

26 February 2008

MARCH 2008 FLIGHT SCHEDULE

From the CO:

My apologies for the delay in getting our Flight Schedule out in a timely fashion. I'll work on getting better. For our March luncheon I'm asking members to notify Kent VonFecht if you are attending in order to schedule a larger room if necessary. I'm sure Mr. Untermeyer's talk will be very interesting. Kent's contact information is included in the attached party flyer.

As you will notice below, we have a membership drive going on to bring in new members. If you know of any candidates, please encourage them to come and join ANA. Join online by going to: anahqtr@aol.com and link to membership. If you don't have a personal sponsor, HRANA will be more than happy to be your sponsor.

City of Va. Beach is looking for a replacement for JB Dadson, as the City/Military coordinator. If interested, contact Fred Metz: metzfj@aol.com, (757) 481-3248.

I'm including latest Howgozit's from Adm Dunn to bring everyone up-to-date on ANA business. I know most have probably seen them via Kent's e-mails.

Luncheon speakers:

March: Wed the 19th Honorable Chase Untermeyer. He will speak on "How We Will Win the War on Terrorism". See bio below.

CHASE UNTERMEYER

Chase Untermeyer is US vice chairman of Strategic Real Estate Advisors, a London-based international real estate investment firm.

Mr Untermeyer joined the firm in September 2007 after serving three years as United States ambassador to the State of Qatar on appointment of President George W. Bush.

He has served at all four levels of government – local, state, national, and international -- over a period of more than 30 years, with work in journalism, academia, and business as well.

Mr Untermeyer is a 1968 graduate of Harvard College with honors in government. While in college, he worked in the 1966 congressional campaign of George Bush and spent two summers on his Washington staff. During the Vietnam War he served as an officer in the United States Navy aboard a destroyer in the Western Pacific and as aide to the commander of US naval forces in the Philippines.

Returning to Texas, he was a political reporter for the *Houston Chronicle* for three years before becoming executive assistant to Harris County Judge Jon Lindsay. In 1976, he was elected as a Republican to the Texas House of Representatives from a district composed of River Oaks, Tanglewood, eastern Memorial Drive, and eastern Spring Branch.

He left the Legislature in 1981 to go to Washington as executive assistant to then-Vice President Bush. Three years later, President Reagan appointed him Assistant Secretary of the Navy for Manpower & Reserve Affairs. When George Bush became president in 1989, Mr Untermeyer returned to the White House as Director of Presidential Personnel, responsible for advising the President on his appointments to federal office. In 1991, President Bush appointed him Director of the Voice of America, the overseas broadcasting arm of the US government, where he served until the end of the Administration in 1993.

Back in Houston, he was director of public affairs for Compaq Computer Corporation (since merged with Hewlett Packard) and vice president for government affairs and professor of public policy at the University of Texas Health Science Center. In addition, he was a commissioner of the Port of Houston, appointed by Harris County Commissioners Court, and chairman of the State Board of Education, appointed by then-Governor George W. Bush.

In other civic service, Mr Untermeyer has been member and chairman of the Board of Visitors of the US Naval Academy, a member of the board of National Public Radio, president of the Houston READ Commission, and chairman of several committees of the Greater Houston Partnership.

Social Activities:

March

Wednesday the 19nd - Belated St. Patty's Day party. See flyer for details.

Status of ANA:

Memorandum from VADM Dunn, President, ANA

14 November 2007

Howgozit #10

This is Howgozit #10 for all ANA Wing Commanders and ANA Squadron Commanding Officers and Membership-At-Large. It would be much appreciated were you to pass this on to all your members.

Your very small staff at ANA Headquarters continues to make strides in recovery from the almost two-year hiatus in Washington level activity. Principal administrative concerns at this writing are budget, membership rolls and recruiting.

The budget is getting healthier day-by-day and we thank all of you who have contributed to make it so. We're not out of the woods yet but it's hoped that an end-of-year solicitation and a newly inaugurated recruiting drive for both corporate and individual memberships will soon pay off. As for membership rolls, we have contracted with Harris Connect to compile an ANA directory, at no cost to the ANA, which, hopefully will help us sort out the right addresses and status of our many "missing" members.

You will be hearing separately and directly about Harris Connect and our end-of-year campaign, and you will soon hear about Project 3-300, a creation of our *Wings of Gold* editor, Captain Zip Rausa. This will be an all-hands effort to sign up 300 new members for the organization during the months of January, February and March 2008. "Every Member Get a Member" is still a good course of action, but Project 3-300 is designed to engender a squadron team approach to signing up new members. More to follow.

