



# SEA -N- SKY FEST 1995



September 9th and 10th, 1995  
Naval Air Station Whidbey Island

The Official Program to the 1995 Sea-N-Sky Festival

Published by Whidbey Press





Capt. John F. Schork



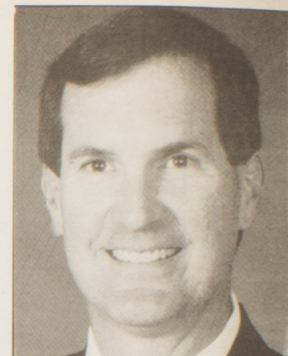
Capt. John T. Meister



Capt. Roger A. Pierce



Col. Robert S. Nasby



Capt. James A. Carman Jr.

## Whidbey commanders say "Welcome Aboard!"

*On behalf of the men and women of the Naval Air Station Whidbey Island team, we welcome you to the 1995 Sea 'N' Sky Fest.*

*Assembled on display is the most complete collection of front-line military aircraft in the Pacific Northwest. Additionally, the flying demonstrations will entertain our visitors and highlight the capabilities of today's Armed Forces.*

*Among the highlights of this year's air show will be the U.S. Navy Blue Angels Flight Demonstration Squadron and the U.S. Army Golden Knights parachute team. Dynamic demonstrations will be performed by the A-6E In-*

*truder and EA-6B Prowler, two aircraft that have served at Naval Air Station Whidbey Island since the 1960s.*

*Again, welcome to Naval Air Station, Whidbey Island. If we can be of any assistance, please do not hesitate to contact us or any of the air show staff.*

*Capt. John F. Schork,  
Commanding Officer,  
NAS Whidbey Island*

*Capt. James A. Carman Jr.,  
Commander,  
Patrol Wing Ten*

*Capt. John T. Meister,  
Commander,  
Attack Wing, U.S. Pacific*

*Capt. Roger A. Pierce,  
Commander,  
Electronic Combat Wing,  
U.S. Pacific Fleet*

*Col. Robert S. Nasby,  
Commanding Officer,  
Marine Aviation Training  
Support Group*

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## Credits

Cover: A Blue Angel takes to the air.

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#### Disclaimer:

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#### Special thanks to:

NAS Whidbey Base Commander Capt. John F. Schork and Sheryl Glover, Dana Chennault and the staff of Morale, Welfare and Recreation



## There's more than planes ... Fun runs kick off Sunday's events

If you can't fly, run.

Before you head out to Ault Field for the Sea 'N' Sky Fest airshow Sunday, Sept. 10, join in the annual Run the Bay Race and Fun Run, sponsored by the Oak Harbor Lions Club.

There's a course for every age, including a 10K race and a 5K race, plus a 2 mile run/walk for the non-competitive.

Walkers, wheelchairs and strollers are especially invited. But dogs are prohibited.

Run the Bay begins and ends at City Beach Park. The first half of the course is uphill and the second half is downhill. It ends with a flat, fast finish.

The start is beside the water, and parts of the

course are along the bay.

There will be seven divisions each for female and male race entrants, but there are no divisions in the 2 mile run/walk.

Entry fees are \$15 for adults and \$8 for children under 10.

Add \$3 for entries after Sept. 4.

Registration forms are available at the Oak Harbor Chamber of Commerce on State Highway 20, and at the Morale, Welfare and Recreation offices at Ault Field through Sept. 2 at 3 p.m.

Entries need to be in before Sept. 4 to guarantee a T-shirt.

For information call the Oak Harbor Lions Club, 679-1984.

## Soap box racers rule the streets on Saturday

Soap box racers will rule the road Saturday, Sept. 9, in Oak Harbor.

Children with disabilities will take part in the fourth annual Soap Box Derby sponsored by Puget Power.

The downhill race is run on 300 Avenue West, with the start at City Hall and the finish line at the Post Office. In teams of two, children of Puget Power employees and kids with special needs pilot the eight racers, which are supplied by the sponsor.

Each child takes home a medal, and participants also receive pictures of the event, T-shirts and hats.

The course, 300 Avenue West, will be closed to

traffic from just east of State Highway 20 to the City Hall corner. Side streets 60 NW and 70 NW will also be closed between the hours of 10 a.m. and 2 p.m.

The race is presented in cooperation with the City of Oak Harbor Public Works, the Oak Harbor Chamber of Commerce, the Oak Harbor Lions Club, the Oak Harbor Police Department, the Oak Harbor School District, United Way of Island County, Armed Forces YMCA and the Oak Harbor Fire Department.

Bleachers will be set up at the Post Office near the finish line, and food and beverages will be available.

