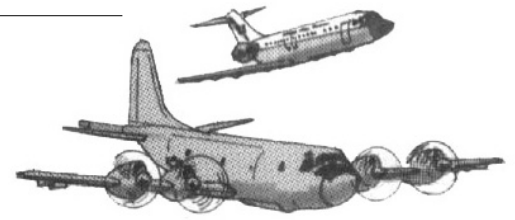




Whidbey Island Squadron

Air Plan



Vol. 3, No. 9

ANA Squadron 40

October 1999

Welcome Aboard

Jim “Jimdawg” Poore, Cdr. USNR (Ret) joins us from Anacortes, WA. Jimdawg has a VP background with time in P-2s and 3s, C-1s and 47s, and instructor time in T-28s and C-45s. He was a member of the Puget Sound Squadron until a move to Anacortes brought him back to God’s Country.

Upcoming Events

OCTOBER FLIGHT PLAN:



On the 12th of October we resume our normal Tuesday luncheon schedule with a buffet lunch starting at 1130. LCDR Dave Goodman (Assistant Operations Officer, Electronic Attack Weapons School), has offered to give us a wrap-up of EA-6B operations in Kosovo. Coming on the heels of the WTU’s P-3 briefing in September, this look at the electronic attack role should be particularly useful in understanding how naval aviation contributed to that air campaign. It was, arguably, the first time ever that the results of an armed conflict were determined by air power alone. The jury may still be out on that conclusion, but there can be no doubt that Kosovo provided a major challenge to planners, flyers and maintainers alike: op tempo and ROE restrictions in the face of a very potent anti-air arsenal made that war “interesting.” That we came out of it cost-free in lives and nearly so in aircraft is a testament to the efforts and talents of our VAQ team. Don’t miss this one.

IF YOU MISSED IT...

The September luncheon was a double header. The P-3 community’s Weapons Training Unit from NAS Jacksonville provided an outstanding briefing on recent platform systems upgrades and a detailed assessment of how the P-3 used its exceptional combat sensor package and Standoff Land Attack Missile (SLAM) capabilities to enhance NATO’s strike missions in the Kosovo conflict. Following that eye opener, VADM Richard “Sweetpea” Allen, our own National ANA President, gave us his view of current and future Navy and ANA trends, concluding a spirited discussion with an admission of just how he REALLY got that nickname. We had a packed house. Lots of active duty flightsuiters joined the local ANA squadron, a large contingent of the Olympic Squadron, and reps from the Puget Sound and Portland squadrons for an enjoyable and educational event.

By the Way...

Long time Whidbey Squadron member Bud Durna departs the local pattern for points south as he moves to his new home in Oregon. We wish you fair winds, Bud. Happily, our loss appears to be the Portland Squadron’s gain, and ANA keeps a genuine hero in the fold.

Command Changes

VR-61 ISLANDERS: On September 11 CDR Robert Spero relieved CDR Dave Mahoney as skipper of the Islanders. CDR Mahoney reports to FLTCOGSUPWING as Chief of Staff. Tim Miller fleets up from within the squadron to become XO.

VAQ-133 WIZARDS: CDR Bill "Zipper" Cavitt relieved CDR Jim "J.R." Russell.

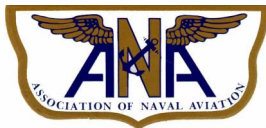
The Read Board

During the September luncheon, outgoing Peninsula Squadron CO Ken Sanford presented VADM Allen with a copy of his book Crew Six. Capt. Sanford's book chronicles his experiences during World War II flying PV-1 Venturas, PB4Y-1 Liberators and PB4Y-2 Privateers. The history starts at Guadalcanal's Henderson Field during the fight for the Solomon Islands in 1943 and ends with the war's end on Okinawa. It is the saga of a little-known branch of the Navy's combat air arm in the Pacific war. Few have even heard of the Ventura, and most think of the Liberator as the Army Air Corps high altitude strategic bomber that flew in massive gaggles over Axis occupied Europe. The Navy versions of the Liberator (Y-1s and Y-2s) had a far different role in the Pacific and, along with the venerable Ventura, played a far more significant role there than histories of that conflict usually reflect. Flying day and night, high and low, single mission or in multi-plane gaggles with a wide variety of other aircraft, dropping bombs or mines and fighting both ships and aircraft, these unsung heroes saw all sorts of action in every corner of the theater. Captain Sanford's record of those men and their planes is both entertaining and enlightening for aviation history buffs. Another book, Goodbye to Some, by Gordon Forbes, is a novel about the same community during the same timeframe, but focuses on the Philippines, China and Southeast Asia. It is based very closely on the author's own experiences in PB4s and is an excellent and engrossing read as well. Ken Sanford's book was published in 1996 and can be obtained through Sanford Publishing Group, 21 Condon Lane, Port Ludlow, WA 98365, or by calling Ken at 360-437-2968. Gordon Forbes' book, published in 1997 by the Naval Institute Press, can be obtained through USNI at 1-800-233-8764.

Adios

VAQ-137 ROOKS; VAQ-142 GREY WOLVES

Welcome Back **VANOPDET; VAQ-134 GARUDAS; VAQ-141 SHADOWHAWKS**



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