Meanwhile, your ANA still needs a corporate recruiter. I've enlisted the help of our prestigious board of directors to bring in more corporate members but we need an organized and concentrated effort which can be best effected by one person too. As stated before, although we much appreciate what corporate members we do have, they are few. All one needs to do is compare the corporate membership lists in other Navy oriented magazines with those in *Wings of Gold* and one can see the problem. We do need to identify a volunteer corporate recruiter. Is there anyone out there?

Volunteerism is, of course, the only way we have to make things work, at least for the near-term. (Reminder: we have only one poorly paid employee). That's why I appreciate so much those who have volunteered to serve as squadron COs, wing commanders and members of the Advisory Council.

As for the Advisory Council we now have outstanding representatives from the VP and helicopter communities and the Coast Guard. Still lacking are representatives from the Marines, the Naval reserve and the enlisted communities. If you can serve, or know of anyone to recommend, please give us a call or an e-mail. The duties aren't onerous; just an occasional e-mail or phone call to keep the Washington leadership on track, and perhaps a heads-up on when an article focused on some particular community might be in order. By the way, the VP rep is VADM Wally Massenberg, USN (Ret), former Commander NavAirSysCom, the helicopter rep is Captain , Randy Bogle, USN (Ret), former president of NHA and our Coast Guard rep is VADM Howard Thorsen, USCG (Ret), along-time board member of the former ANA. If you have a complaint or suggestion for any of them, do write directly to them. Their e-mail addresses will soon be on our website, if not there already.

Beyond our continuing in-house problems of manpower, dollars and recruiting, we continue to try to be strong supporters of all the many facets of Naval Aviation. The single most important activity of the ANA is to ensure that Naval Aviation is understood and appreciated by the public, both American and allied. Many squadrons are doing their parts in this effort but some have yet to come up to speed. That Naval Aviation is not well-understood is reflected by the continuing plethora of articles in professional journals

and the general media showing either the prejudices or the ignorance, or both, of the authors and the institutions which sponsor them. From your Washington headquarters we try to refute those articles whenever and wherever we can but we need your help too. We need heads up when the articles appear and we need help in telling the story. In particular you can alert us when an inimical piece is published and you too can write articles and letters and make phone calls to set the record straight too. I hope you will do so. If you need references or facts, check *Wings of Gold* or *Bullhorn* or give us a call.

Meanwhile, keep those cards, letters and e-mails coming. Sky anchors away! Bob Dunn.

Howgozit #11

14 Dec 2007

This is Howgozit #11 for all ANA Wing Commanders, ANA Squadron Commanding Officers and Membership-At-Large. It would be much appreciated were you to pass this on to all your members and colleagues.

Along with Santa Claus at this time of the year comes some good news for ANA and, indeed, good news for all of Naval Aviation too.

First, for all of you who donated to our end-of-year capital campaign I thank you. We're far from out of the woods financially just yet, but we're on the road to recovery.

Second, the news from the Fleet is good. So is news about the execution of the Naval Aviation Plan. The F/A-18 with the Advanced Electronic Scanning Array (AESA) radar is in the Fleet and operating well. The EA-18G Growler is being delivered but even as it is the venerable EA-6B with ICAP II is doing yeomen's work in neutralizing IEDs in Iraq and more. The V-22 is also in Iraq and apparently measuring up to what the Marines had hoped. The E-2D made its first flights in August and will soon be at sea working not only with the carriers and their air wings but with the Aegis cruisers in missions as diverse as ballistic missile defense. The MH-60R/S is replacing the SH-60B and SH-60F on decks across the fleet. Last week in Wichita construction was begun on the first P-8A fuselage, the initial step in an even more capable and potent maritime patrol and reconnaissance force. Look to the next issue of *Wings of Gold* for even more good news on the P-8 and air launched weapons too. Of course, with an election coming next year and the army and Marines in dire need of reconstitution all this could change in a heartbeat. That's why your ANA has to keep on truckin'.

Black clouds on the horizon aside, there's still enough good news in the future for ANA to keep us smiling.

Mark your calendar for May 8 and 9 in Pensacola. That's when the Naval Aviation Museum Foundation will hold its annual symposium and ANA will have a role to play. Three ANA awards will be presented during the course of the symposium and on the afternoon of Friday, May 9, we will have an ANA membership meeting, our first since our reorganization. We hope you can make it.

Then further into the future, take note of the year 2011. That will be the 100th Anniversary of U.S. Naval Aviation. VADM Tom Kilcline, Commander Naval Air, has taken the lead on organizing for a year-long series of commemorative events and has appointed a small element on his staff to do the planning. At the same time Admiral Barney Kelly is chairing a group in Pensacola under the aegis of VADM Gerry Hoewing to help with the planning there. Our ANA staff is working with the Pensacola people to help where we can and everyone is being supported wherever necessary by the Naval Historical Center in Washington. Those who recall the 75th Anniversary remember a gala year; 2011 bodes to be even better. More to follow.