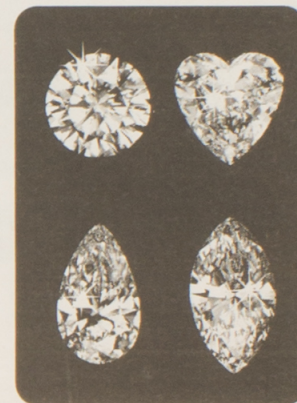
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The Blue Angels fly in tight formation. Their appearance at Sea 'N' Sky is the only one scheduled for the Northwest this year.

# Angels on the wing

## Blue Angels make NAS Whidbey their only Puget Sound stop

By June Vigor  
News-Times reporter

It's the peak of precision flying.

Six F/A-18 Hornets streak across the sky in a spectacular demonstration of what high-performance machines and top pilots can do.

The Blue Angels will be at Whidbey Island Naval Air Station on Saturday and Sunday, Sept. 9 and 10, for the first time since 1992.

And, since Whidbey is the only place on the Puget Sound that has them this year, they're expected to draw thousands of spectators from all over Western Washington. Officials are preparing for a crowd of 80,000.

The Angels are a flight demonstration team with a mission — to boost

recruiting efforts, keep Naval aviation in the public eye, and act as goodwill ambassadors for the Navy.

The team has flown for more than 367 million people since it was formed in 1946. This year, they'll fly 66 air shows at 36 locations in the United States and Canada.

The Blue Angels exhibition includes four-plane, graceful aerobic flying, called "diamond" maneuvers. Solo pilots perform fast-paced high performance maneuvers, and all six jets come together to fly in the well-known delta formation.

North Whidbey residents will get a sneak preview Thursday Sept. 7, at 1 p.m. when the team arrives and carries out "circle and arrival maneuvers." That's a process of finding their

bearings and pinpointing ground references for their performance. The team will also rehearse on Friday.

To be able to perform, the Blue Angels have to have at least three nautical miles of visibility and a minimum cloud ceiling of 1,500 feet. In those conditions, they put on a limited "flat" show. The high show, with all maneuvers, takes a ceiling of at least 8,000 feet.

Equipment, 46,000 pounds of fuel, and the team's maintenance and support crews will arrive in a C-130 Hercules, known as Fat Albert.

Fat Albert also has a role in the show, demonstrating a jet-assisted take off, with eight solid-fuel rockets attached to the sides of the aircraft. With that help, the big Hercules can take off in less than 1,500 feet and climb at an angle of 45 degrees to reach an altitude of 1,000 feet.

The Pensacola, Fla.-based Angels will sign autographs after their show.



### Fact File F/A-18 Hornet

**Mission:** Strike fighter designed to perform both fighter and attack roles for the U.S. Navy and Marine Corps.

**Powerplant:** Two General Electric F404-GE-400 low-bypass, turbofan engines; each in the 16,000-pound thrust class

**Length:** 56 feet

**Height:** 15.3 feet

**Weight:** Maximum takeoff weight: 56,000 pounds

**Wingspan:** 40.4 feet (with missiles)

**Speed:** Mach 1.7 plus

**Combat ceiling:** 50,000 feet

**Crew:** One (two in trainer version)

**First flight:** November, 1978

**Armament:** 20 mm Mk-61A1 Vulcan cannon; Sparrow III; Sidewinder; guided and conventional air-to-ground ordnance; and/or FLIR/LDT pods.



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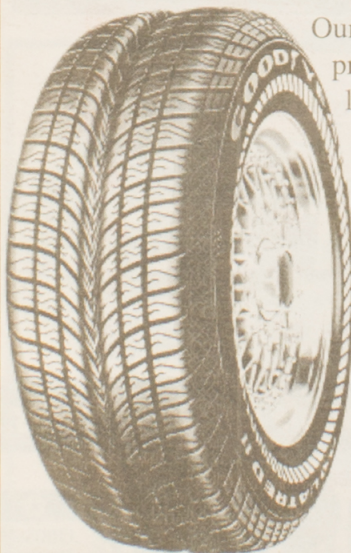
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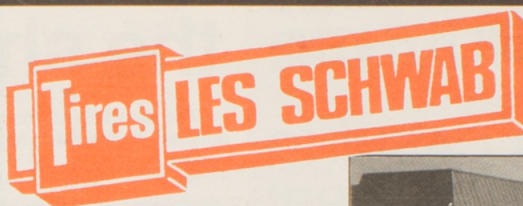
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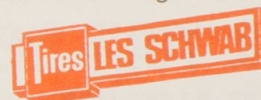
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## Bubba calls the show

The man behind the mike at the Sea 'N' Sky airshow also knows what it's like behind the joystick.

Miles M. "Bubba" Welch holds ratings in single-engine land and sea aircraft.

"I have experience in flying aerobatics in many of the aircraft that I call from the stand," Welch said. "I'm not very good, but I know how it feels to pull five or six Gs, and I can tell the audience what it's like."

