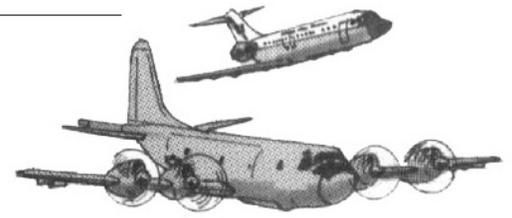




Whidbey Island Squadron

# Air Plan



Vol. 3, No. 8

ANA Squadron 40

September 1999

## Thank You !

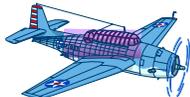
Black Raven One, Cdr John "Sarge" Alexander and his VAQ-135 squadron mates for the last briefing. Superior.

Also, thanks to the members who "recycled" their "Wings of Gold" magazines, hundreds of them, to the crowd at the Sea And Sky Open House in July.

## Welcome Aboard



Enar "Maggie" Magnuson, Capt. USNR (Ret) joins us from Federal Way, WA. Maggie has a VR background with time in PBYS, R4Ds and R5Ds. He also has the distinction of being one of the V-5 program cadets who learned to fly in Piper Cubs on skis in Montana (winter, 1942)!



Sid O'Neil, former Lt., USN, is recently retired from work in the aviation community in California and now calls Anacortes home. Sid flew Avengers from escort carriers in the Pacific in WWII.



Capt Evan P. Reese, USN (Ret) A-6 combat pilot, EA-6B pilot, former Ironclaw One, CO VAQ-136/Gauntlets for the last deployment from stateside before they forward deployed to Japan, former CV Ops O.

## Adios

VQ-1 WORLDWATCHERS Crew Four  
VAQ-134 GARUDAS deployed on the 28th of June



## Welcome Back

VQ-1 Crew One  
All Allied Force and Noble Anvil flightcrews and maintainers.  
VAQ-140 PATRIOTS: From "Rainbow Squadron" duty in Aviano, Italy on the 27th of June.  
AIWS: From "Rainbow Squadron" duty in Aviano on the 2nd of July.  
VAQ-138 YELLOWJACKETS: From Aviano on the 2nd of July.  
VAQ-132 SCORPIONS: From Operation Southern Watch at prince Sultan Airbase on the 4th of July.



## Command Changes



VAQ-130: Zappers on 5 August: Cdr. William J. Clark (outgoing) headed to CDR COMCARDESGRU 3. New Zapper One—Cdr. Jay Sherman. New XO is Cdr. Francis McCulloch.



VAQ-141: Cdr. David Ott assumed the duties as Commanding Officer of the Shadowhawks from Cdr. Dave Watson at sea aboard USS Roosevelt on the 25th of June. Cdr. Watson reports to the Industrial College of the Armed Forces in Washington, DC. Cdr. Sterling Gilliam reported aboard as Executive Officer.

VP-1: Cdr. James Heffernan relieved Cdr. Brian Burlingame as Commanding Officer of the Screaming Eagles in a ceremony held on the 7th of July in Diego Garcia. Cdr. Burlingame reports to the United States Naval Academy for his next tour, and Cdr. Thomas Doughty reports aboard as Executive Officer.

NAVAL HOSPITAL: Capt. Mike Benway, NC, USN, was relieved as Commanding Officer by Capt. John Tracy, MSC, USN, on the 9th of July. Capt. Tracy reports aboard from Naval Hospital Yokosuka, Japan, where he served as Executive Officer. Capt. Benway retired from active service at the change of Command ceremony and will remain here in Oak Harbor.

## Nominating Committee



Continues to meet. Scott Hornung has accepted the nomination for President. Election and turnover with Rick Porritt will be later this fall. We need a Vice President nominee, Secretary-Treasurer nominee, PAO (appointed), and a program coordinator (appointed). Rick Porritt will stay on assisting in the latter role. Also, we would like to have an active duty representative from each of the wings so we get a current VAQ and PATREC input (no extra meetings—just crossfeed—verbal or e-mail). An NAS / SAR rep and a reserve rep would be welcome as well. No election required. Vols welcome. If you'd like to join the nominating committee, call Rick Porritt.