Turning to the more recent past, as we approach the end of the calendar year we can note that we have also just passed the one-year anniversary of the new ANA. That first year has seen a number of remarkable milestones but it has also revealed how far we have yet to go. First, the milestones.

Early on we had to separate from the Naval Aviation Foundation (NAF) which had been the caretaker organization from the disestablishment of the earlier ANA. We had hoped to recoup certain assets from them but it turned out they didn't have much. Thus, except for some office equipment and some out-of-date membership lists we had to start from scratch.

To effect that separation and to reconstitute under the law we needed the help of an attorney versed in such matters. Through the great generosity of our chairman, ADM Jim Holloway and upon the recommendation of Rear Admiral Tom McClellan, an attorney and former ANA board member, we engaged the right lawyer from the right law firm. Our separation from the NAF is now covered by an Assumption and Assignment Agreement, the new ANA is now incorporated as a non-profit organization and we have Articles of Incorporation, By-laws and other necessary legal documents.

Because the people who undertook to get the new-ANA up and running are so few and the cost of establishing an office too much, administrative help was sought elsewhere. Fortunately, our colleagues in the Surface Navy Association (SNA) came to our aid. For several years they had used Howard Associates for their administration. With the help of SNA we were able to contract with Howard at a reasonable fee and they have been a strong right arm to us ever since. When you phone in to ANA or send in a membership renewal you are actually dealing with a Howard person, something your small Washington area staff couldn't do since they work out of their homes.

With some help from Howard, our secretary/treasurer maintains the membership rolls and the financial records, "the books." Sorting out membership has been a Herculean job largely because during the hiatus period the rolls were not maintained, not all ANA members belong to squadrons, people move and pass away and not everyone has e-mail, among other reasons. Yet, progress is being made. The steady decline in membership during the last two years or so has stopped and our numbers are, finally, increasing, albeit only slightly for now – we all need to work membership!

We have a *Wings of Gold* circulation approaching 9,000 and almost 7,000 ANA members. Of that number, approximately 2,470 are “regular” members who renew and pay their ‘dues’ on a regular basis (every one or three years); those members provide the dues that we need to keep us “in the black”. The remainder of the almost 7,000 members – some 4,500 to be more exact - are Charter and Life members who paid a large membership subscription some time ago and who no longer provide ‘dues’ to our treasury.

The books are solid, although a bit thin; money remains one of our most serious and persistent problems, a problem ameliorated by those of you who have responded with donations from time to time, but a persistent problem nevertheless. At this point, the keys to a more comfortable financial position seem to be to recruit more members including corporate members and to increase *Wings of Gold* advertising.

All of the above notwithstanding, we are ever-mindful of the mission of the ANA,

“...to educate and encourage an interest among the general public as to the importance of Naval Aviation in the defense of the United States and its allies....”

To fulfill that mission we must communicate and this we have done in several ways. We have established a website, <http://anahq.org>. We have launched two Blue Stripes this year, eleven Howgozits counting this one, issued numerous Bullhorns and written several letters to editors in attempts to correct misinformation; but our flagship publication is, of course, *Wings of Gold*.

In the past, ANA provided WINGS OF GOLD to members and, as part of its education and outreach mission, to a large number of other recipients, such as our Navy, Marine and Coast Guard aviation units and air-capable ships, Members of Congress, NROTC units and many other places. Unfortunately, that part of WINGS OF GOLD distribution was stopped during the financial crisis of a couple of years ago, stopping a large part of ANA’s information program. We are now very happy to announce we have been able to reestablish all of that distribution, greatly enhancing ANA’s presence in all those vital areas.

Wings of Gold reaches far beyond ANA membership and has an influence far beyond our rather narrow Naval Aviation community. While in no way an official Navy publication, time and again it’s content is cited in academic journals, professional publications and legislative corridors alike. You can be proud of your journal. You could be even prouder through your own contributions, through soliciting more advertisers and by causing one or more copies to be sent to high schools, colleges and university libraries in your area or whereat you might have a connection. On that score, we really do need the help of the membership.

In any event, thanks for what you have done and best wishes to you all for 2008. Sky anchors aweigh! Bob Dunn.

Howgozit #12

25 February 2008

This is Howgozit #12 for all ANA Wing Commanders and ANA Squadron Commanding Officers and Membership-At-Large. It would be much appreciated were you to pass this on to all your members.