He's done stunts, too. Things like strapping himself to the top wing of a 450-horse-power Stearman, and hanging from helicopters.

That makes him a vital link between the audience and performers, keeping the crowd on top of what's happening, and filling in with extra information about planes and pilots.

This will be the sixth time Welch has provided the commentary for Sea 'N' Sky.

A former Dun & Bradstreet executive, Welch now manages an advertising specialty firm in Ar-



Miles M. "Bubba" Welch

lington, Tex., and travels the airshow circuit.

## PLEASE: If it's junk, just trash it

Whidbey Island Naval Air Station will be open to anyone who wants to come in during the Sea 'N' Sky Fest, but its commanders ask just one thing: Put your trash in the cans.

It sounds like a routine request. But it's not.

Trash on a runway can be extremely harmful to airplane engines.

A Coke can sucked into a jet engine can severely damage its parts. And, if the damage does not become apparent before takeoff, stray trash can actually

put an air crew's life in danger.

That's why Navy crews routinely police the runways before every flight to make sure no junk is left lying around.

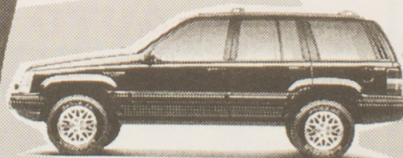
So please: To avoid disaster, or just plain impoliteness, use the trash cans.

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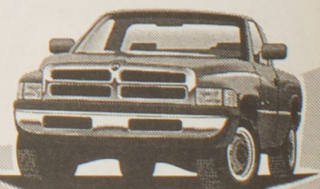
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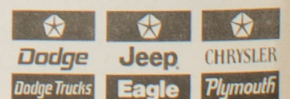
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# Arriving & Departing

Getting in and out of NAS Whidbey may be no small trick over Sea 'N' Sky weekend.

More than 80,000 spectators are expected to jam onto the base for the Blue Angels' only Northwest appearance this year.

All gates will be open to the public at 8 a.m. on Sept. 9 and 10. North Gate will close at 10 a.m. both days, so you'll need to continue on to Ault Field Road after then.

## Here's how to get there:

### From the north:

From Deception Pass, take State Highway 20 to Banta Road and follow the signs to the North Gate. After 10 a.m., continue on to Ault Field Road and the Charles Porter Gate.

### From the south:

Turn left off of Highway 20 at Swantown Road. Off Swantown, turn right on Heller Road. Follow Heller Road to Ault Field Road. Then either turn left on Ault Field Road and enter through the Hospital Gate, or turn right and enter through the Main Gate.

### From downtown Oak Harbor:

Use Goldie Road or Old Oak Harbor Road to get to Ault Field Road, then enter through the Hospital Gate or the Charles Porter Gate.

### Once on base:

- Follow all traffic directions and signs.
- If you possess a VIP, reserved, handicapped or air crew parking pass, display it prominently on the driver's side of your windshield so traffic control people can quickly direct you to the right spot.
- Don't drive past barricades or areas marked with traffic cones.

## Sea 'N' Sky Schedule of Events

### Off Base

#### Friday, Sept. 8

● **Sea 'N' Sky Fest Golf Tournament**, Gallery Golf Course, 9 a.m. (Register by Thursday, Sept. 7, call 257-2178.)

#### Saturday, Sept. 9

● **Puget Power Soap Box Derby Racing**, 300 Avenue West, starting 10 a.m. Race begins near City Hall, and finishes at the Post Office

#### Sunday, Sept. 10

● **Sea 'N' Sky Fest Run the Bay**, Oak Harbor City Beach, 9 a.m.

Same day registration from 7 a.m. To pre-register, call 679-1984.

10K and 5K race and 2 mile run/walk

## Whidbey Island Naval Air Station

**Airshow Events:** Saturday, Sept. 9, and Sunday, Sept. 10

8 a.m. — gates open

9 a.m. — Ultralight and helicopter rides

9:45 a.m. — Model Airplane Club demonstration

11 a.m. — 4 p.m. Airshow acts, in order:

AcroFlyers

Dan Buchanan's Hang Glider

Bud Light Micro Jet

Jim Cheatham Verticare helicopter

U.S. Army Golden Knights Parachute Team

Golden Knights' C-31

Smoke -N-Thunder jet dragster

Wayne Handley's Rebel 2300 Raven

John Piggot's Sukhoi SU-29

1-800-COLLECT Pitts S25 Challenger

A-6E/EA-6B

Blue Angels

CT-114

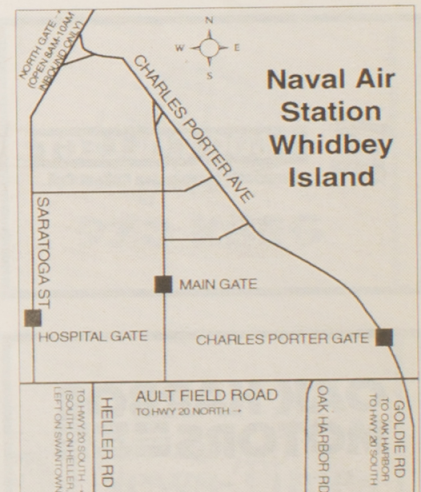
CT-33

P-3C

SH-3H Search and Rescue

4 p.m. — 6 p.m. Ultralight and helicopter rides

**All-day:** Military aircraft on display, including a stealth fighter, helicopters, and Whidbey's own A-6Es, P-3s and EA-6Bs.





