteen-fifties brought continued turmoil in the Far East (WESTPAC). The invasion of South Korea by Communist North Korea ending with the cessation of hostilities providing only an armistice in Korea. The French defeat in Viet Nam and the partitioning of the country in 1954. The saber rattling, shelling, and threatened invasion of the island of Formosa (Taiwan) and the surrounding islands by the Peoples Republic of China (Red China). During the Korean conflict one of the primary Seventh Fleet tasks was to protect Formosa from attack by the Communist Chinese. At the same time the presence of the Seventh Fleet was required hundreds of miles to the north in Korean waters to conduct missions in support of the United Nations forces engaged there. The situation in the Far East was becoming increasingly volatile requiring more support for the U.S. Seventh Fleet. At the Pentagon the Office of the Chief of Naval Operations, and in Hawaii at COMNAVAIRPAC (Commander Naval Air Pacific), the navy concluded Heavy AEW support was needed and VW-1 was the answer. There was however, considerable concern and much discussion in regard to the transit time it took VW-1 aircraft, a significant "eye" for and support to the 7th Fleet, to get from NAS Barbers Point to NAS Atsugi (24 hours), the fuel costs, the time from take-off to station, as well as the TDY time durations. The outcome was the decision to move VW-1 to a location within the SEA (South East Asia) area. Guam was selected primarily because of its strategic location in the Western Pacific for combat support of the Seventh Fleet.

In 1957 VW-1 was directed to relocate to NAS Agana, Guam in the Mariana Islands. Preparations at NAS Agana for the move began in the late summer of 1957. LTJG Wes Durant with an assigned staff of four Chief's and 36 enlisted men were transferred to NAS Agana, Guam in August 1957 to oversee and facilitate the construction of facilities for the incoming

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squadron. Wes, a Navigator, had reported to VW-1 from NAS San Diego a month earlier when, in his words "I was flying the day the CO had called a meeting of the single officers. Since I was not present I was selected as the Officer to go to Guam". NAS Agana, Guam was an airbase built by the Japanese in 1943. After the island was captured by the U.S. forces in 1944 the base became an airstrip for the USAAF. In 1947 the airbase was transferred from the USAAF to the U.S. Navy. Minimal use was being made of the airbase until the mid-fifties when construction began on a new runway and major facilities, such as housing, BOQ, and Base Administration, by a battalion of Seabees from California and Civil Service contractors. LT. Durant said "My orders from Washington read 'Commander Naval Air Forces, Marianas". Wes continues, "when we arrived on Guam the base was under a caretaker status by the Civil Service governed by a GS20. The Civil Service, and most of the subcontractors working at the airfield, were former military (personnel) and drawing double pay because they were living under hardship conditions. The evening we arrived there was no transportation from the motor pool as the Civil Service used the vehicles for their own personal use. The only vehicle available was a cattle car which was a semi-tractor with a trailer on the back with benches. Needless to say, neither I nor the four chiefs had ever driven a semi-trailer." One of his first actions required him to go to Naval Supply and sign for over 400 vehicles which would be under his control (VW-1) rather than the Civil Service.

"The squadron area, fire station, and O-Club were on the West side of the landing strip and the barracks, mess hall, and medical services were on the East side". The Quonset huts to be used for the various shops were galvanized metal on steel frame having plywood floors which had rotted out. These structures had to be lifted and moved off their foundation. "We basically had to cut off the bottom of the galvanized steel frame about six inches". "New foundation slabs with six inches of footing above the slab had to be poured and the building lowered and anchored to the new footing". Wes acknowledges there was a learning curve here. "When we did the first foundation we did not realize that the footing had to be kept under water otherwise when we pulled off the frame work the concrete disintegrated". The concrete was not curing properly due to the rapid evaporation of moisture in the concrete mix. By adding a thin layer of water on top of the freshly poured concrete it allowed the concrete time to properly cure, which usually was 24 to 48 hours, depending on the temperature and humidity.

The last building to be completed was the Engine Maintenance Shop. "The plans for the engine maintenance shop were a total disaster. The specifications did not allow enough clearance from floor to roof to carry an engine on an overhead trolley and the 8 X 8 foot door was not large enough to bring in an engine". "The Civil Service people demanded that we had to send the plans back to BuAir in Washington for their approval. So the Seabee engineers and I redid the plans and went forward with the project". Wes states "We constantly had the Civil Service looking over our shoulder but never helping". The GS20 "had the attitude that he was in command and that I reported to him so I just ignored him and continued working with the Seabee officers who were very knowledgeable and friendly'. 'But problems always arose over dealing with the outside contractors all of whom were

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his [GS20] buddies and former military." It seems the goals of the Civil Service and those of LT Durant, who reported to the Commanding Officer of VW-1, were diametrical in that LT Durant's goal was to get the airfield up and running ASAP; "the Civil Service knew that once the airbase was declared active they would be shipped elsewhere because they would not be needed on Guam".



