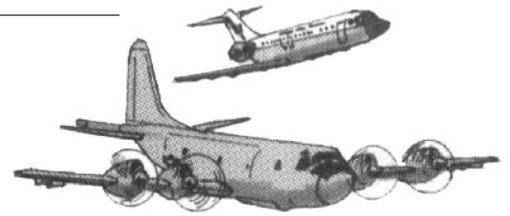




Whidbey Island Squadron

# Air Plan



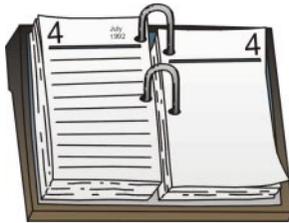
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ANA Squadron 40

June 1999

## Thank You

A hearty *Well Done* to CDR Chris Field and CDR Tom Tack for their presentation on the Balkans update. It was a fascinating presentation. Questions from the audience came fast and furiously and were answered well.



## UPCOMING EVENTS

**June 8<sup>th</sup>** - Capt. Bud Durna, USN (Ret). Operation Olympic, Japan invasion plan.

**July 13<sup>th</sup>** - CDR John Alexander, XO VAQ – 135 / Black Ravens. Royal War College

## WHAT'S NEW

We are starting a new email service for the Airplan with this issue. Most of us who use the internet already know about the local ANA web site that Scott Hornung has set up, [www2.whidbey.net/porritt/ana](http://www2.whidbey.net/porritt/ana). This site not only has the current Airplan available, but past Airplans as well, and links to other web sites of similar interest. The current effort, courtesy of Fred House, is to e-mail as an attachment this newsletter directly to those who would prefer to see it "electronically" rather than receive the Airplan in printed form. Fred assembles this newsletter with Adobe's Pagemaker DTP software and converts it to a PDF (Portable Document File). Those with the ability to view PDFs can do so directly via your email program. Those without this ability are directed to the Adobe website, [www.adobe.com](http://www.adobe.com), to download Adobe's Acrobat Reader (it's free). The current version available is 4.0. However, if you already have one of the earlier versions installed on your computer (2.0 or 3.0), you should still be able to view and/or print the newsletter from your desktop. We think this option will improve access to ANA activities for those with internet access. We do not, repeat, NOT, intend to delete the traditional snail-mail Airplans to any member or organization who prefers to receive the Airplan in that form. But, for those who have the option, we would very much like your input about which means of communication you prefer. Please contact Rick, Scott or Roger about your preference.



## WELCOME HOME !

The Fighting Phoenix of VAQ-128 (26 April)  
The Garudas of VAQ-134 (1 May)  
The Zappers of VAQ-130 (5 May)



## BZ to All !

*We are delighted to have you back on the Rock.*

## TRANSITIONS !



The Fighting Phoenix past the command baton from CDR Pete Frano to CDR Mathew Straughan on 6 May. It was a first for them as they have just recently stood up as a VAQ squadron (128 was formerly the VA RAG squadron on the West Coast). The outgoing CO is on his way to the National War College, the new CO is a well known Whidbeyite, and the new XO, CDR Joseph Kusmick, has just survived a “joint” tour at Offutt AFB. Best wishes to all.

The Lancers of VAQ-131 had a Change of Command on 21 May. Outgoing CO, Terry Kraft, past the reigns to incoming CO, Rich Dawe. “Krafty” moves on to a Federal Executive Fellowship at Harvard (send lobster!). Congratulations! And congratulations to “Dawg” as well! Dawg’s new XO is CDR Randy Duhrkopf, who is no stranger to Whidbey Island. Welcome back to the Rock, Randy.

The Yellow Jackets of VAQ 138 had a Change of Command on the 22<sup>nd</sup> of May while deployed to Aviano, Italy. CDR T. Zecchin was relieved station by former XO Cdr. Rocky Lee. The new XO, CDR Otte, is now learning how to order pasta in Italian when he’s not manning up for a mission to Kosovo. We wish all you Yellow Jackets our very best during what must be an “interesting” deployment.

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## AERONAUTICAL DEFINITIONS

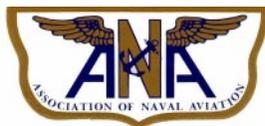
**Bank** – The folks who hold the lien on most pilots’ cars.