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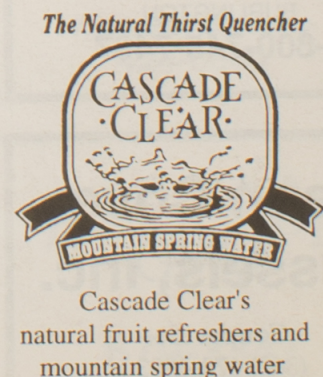
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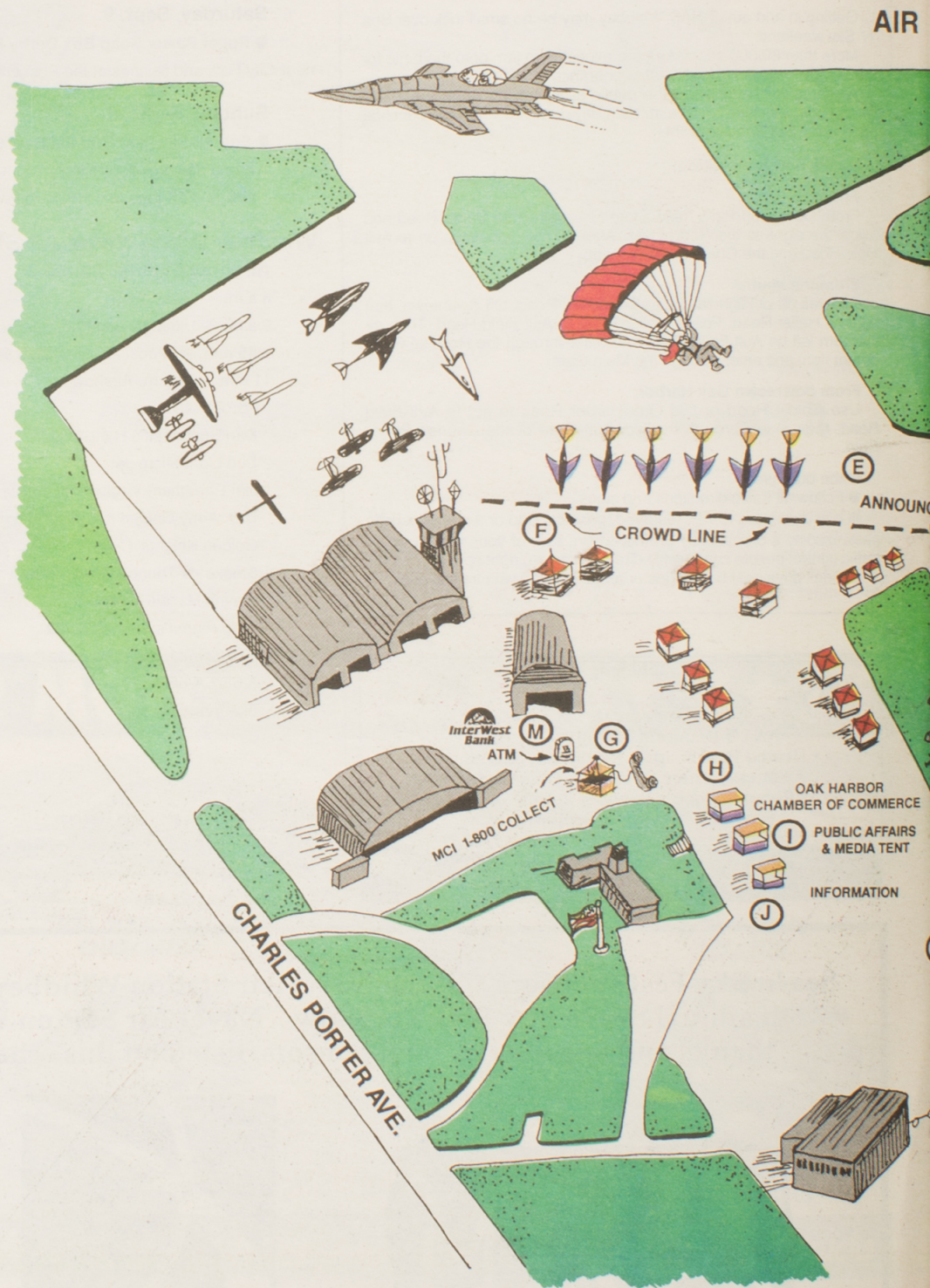
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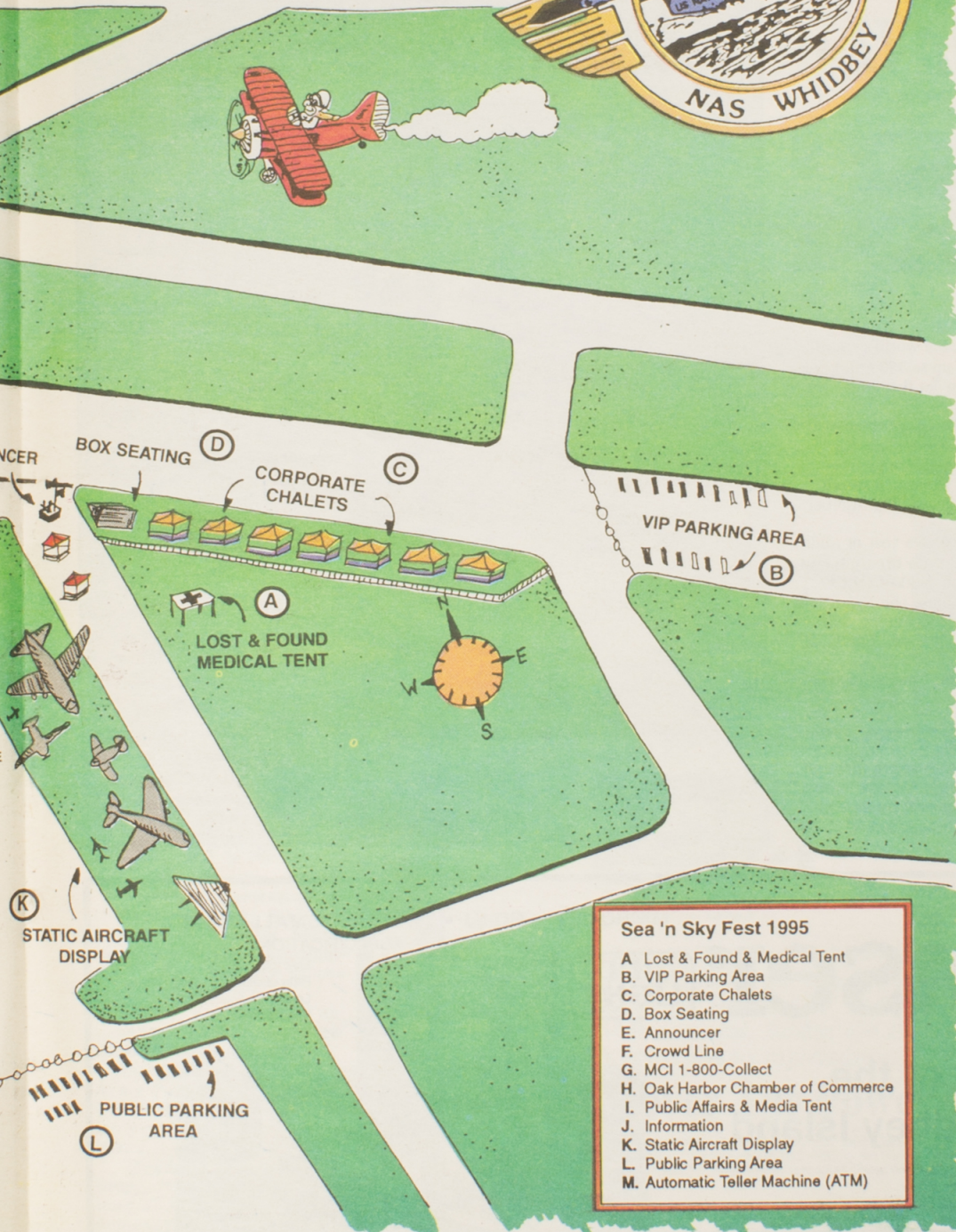