The nose docks were still in the crates from WW-II. When the crates were opened the nose docks were found to be rusted. LT Durant ran into trouble again with the Civil Service personnel. Wes states "...we had to hire an American contractor to erect them," (a buddy of the Civil Service Leader) "but he would not follow specs. He painted over the rust so when it came for me to sign off I refused and made him do the job over with scraping, primer and finish coat". With the help of the Seabee Officers LT Durant and his team of four Chiefs and thirty-six enlisted men accomplished the job in four months and VW-1 personnel began the move to NAS Agana, Guam.

Wes tells of a courtesy "protocol" requirement which he disliked but had to undergo each week for four months. "When I arrived on Guam everyone thought that I was a captain not JG. So the first week I was working in the field on a project and the Chief of Staff for the Commander Naval Forces Marianas shows up looking for me. It appears that the admiral's wife held a dinner each week for all commanding officers in full dress whites with sword. I explained to him that I did not own a sword and I was not sure where my whites were since I had not un-packed so I would not be able to attend. He was not sure what was going to happen, but returned the next day with orders that I would attend and that he had found a sword down at supply. I was to be driven to the event and the driver was to have dinner in the kitchen with the other drivers while I would eat in the dining room. Have you ever sat with a sword and tried to eat? I did this for four months and hated every minute of it. The admiral's wife ran the island".

While the facilities in Guam were being prepared VW-1 continued to conduct normal operations, training flights, and navigational flights in Hawaii. With the Pacific Barrier Wing, consisting of squadrons VW-12, VW-14, & VW-16, and Barrier Service Squadron TWO, being formed at NAS Barbers Point VW-1 pilots, crews, and ground personnel were tasked with training the initial crews of these Barrier squadrons, beginning July 1957. Subsequently VW-16 was decommissioned in October, 1957 due to funding limitations and in late 1959 and on February 01, 1960, VW-12, VW-14 and AIRBARSRON TWO were combined into AIRBORNE EARLY WARNING BARRIER SQUADRON PACIFIC (AEWBARRONPAC) and placed under the command of the COMMANDER BARRIER FORCES PACIFIC (COMBARPAC) to create a more compact

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organization. The Pacific Barrier operations commenced on July 1, 1958 lasting through June 30, 1965. These squadrons made up the DEW Line outer barrier, called Distant Zone, flying an arc between NAS Midway Island to NAS Kodiak, Alaska. Their training continued throughout 1957 until VW-1 physically relocated to NAS Agana, Guam. VW-1's complement of WV-2 aircraft was down to 9 aircraft. Permanent forward operating base, NAS Cubi Point Philippines, continued to be used as a forward deployment base for VW-1 aircraft providing Heavy AEW support to the Seventh Fleet through December 1957. Aircraft BuNo. 135749/TE-6 & 135790/TE-2 were likely the last VW-1 aircraft assigned to Detachment A at NAS Cubi Pt. P.I. arriving back at NAS Barbers Point, T.I. in December 1957.

In July, 1957, XO Commander Mark Montgomery took temporary command of VW-1 from Captain Edward Morgan, who had been the Commanding Officer for two years. Captain R.H. Wood, the incoming CO, had not been relieved of his assignment at the Pentagon so he remained at the Pentagon until 4 September when he relieved CDR Montgomery.

The success of the Squadron in developing and demonstrating techniques and expertise in a new Airborne Early Warning strategic theory was so significant from the "get go" that VW-1 instantly became a mainstay for heavy airborne surveillance protection of the mighty U.S. Seventh Fleet in the Western Pacific. With the new WV-2 aircraft and it's increased technical capability and the flight crews expertise the squadron was being called upon more often for a myriad of missions. An article printed in the Stars & Stripes Vol. 13 No. 170, Thursday 20 June, 1957, entitled ***"****Connies Fly Picket For 7th Fleet,* ***"*** was a result of an interview with S&S reporter Sid White and VW-1 Officers LT Richard Kirschman, LCDR Paul Pavlow, LT Eugene Lang, and LCDR Ned Naffah. The article very well describes the mission and capability of the AEWRON squadrons. The article reads:

"ABOARD NAVY AIRBORNE EARLY WARNING CONSTELLATION (INS)-- A squadron of new, multi-million-dollar Navy Super Constellations packed with a fantastic assortment of electronic equipment is giving the U.S. Seventh Fleet an airborne "DEW LINE" which makes any Communist surprise attack virtually impossible. The giant triple-tailed planes with a protruding radar dome on top and a huge bulbous radar dome underneath fly regularly off the Red Chinese coast to shield carrier operations of the Seventh Fleet".

Five American newsmen, returning to Tokyo after witnessing the first public firing of the Seventh Fleet's Regulus guided missile, were given the first flight ever authorized for civilians in one of the unusual planes.