## Mentor Program

We have one rep from the PATREC Community and one from the VAQ Community who have expressed interest in the program. There are a maximum of four individual local students with Naval Aviation interest that the program can support this year. More to follow. If interested, send us an e-mail for details.



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## Upcoming Events **September Game Plan**



When it rains it pours. The EW Community is having the annual EW Symposium which was rolled from May to September because of Kosovo. ANA members are welcome to attend a No-Host Happy Hour at the Club on Monday, 13 September, to rub shoulders with their EW buds. Also on Tuesday, 14 September, as a part of the EW Symposium, ANA members are welcome to attend a MicroBrew Happy Hour at the Club.

September 14 Lunch — 1100 to 1400. \$8 (includes lunch/beverage/tip)

A Double Header for the opener of the 99-00 (ninety-nine/double ought) season

### VP SLAM Brief and ANA National President VADM Allen

The P-3 community during the 90's have had their forces cut in half. But because of its flexibility, endurance and multi-mission capability, it has more missions and ordnance types than ever. What a training, proficiency and qual nightmare it must be. The Weapons Training Unit from Jacksonville is coming to Whidbey to brief us at the lunch on the integration and use of the Standoff Land Attack Missile (SLAM) which they used in the Adriatic. Commodore Norgart will give the introduction. Lots of aircraft can carry and fire it, but the P-3 can program it on the wing and with the C3I capabilities and missions and all the additional sensors and long legs, it is a pretty incredible strike option for planners. Regardless of community, this brief should be of special interest. Then, VADM Allen will give some brief remarks and answer questions. He will spend time with both the VAQ and PATREC communities during his stay and then head south on 15 September for the Air Board in Lemoore. Come with questions for ANA HQ and bring a friend, but come early. It should be a great way to kick off the season.

### **DR'ing Ahead—the rest of the 1999-2000 Program**

**October 12** - EA-6B Kosovo Wrap-up - One of the Prowler JO's will give the brief. Commodore Cryer said he was thrilled with the opportunity to get this brief to the local ANA members and will be choosing the individual to give the brief.

**November 9** - A Veteran's presentation - the three options we are working on are Mayaguez with Terry Toms and John Shork (their first combat ops as JG's), or Col Conelly and SR-71 ops, or China and WWII Yang-tse ops.

**December 14** - Base CO's brief - With plenty of time in the saddle, Capt Larry Salter said he welcomes the opportunity to talk to the squadron on what's the same, what's different as NAS goes out of the 90's and into the 21st century.

**January 11** - First lunch of the century - Either Boeing or McDonnell Douglas giving us their view of the next JSF aircraft of the 21st century. Adm Strossel, Capt Chip McNeese for Boeing or Capt Tim Thomassy of MacDac. Northrup-Grumman will have first shot at this if desired.

**February 8** - Airline Pilots a bunch - Their goods and others - to stay or go - a dilemma.

**March 14** - Air National Guard - Larry Packer - former Blue Angel - now flying full time for the Oregon Air National Guard - ANG ops and some of his decision to leave the Navy.

**April 11** - RADM Dave Pollaty - USNA classmate of Scott Hornung, A View as a Current CARGRU.

**May 9** - Another Veteran presentation in preparation for Memorial Day and Pearl Harbor Day - one of the ones not covered above in November or your recommendations and requests.

## **Prowler Week**

Prowler Week festivities featured an additional innovation this year which included 1200 Navy and Marine men and women from the assembled squadrons at a huge awards ceremony on the tarmac. Kudos on that success and to all the awardees. Also, attaboy to the innovative soul that configured a sound system that actually worked and people reportedly could hear in the normally hollow, acoustically-foul hangar. Bose has a job for that individual with the next generation acoustic wave speakers.

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## **OH, By The Way...**

Whidbey Squadron member sighting: Mark "Ranger" Morgan, our former squadron PAO who departed the pattern last year to take an editorial position with a paper in Oregon, is making his way back to God's Country. Ranger takes over as editor of the Snoqualmie Valley Record in North Bend, WA in August. Glad to have you back in state, Mark. We are looking forward to seeing you at our monthly luncheons again!