# Naval Air Station



# 95 Air Show

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# Thrills 'N' Spills

A full cast of high-flying performers is on the schedule for this year's Sea 'N' Sky Fest airshow. Besides the Blue Angels:

- The Russian-built Sukhoi SU-29 will be one of the show's sensations. Big brother to the Sukhoi SU-26, the SU-29 has been fully re-engineered to take two pilots with full dual controls. With a stainless steel airframe and carbon composite wing spars designed to withstand a crushing load of 23 Gs, positive and negative, the new Sukhoi is an outstanding aerobatic aircraft. West Coast aerobatic pilot John Piggott will be at the controls.



The Su-29

- Jack Ekl, a former Blue Angels pilot, will fly the BD-5J, the world's smallest jet. It's 12 feet long, weighs 450 pounds, flies at speeds of up to 350 miles per hour, and climbs at a rate of 2,000 feet per minute. The Micro Jet flies under the colors of the Bud Light Air Force.

- Wayne Handley calls his style of flying "Agrobatics" — that's a demonstration of crop dusting maneuvers, combined with aerobatics. Flying the Raven, a high-horsepower, lightweight aircraft, Handley is the world record holder for inverted flat spins. His winning number: 67 consecutive turns.



The Challenger

- Sean D. Tucker's Skydance is a test of audience endurance. Spectators hold their breath for 14 minutes while Tucker takes his 1-800-COLLECT Challenger through the Centrifuge, the Spiraling Tower, the Harrier Pass and more, ending with a tricky sequence that cuts three ribbons barely 25 feet above the ground.

- Helicopter stunt flying is Jim Cheatham's specialty.

Flying the Aloha Copter, a Robinson R-22, Cheatham's act includes a dead stick landing from 1,500 feet up, maneuvering through spins, dives and a precision touch down.

- NAS Whidbey's Search and Rescue team will show off its skill.

At right, Dan Buchanan soars through his spectacular "Flying Colors" hang gliding act. Buchanan will be part of a full cast for the two-day Sea 'N' Sky airshow.



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## Glider can fly, but can't walk

Dan Buchanan says he has to fly, because he can't walk.

A dirt bike injury 13 years ago left him a paraplegic, but it didn't stop his career as a hang glider pilot. He simply added two wheels to his glider for landing and went on to chalk up more than 1,700 hours of motorless flight.

So far.

Buchanan, who operates out of Forestville, Calif., will show off what the new generation of hang gliders can do at Sea 'N' Sky this weekend.

The Airwave gliders he uses for his show weigh 70 pounds, have a wingspan of 32 feet, a stall speed of 22 mph and a top speed of 90 mph. Built with aircraft grade materials, they can stand loads of +6 Gs and -3 Gs, more than many powered aircraft.

For airport performances, Buchanan launches his glider from a moving platform, towed by a ground support vehicle.

Lifting off at 32 mph, he climbs to 1,500 feet, trailing dense colored smoke, bright wingtip streamers and the American flag.

And just so the audience doesn't miss any of the finer points, he narrates his take-off as he goes.

## Golden Knights are aces in the sky

They've performed parachute jumps at the Statue of Liberty, Epcot Center, Mount Rushmore, and the Space Shuttle Launch Facility at the Kennedy Space Center.

They've won too many national and international parachuting awards to list.

And this weekend the U.S. Army Parachute Team, the Golden Knights, will make patterns in the sky over Whidbey Island.

Headquartered at Fort Bragg, N.C., the Knights will land at Ault Field with two demonstration teams, each with 14 members.

The style and accuracy team performs turns and loops while freefalling and aims to land with pinpoint accuracy.

Freefall formation parachutists meet in geometric formations that change as they fall, before they open their chutes.



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\*Source: 1992 Nationwide Survey of Homeowners. This survey included 1,541 telephone interviews with a random sample of homeowners from throughout the USA and was conducted during October 2-12, 1992, by the Wirthlin Group, a leading survey research organization. The results from the survey have a 95% confidence interval of +/-2.5%. Homeowners were asked, "Now, thinking about real estate sales organizations, which one would you say is the best at finding people the right home?"

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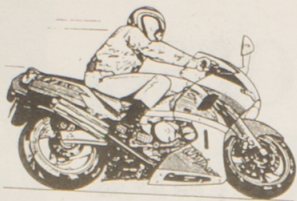
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## Meet the Phantom of the skies

One of the star attractions at this year's display of aircraft at Sea 'N' Sky will be the F-117 A Stealth jet fighter.

Not the bomber, but its little, lethal brother.

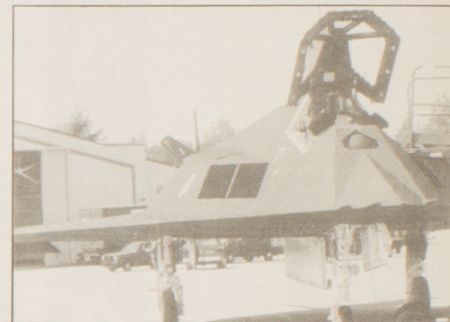
The state-of-the-art aircraft is designed, like the bomber, to reduce the radar cross-section. So the body of the plane is composed of many polygons which give it a blocky appearance. The fuselage is triangle-shaped, with a small cockpit over-looking a pointed nose.

Large rectangular air intakes are housed on the sides of the fuselage. Wide and narrow engine exhausts are in the rear with a V-shaped twin tail between them. The tail also serves as a tailplane. The wings are narrow and swept, and the landing gear retracts into the fuselage.

All weapons are stored in the F-117's weapons bay in the fuselage. It can carry a variety of bombs, in pairs weighing up to 2000 pounds each.