You may have read recently that the air force is about to launch an advertising campaign to acquaint the citizens of the United States with the importance of air power. This comes about largely because it's the army and the Marines that are getting all the press about Iraq and Afghanistan and the air force apparently feels left out. Much as with the air force, the Navy is not getting much press either, but you don't see complaints about it in the press. Instead, that's where members of the ANA can come in. You can spread the word far faster and better than any paid advertising scheme. You can point out at every opportunity that Navy forces are indeed on station and in combat in Iraq and Afghanistan, at sea, in the air and on the ground too. Yes, on the ground too. The army and Marine "Boots on the ground" do indeed deserve all the credit we can heap upon them. They are carrying the lion's share of the nation's obligations in those wars and they stand to get the lion's share of appropriations for operations and equipment replacement. But you should know that the Navy is there too. The media may favor others, but you should know that the Navy is playing a very large and critical role, whether headlined or not. You and I must be on the ready to remind and educate whenever the opportunity arises. After all, that's the ANA goal, *"...to educate and encourage an interest among the general public as to the importance of Naval Aviation in the defense of the United States and its allies..."*

Seldom do we hear about the Navy corpsmen shoulder to shoulder with the Marines. Rarely do we hear about Seabees in the middle of as much or more hostile fire as the army and Marines. We do hear on occasion of the Seals and some of the small craft and other mine clearing operators operating inshore but seldom do we hear of the over ten thousand, yes, ten thousand, Navy men and women stationed ashore in Iraq and Afghanistan working shoulder to shoulder with the army and Marines, in the combat zones. They perform myriad critical duties doing things they never thought sailors would do, but performing with outstanding dedication and service. They're called Individual Augmentees or IAs, and they take this duty in mid career, sacrificing time for education or time spent with family. Many of them come from aviation units too. It's not uncommon for a junior officer who has spent a cruise flying from the deck of a carrier into Iraq or Afghanistan to turnaround in short order and go back to the combat arena as an IA. They're tough and dedicated, these IAs are. We owe them and their peers more than the Nation can ever repay and we ought to let our neighbors and colleagues know that they're there.

None of that takes away from what the carriers and the rest of Naval Aviation are contributing, however. From the decks of carriers in the Persian Gulf or just outside the Gulf in the North Arabian Sea, carrier aircraft are flying constant sorties in support of our ground troops into Iraq and Afghanistan and, sometimes, reaching out toward Somalia and the nearby waters as well. F/A-18s support army, Marine and special forces on the

ground, often on sorties lasting six seven and even eight hours. There are never enough EA-6B Prowlers to begin to meet the need. The services of the P3 Orion's are among the most demanded throughout the theater, and beyond. Navy and Marine helicopters are everywhere required in numbers that won't soon be achieved.

Now, while all of this is going on in the Middle East, the Navy/Marine Corps team remains the Nation's 911 force, trained and ready on arrival, able to trade on relationships forged in peace, deployed around the world.

The Navy/Marine Corps team is the eyes and ears forward for the Nation, a capability not shared by the land-tethered army and air force. In times of war our maritime forces' ability to project and sustain power ashore makes them an indispensable element of any joint or combined force.

It's not only in the Middle East that naval forces are deployed, by the way. South America, Africa, both east and west, the Pacific and Southeast Asia are all normal operating areas for fleet forces, Middle East demands notwithstanding. They are building relationships with allies in what today is called, "Theater Security Cooperation," through port visits, exercises and more. They are suppressing drug traffic, tracking terrorists on the seas, fighting piracy and carrying out humanitarian and civil affairs missions, all routine for our naval forces; think typhoon relief in South Asia, evacuation in Lebanon, disaster relief in the wake of Katrina and fighting fires in Southern California. All over the world Naval Aviation, fixed wing, sea based, land based and rotary wing is in the thick of it all.

While we can all be proud of what Naval Aviation is doing, there's a terrific downside too. Our airplanes are wearing out. Hornets are being used at an operational tempo that far exceeds what was planned and their service life is being used up at a rate way beyond that which was planned. The P3 fleet has developed wing cracks which have grounded a large percentage of them and their replacement, the P8, cannot be accelerated enough to meet a very definite near-term shortfall. You won't hear a lot about this sort of thing in the media either. While other services may cry aloud about their problems the Navy goes about quietly developing workarounds and planning the necessary fixes. That doesn't mean you can't talk about such things with your friends and neighbors, however. No matter how much our active duty colleagues develop workarounds and plan, it all comes down to money sooner or later; and it's your legislator who votes the money.