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## **A Friendly Reminder**

From the guy with the green eye shades, many thanks to those who have already paid their annual local dues! Happily, many have done so but there is still a contingent out there needing to think about it. If you haven't yet joined the "up-to-date" crowd please do so at your earliest convenience by mailing your check for \$12 to the ANA Whidbey Squadron at PO Box 1888, Oak Harbor, WA 98277.

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## **Air and Space Museum Head Dies in Crash**

*Washington Post Tuesday, July 13, 1999; Page A1*

**VADM Donald D. Engen, USN (Ret)**, 75, director of the National Air and Space Museum, a decorated Navy pilot and former chief of the FAA, died yesterday in Nevada when his glider plunged to the ground, disintegrating as it fell. Engen, of Alexandria, and another man were killed near Minden, just east of Lake Tahoe, about 1 p.m. Pacific time in a glider fitted with a small motor.

Engen, a former test pilot, was killed instantly, along with William S. Ivans, 89, of Incline Village, Nev., who was a holder of many glider flight records. It was not immediately clear who was at the controls. Engen, a World War II dive bomber pilot who sank a Japanese cruiser, held the Distinguished Service Medal and the Navy Cross, awarded for extraordinary heroism. He took over at Air and Space three years ago, in the wake of a controversy over display of the Enola Gay, the airplane that dropped the first atomic bomb on Japan.

Donald Davenport Engen, who was born in Pomona, Calif., on May 24, 1924, had flying and the Navy in his thoughts since boyhood. When he was in the fourth grade, he told his parents that he wished to be a "naval officer and go to sea." On Dec. 7, 1941, only a few months after he entered Pasadena Junior College at 17, the Japanese attacked Pearl Harbor, and Engen got a strong push toward realizing his early ambition. After the attack, he dropped out of college and enlisted as a seaman second class in a Navy training program, according to a memoir he published in 1997, "Wings and Warriors: My Life as a Naval Aviator."

By 1943, he was headed west across the Pacific, where he was based on USS Lexington and took part in the campaign to liberate the Philippines. He was involved in fierce combat. "Almost everyone experienced fear from time to time," he wrote. But, he said, "we junior pilots felt invincible, even though our loss rate seemed to indicate otherwise." After the war, he gave civilian life a try, enrolling in the Naval Reserve and flying on weekends. That did not satisfy his passion for life in the air, and he reenlisted for active duty. He made a career as a test pilot, helping to develop many of the safety mechanisms that have become standard for the aviators who were to follow him.

A test he made of an ejection seat at a factory in Philadelphia left him with a compressed disc in his spine. He regarded the sacrifice as worthwhile, however, for the seat was credited with helping to save the lives of more than 6,000 pilots.

In 1950, after the outbreak of the Korean War, Engen was an officer on board the USS Valley Forge. While flying from its deck, he took part in the first aerial strike over Pyongyang, the North Korean capital. Later, he commanded a squadron and an air wing during the Vietnam War, although he did not see action there. While serving in the Navy, he received a bachelor of science degree from George Washington University in 1968 and also attended the Naval War College. He served as commanding officer of USS Katmai and USS America (CVA-66) and of Carrier Division 4. He was deputy commander in chief of the U.S. naval forces in Europe from 1973 to 1976 and U.S. Atlantic Fleet from 1976 to 1978.

After retiring from the Navy in 1978, he became general manager of a division of the Piper Aircraft Corp. and in 1982 was appointed by President Ronald Reagan to the National Transportation Safety Board.

In a speech at the National Press Club, the soft-spoken admiral said that the holder of his post would never lack for critics looking over his shoulder. "There is a fine line between constructive oversight and unconstructive meddling," he said. The reasons for his resignation were not made known, but in aviation circles it was said that friction had occurred between him and then-Transportation Secretary Elizabeth Hanford Dole. Of his departure, Engen said only, "There's never a good time to leave, but the time has come." After a long search, he was picked in June 1996 to head Air and Space.

Engen married the former Mary Ann Baker in 1943, and they had four children.