The Stealth fighter has no air-to-air capability. It has no radar, does not carry an internal cannon, and is not equipped to carry or launch air-to-air missiles.

The aircraft cannot rely on radar for navigation, weapons aiming or weapons delivery because the transmission of a radar signal would give away the location of the aircraft and defeat the purpose of its design. It uses infra-red systems instead, for low-level navigation and weapons aiming. A highly-accurate Inertial Navigation System backs up the sensors.



The F-117 A stealth fighter

Department of Defense video tapes have shown that the F-117 can hit a target one meter in size from an altitude of 25,000 feet on a clear night.

Although the F-117 has been called Frisbee, Nighthawk, and Wobblin' Goblin, there is no official name for it. But pilots often call it the Black Jet.

The Stealth fighter was used in combat for the first time in the invasion of Panama in 1989. Six planes went to Panama, and two flew a bombing mission. But it's first major combat mission was in Operation Desert Storm.

More than 50 of the aircraft were produced. The last was delivered in 1990.

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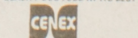
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## Other attractions on display

Airshow visitors will get an up close and personal look at a wide range of aircraft. The static display, open throughout the Sea 'N' Sky Festival, will include:

- F-14 Tomcat, which can track up to 24 targets simultaneously and attack six with Phoenix missiles

- F-15 Eagle, considered to be the world's leading air superiority fighter

- Canadair T-33 Silver Star, a Lockheed T-33 used by the Royal Canadian Air Force and Canadian Air Force for electronic warfare exercises

- TC-4C, a standard Gulfstream I aircraft, modified to train A-6 aircraft crews

- North American T-28 Trojan, a '50s and '60s trainer now adapted to a counterinsurgency role with underwing bomb and rocket mounts

- PT-17 Boeing Stearman Kaydet, a biplane built from the early 1930s through World War II, used as a trainer

- Whidbey Island Naval Air Station's own planes: P-3 Orion anti-submarine aircraft; A-6 Intruder attack plane; and EA-6B Prowler electronic warfare aircraft.



# A pair of **Best Bets** above and below

## Aerobatics team is rock 'n' roll in the sky

The AcroFlyers play an aerial duet in two Pitts S2B biplanes. Phil Parish, lead pilot, and Eric Beard, wing pilot, combine formation aerobatics with such rock n' roll maneuvers as the "Frisbee, Full Tilt Boogie and the Wild Thang."

The routine includes a "just miss" opposing knife-edge pass, side-by-side Hammerhead turns and breathtaking gyroscopic maneuvers like the "Flip Top" and "Opposing Double Outside Tumbles."

Parish's job is to fly smoothly and predictably as he leads Beard through graceful formation aerobatics and calls maneuvers like the "just miss" opposing knife-edge pass.

He has flown for Rocky Mountain Airways, Evergreen International and is type-rated on the Lockheed Electra, Douglas DC-8 and B-727.

When he isn't flying airshows, he's a Boeing 737-400 captain for Alaska Airlines.

Beard got his aviation start at age 14 in Georgia washing crop dusting planes to pay for his flying lessons.

He has refined his skills through competition aerobatics.

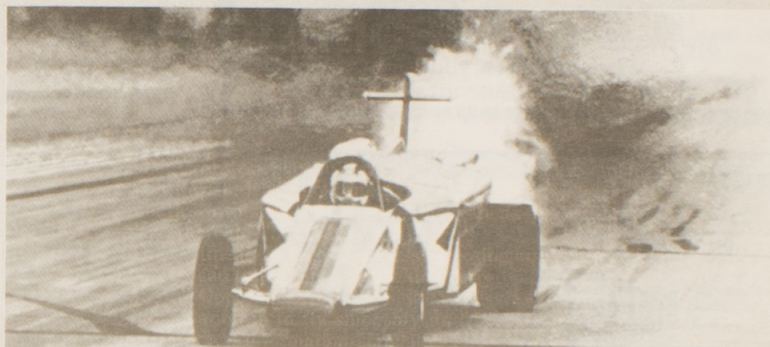
Kris Lavandero is the team's voice.

Currently, she is a flight attendant with Alaska Airlines. She frequently works with her husband, Parish, when they're not on the airshow circuit.

## Whidbey planes are part of the show

NAS Whidbey's own trademark planes will also take to the air Saturday and Sunday.

Venerable A-6 Intruders, a high-speed, low-level attack plane, and EA-6B Prowlers, a electronic warfare aircraft equipped to jam radar, will carry out maneuvers and a high-speed fly-by.



Scott Hammack's Smoke-N-Thunder dragster is powered by a jet engine.

## Dragster flies faster than jets

Tired of craning your neck toward the sky?