That said there's good news on the horizon. The equipage of the F/A-18s with the advanced electronically scanned array (AESA) is on track. The development of the EA-18G Growler, the replacement for the EA-6B Prowler is on track. The development of the replacement for the E-2C Hawkeye, the E-2D with a significantly improved radar, data processing, link suite and enhanced overland capability (and an in-flight refueling probe) is on track. Despite the desire for it to come into the fleet more rapidly the P8 is, in fact, on schedule. So is the long-planned helo modernization program wherein seven different helo type are being necked down to two: the HH-60R and the HH-60S. So far, so good; but your Congressman needs to keep those funding streams going.

Finally, and turning to a bit of ANA business, remember that your new ANA will have its first annual meeting in connection with the Naval Aviation Museum Foundation's Annual Symposium on May 9, 2008. If you haven't yet signed up with the NAMF now is the time to do it. We hope to see you there.

Sky anchors aweigh! Bob Dunn.



ANA BLUE STRIPE
#4
15 February 2008

ANA PROJECT 3-300 IS HEREWITH ANNOUNCED

An ANA recruiting drive is about to get underway. The goal is to recruit 300 more members during the remainder of February, March and April.

The ANA squadron that recruits the most members in pursuit of Project 3-300 will receive a check for \$1,000.00 and designation as the ANA "Top Dawg" at the annual meeting in Pensacola on May 9, 2008. The start time is February 20. The end date is April 30, 2008.

The purpose of this campaign is to grow our membership. The heart and strength of ANA has been and continues to be its membership. Unless we grow the membership we will fail. Unless we grow membership to replace those who made their final take-off and unless we recruit more active duty members, both officer and enlisted, aviation personnel or not, we will also fail. Unless we bring in more people from our communities we will fail. Membership growth is essential to our purpose: "to educate and encourage an interest among the general public as to the importance of Naval Aviation in the defense of the United States and its allies."

Project 3-300 will be a serious challenge to everyone. Each of our more than 60 squadrons must put forth a concerted effort. Ideally, if each squadron could recruit five members we would meet the challenge, but we know some won't be able to handle it so

others will have to do more. In any case, for Project 3-300 to be successful it will take an “All Hands” effort.

One built-in incentive toward reaching the winning numbers will be to recruit active duty people. Another will be to recruit to three-year memberships. For each active duty person recruited the cognizant squadron will receive two points. For each three-year membership signed up the cognizant squadron will receive one and one-half points. Otherwise, each recruit or renewal is worth one point.

To help out, ANA headquarters will send each Squadron CO a list of ANA members in their respective areas sorted by zip code. Some on the list will have allowed their memberships to expire so they would be prime recruiting targets.

Several top recruiters from the past stand ready to help. Just us know (goldwings@verizon.net or 703 281-2324) and we will connect you to one of them.

This is important. Let’s go get ‘em! VADM Bob Dunn.

Monument Progress:

Homecoming statues are in place. The Monument team is working hard to complete the story boards. Donations are still welcome. As most of you know we are well along on filling our second donation wall, but still need more gold level donors to complete the wall. Donations will go into the Monument maintenance fund to ensure proper care of our Monument Park for years to come. We do accept installments as long as you make a commitment. In addition you can use a credit card for your donation. For those that can’t donate at that level, any amount will be greatly appreciated.

HRANA WEB SITE:

If you have looked at our web site lately, you will notice a big change. We have hired a professional web master to build us a class site which we hope will be completed NLT the end of March. As the S&K men’s store owner says, “you’re going to like the way it looks, I guarantee it” or something like that.

Keep those e-mail addresses coming. It’s the best means of keeping up-to-date with ANA issues and events, so forward your addresses to Kent VonFecht’s e-mail at kcvonsr@cox.net. Also let us know if you don’t have a computer. For those in this category, please call Kent, 340-9659 with your name. Hopefully everyone has a phone.

Cheers.

Lurch

St Patty's Menu

Where: NAS Oceana Officer's Club

When: Wednesday 19 March 2008

1830 Cocktails – 1930 Dinner

Cash Bar

Spiced Corn Beef/Cabbage

Grilled Kielbasa/Sauerkraut

Sweet Peas & Baby Carrots

Boiled Potatoes

European Spring Salad

Raspberry Vinaigrette Dressing

Fresh Baked Rolls

Dessert

Coffee & Iced Tea

\$30.00 per person

Dress Code – Wear Green

Music Provided by Michael Durig Quartet

For reservations, contact Kent Von Fecht:

Phone: 340-9659

E-mail: kcvonsr@cox.net

Address: 4117 Mill Stream Rd Va. Beach, Va.
23452

RSVP NLT Thursday 13 March