Fighting Team of the U.S. Navy consists of hard-hitting jet planes and "Eyes in the Sky" an early warning Super Constellation packed with tons of radar equipment. He said one of the radar picket planes is aloft over the Seventh Fleet at all times. LTJG Richard Kirschman, of Great Neck, N.Y., combat information center officer aboard the plane, reported the Super Connies usually fly as a "radar air picket" in conjunction with fleet operations. "Our function is to search for enemy planes and when we find them to go out and intercept them" he explained. The officer explained the versatile planes are placed on station by the fleet and are capable of performing a variety of duties. He said the plane, which normally carries a crew of from 20 to 30 men, can fly "barrier" picket patrols, can act as a communication relay station for the fleet, can conduct search and rescue operations, can handle a strike of carrier planes against an enemy target, can act as a weather plane and can detect an enemy's radar and communications. LT. Kirschman said one of the Super Constellations contains about seven tons of electronic equipment and each costs about six million dollars. Of this figure, four million dollars is for the radar equipment aboard, he added. He said the power in watts of the radar equipment aboard is "many hundreds of times" more powerful than any commercial radio station in the United States. The inside of the airplane resembles the radar combat information center of the largest carrier or battleship. Five radar consoles grouped in two rows enable operators to scan simultaneously five different radar aspects such as short range and long range viewing, high or low altitude probing, searches of one side or the other of the plane, and separate viewing of different groups of aircraft aloft. In all, the lieutenant said, there are 10 (nine horizontal sweep and one vertical sweep) radar scopes on the complicated plane.

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Lt. Eugene C. Lang, of Beryn, Pa., one of three naval observation controllers aboard the plane, explained that his duty was to vector fighter planes toward an enemy "blip" on his scope. "These radar scopes are so accurate I can bring one of our jets to within a half mile of an enemy plane just by giving him radio instructions," he said. "Actually I can vector our planes so close to an enemy plane that the two blips on my scope will blend as one."

LCDR Ned Naffah, co-pilot of the connie, said the added radar made the plane a little heavier, but that "a flight otherwise is not much different from an ordinary Constellation." He added, "Of course there is some drag which cuts our speed by about 20 knots, but it is easy to handle otherwise"

One unique aspect of the plane's equipment, LT Kirschman explained, is its ability to project a picture of the plane's radar scopes back to the radar scopes on a carrier He explained this was done in a manner similar to televising, in which a television camera picks up a picture and relays it back to a receiving tube. This special capability expends the radar effectiveness of Seventh Fleet radar scopes many hundreds of miles he added: "supposing we were one hundred miles from a carrier. Our radar extends more than 200 miles. That means an image we can pick up on our radar scopes, say 200 miles from our plane, can be seen clearly on the carrier's radar 300 miles away - even if this distance is beyond the range of the carrier's radar."

The combat information center in the plane is so arranged that the Constellation can act as an advance headquarters directing a forward tactical air operation, the lieutenant said. He explained: "Should we be involved in hostilities we would be constantly offshore diverting carrier planes in and back out as well as determining which of the planes are friendlies." He said a normal "barrier" flight would be a continuous flying survey over a line perhaps 50 miles long. This way the plane's radar would be constantly screening an area extending more than 200 miles in all directions. The lieutenant said this kind of barrier is placed in the line of the most likely direction of enemy attack. In addition, he said a number of these planes flying at spaced intervals can put up a wall of constant radar surveillance. Such a "barrier" is actually erected along the Atlantic coast, he added, and a new squadron is soon expected to begin flying a constant "barrier" picket along the West Coast.

One important aspect of the plane, the men aboard agree unanimously, is its special comforts. Because the plane must spend so many hours at a time airborne, it is fitted with a complete galley with refrigerator and stove, soft reclining seats and bunks with foam rubber mattresses. And, the entire plane is air conditioned to offset the constant heat produced by the radar equipment. "It's the best duty in the Navy," LT Kirschman smiled. "Comfort, that's the key word."

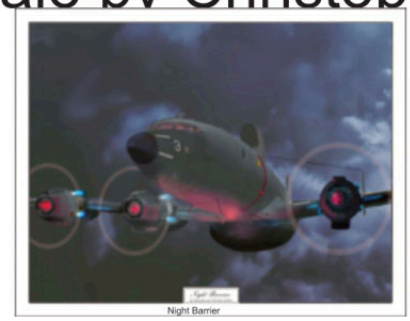
Next issue A significant change came to VW-1 in 1957 when the squadron relocated its home port from NAS Barbers Point, Hawaii to NAS Agana, Guam.



R7V, Guam

Art for Sale by Christopher Seal





Night Barrier



Into the Sunlight



Between Storms



Dad's Aircraft PBM and PV2



AGANA DEPARTURE



Malfunction Junction



Double Nuts





By a Japanese artist out of Atsugi



Hawaiian Departure

Nose art and numbers can be customize



Gray Willy



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