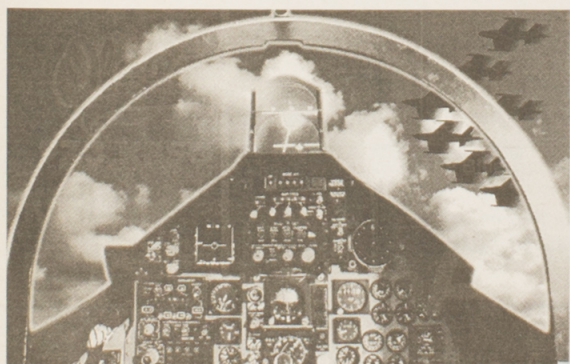
Try something a little more down to earth.

Scott Hammack's **Smoke-N-Thunder** combines drag racing and aviation — in the form of a dragster powered by a Westinghouse J-34 jet engine. Hammack, its owner/driver, challenges any aircraft to race, including military jets, and always wins in a burst of flaming orange exhaust.

Hammack's humongous engine develops 10,000 horsepower and 6,000 pounds of thrust.

It rockets up to 280 to 300 mph in five-plus seconds.

It slams Hammack back in the seat at 4.5 Gs on acceleration, then brings him to -11 Gs when the parachute deploys.



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# Whidbey's Own

A-6s, EA-6Bs and P-3s make up local arsenal

## A-6's days are numbered

One of Whidbey Island Naval Air Station's most venerable stalwarts may not see many more airshows.

The A-6E, a medium-range, carrier-based bomber, is scheduled to phase out by the end of 1997.

When it leaves, the Navy will lose a plane that has been a workhorse for the U.S. military for more than 30 years.

Born in the Vietnam era, the A-6, known as the Intruder, has flown countless missions in numerous conflicts, including Operation Desert Storm.

One of the planes was recently installed in Oak Harbor's City Beach Park.



## EA-6B's role is growing

The Navy's EA-6B is a complete electronic warfare machine. It can jam radar, fire at enemy radar bases, or use electronics to confuse electronic weaponry.

Consequently, it's considered essential when American warplanes fly into enemy areas. And, thanks to the phasing out of the Air Force's closest counterpart, the EA-6B is destined to become the only electronic warfare plane used by the military.

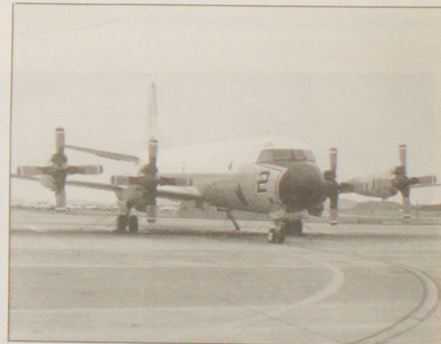
All of the Navy's EA-6Bs are currently based at NAS Whidbey. The plane is similar to the A-6 in appearance, but carries four crewmembers instead of two.

## P-3s patrol the seas

The versatile P-3 has been in the Navy for years. But it has not always been as large a presence as it is today at NAS Whidbey.

The P-3 Orion is designed as a land-based anti-submarine warfare plane. Powered by four turbo-prop engines, it's a modified Lockheed Electra, commonly used by civilian airlines during the 1950s.

Another Whidbey plane, the EP-3, flies on an identical airframe, but is used for different types of surveillance and warfare.



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Whidbey Island Naval Air Station's Search and Rescue team will demonstrate its skill at the airshow.

## Whidbey's crews are life savers

They routinely pluck people off of mountains and cliffs.

They routinely save people from drowning.

It's all part of their training. And part of their job.

NAS Whidbey's Search and Rescue team will show off its skill Saturday and Sunday at the Sea 'N' Sky Fest airshow.

Flying Sikorsky SH-3D Sea King helicopters, the unit frequently takes part in civilian water and mountain rescues from sea level in Puget Sound, to the 10,200 foot level of Mt. Baker.

Throughout the Northwest, their high-altitude capability and eight-victim carrying capacity often makes them the

only option for dangerous wilderness rescues.

The crew of five can fly to altitudes of 10,000 feet. Once they've arrived on the scene, they can rappel down 250 feet

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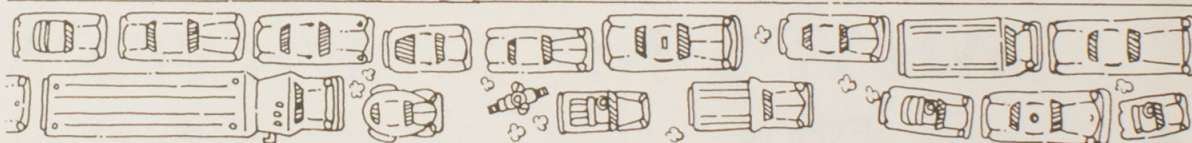


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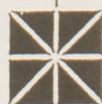
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