**Barrel Roll** – Sport enjoyed at squadron picnics, usually after the barrels are empty.

**Carburetor Icing** – a phenomenon happening to Aero club pilots at exactly the same time they run out of gas.

**Cone of Confusion** – An area about the size of New Jersey located near the final approach beacon at an airport.

**Crab** - The squadron Ops Officer.



Association of Naval Aviation  
Whidbey Island Squadron  
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Oak Harbor, WA 98277

To:

## **Cubi Revisited: A New View of an Old Home**

To my shipmates...

Bud (“The Budman”) Taylor (my AOCS classmate) made a stopover in Cubi in his FedEx MD-11. His description of what it’s like at Cubi now will be interesting to any former WestPac sailor. If you close your eyes and listen you can hear the radios in the taxis.

Bronco

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I thought you all might find this interesting.

Logger

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As promised, the Budman will provide to ‘My Navy Bud’s’, a Cubi Point update. Since the Navy left in the early 90’s, two factors have greatly influenced the area. First, the Taiwanese have invested heavily in the building of computer component manufacturing and production facilities in the Subic area. It has included factories, resorts with casino’s, yacht club with condominiums and improved recreational facilities. Second, FDX has utilized the airport area as a major Far East hub for time-definite delivery to that part of the world. As such, let’s start at the airport. The area, previously known as VC-5, VRC-50 and Flag spaces, is now all FDX, which has numerous Airbus, DC-10 and MD-11 aircraft transiting Cubi on a daily/nightly basis. The runway is the same, and pilots have to be mindful of the mountain to the west and the terrain to the east. The area toward the bay, known as ‘The Air Wing Maintenance Hanger’ is now deserted. There is a small racetrack in the lower aircraft parking area and a restaurant adjacent to Leyte pier. Not much activity down in that area. Around to the south is the old ammo pier which is also deserted; however, the dungaree beach areas are still active for tourists, such as the Taiwanese. At the east side of the runway, there is now a commercial international airline terminal with 6 or so gates. That’s about it for the airpatch. Next, Cubi Point, and it’s probably most fitting to start with the O’club. It is now an office building; no more club, however-the Catapult room is still functioning and is now known as the ‘Flight Deck’ with a disco. I walked completely around the O’club and still marvel at the beautiful view of the bay and surrounding area. There are benches there for those inclined to rest and reminisce. Now, as I walked around the club, I did find a few old shoes, khaki shirts

and smelly socks and if I was real quiet, I could here some sounds from the pass-like somebody calling “Main Gate” or something about a “Klondike” game. I also found an old pair of dogtags; but the name was hardly legible-there was a J, an e and a Sat or something. Anyway, it’s not the same, boys. OK-as you come out of the club, in your mind eye and to the right would be the gym and bowling alley. There are now restaurants and stores. Facing up the hill toward the BOQ, you’ll notice a new casino hotel and resort right in the area that used to be barracks. That is some of that Taiwanese\$. On up pass the chapel, the BOQ is now a hotel with another across the street between the Q and the A-5 which is still there. I went into the Q and looked for a barber shop, and inquired about a Cubi Dog and San Maguil at the back bar. Also, wanted to buy some belt buckles and patches. Boy’s (weep), it’s all gone. Listening real hard, I could hear some splashes out back, pool is now part of the resort and, well-it’s just not the same. By the way, the Cubi exchange with Martinez model shop is all closed and deserted. You can still, however, visit JEST; which still has a zoo, run by the Negrito’s including a camp-out, if you so desire. Well, that’s ‘bout it for Cubi-in many respects, it a ghost town. Some activity; but most of the activity is down toward Subic side; which will be the subject of page 2, later. Hope you enjoyed the tour, I did. I still in my mind’s eye, see the carrier arriving pierside with transportation waiting-the exodus from the ship and the high speed pass to the club and BOQ and the aviator’s blowing off some steam. Bodies crawlin’ around the jungle, tomorrow’s duty officer meandering back to the ship, the XO wanting to know where everybody is and has ANYBODY read the message board in the last week. And, of course, the Skipper’s leading the charge. “Binictican come in-Main Gate”

Later, gentleman,

The Budman.

PS. Maybe someone has a famous story about the “aaaaattttdddddmmminn car” or whatever to pass along.