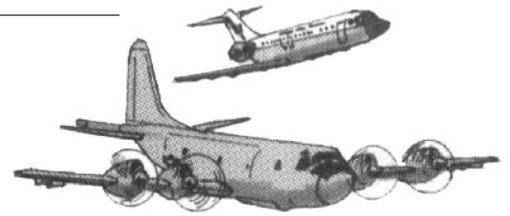




Whidbey Island Squadron

Air Plan



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ANA Squadron 40

December 1999

Thank You !



CDR Tom Miller, (VR-61 XO/former Prowler/current United Air Lines pilot) and **LCDR Bill Snyder** (Squadron OIC/former EC-130 pilot with VQ-3), who provided an engaging presentation on the use of the C-9 task force for fleet support. VR-61's four DC-9-33RC aircraft are part of a navy wide complement of 16 C-9B and 11 DC-9 aircraft, whose current airframes have an average age of 26 years. The C-40A (Boeing 737-700) is the scheduled replacement aircraft. Their primary missions include: (1) Supporting navy operations (such as those in Kosovo — events the EA-6B and P-3 communities presented at our luncheons over the previous two months) and (2) Getting sailors home on time when their operational commitment is completed. It's a big job, and it is critical to the fleet's ability to accomplish its basic mission. How they do it with a fleet of aging aircraft and an amalgam of active duty and reservist personnel is impressive.

Of course, VR has an auxiliary mission providing space available (Space "A") travel for active duty personnel, retired personnel and their dependents. Worldwide Space "A" flights can be checked on JOSAC's web site at [http:// 140.175.130.22/J3/jalis/osa.html](http://140.175.130.22/J3/jalis/osa.html). NAS Whidbey Space "A" flights can be checked at <http://www.naswi.navy.mil/flights/spacea.html>

Upcoming Events



December 7, 1999 — Remember Pearl Harbor; Fly your flag.

December 7, 1999 — **Ken Sanford**, CO of the "Olympic" Squadron is stepping down after ten years at the helm. Scott Hornung and Roger Lerseth will represent the Whidbey squadron at Ken's retirement. Anyone else who can attend this event, please contact Ken Sanford at 360-437-2968 to make reservations.

December 14, 1999 — *Monthly luncheon meeting (1130 - 1300)*. **Capt Larry Salter**, CO NAS Whidbey, will provide a presentation on NAS Whidbey and regional issues.

ANA Whidbey A-3 Model Project



Chris Forbes is getting the A-3 model ready for delivery to ANA Whidbey. Because of the low cost associated with this effort, we are not going to wait for our tax exempt status to be completed before the process. We ask all interested in contributing to this effort to send check, money order or cash to:

ANA Whidbey Island Squadron
P.O. Box 1888
Oak Harbor, WA 98277

(article continued on back)

A-3 Model Project...(cont.)

We note that the first to pledge a contribution to this effort was our PATWING COMMANDER, **Capt. Tim Norgart**. Who'd have thunk it would come from a patrol guy! Thanks Commodore!!! We already have some matching contributions from several other folks...and we are going to make this happen. For those of you who agree that this project makes sense and want to be part of it, please make out a check payable to ANA Whidbey Island Squadron and annotate "A-3 fund" on the check. Checks, cash or money orders will be accepted at our monthly meeting, or by mail at our address above. A separate account will be maintained, recording each individual's contribution for this purpose. Any money collected for this project that will not be required to accomplish the primary mission will be returned to the contributor according to a percentage of contribution distribution system. We will be happy to hold over money for other historic programs if you choose, but want you all to know from the outset that that is your choice.

Interoperability

On November 30th **Scott Hornung** and **Roger Lerseth** attended the monthly luncheon for the PBY Memorial Association. One of the ANA objectives is to serve as a repository of historical data. Our A-3 model effort and the PBY Memorial Association's effort to build a PBY museum on the Seaplane Base are parallel efforts supporting the same objective. Our mission was intended to obtain the status of their effort and offer our encouragement in that effort.



The keynote speaker for the PBY luncheon was a gentleman named Jack Young who is a Pearl Harbor survivor. He described his navy career, including a first hand account of the Japanese attack on Pearl Harbor. Jack was a radioman on the USS Tennessee. He was on board ship when the attack began and was injured by a bomb explosion while trying to get his antennas back on line. He observed the fires on the USS Arizona and watched the USS Oklahoma capsized in the harbor. It was an honor to be in the presence of one whom served a roll in an important part of our nation's history.

GO NAVY ! BEAT ARMY!



Association of Naval Aviation
Whidbey Island Squadron
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To: