

OUR DAY

Thursday, May 4, 1978

Navy League of United States

76th Annual Convention. Seattle, Wa.

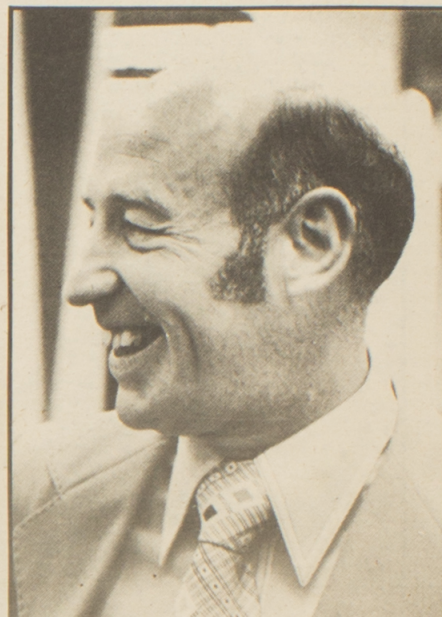


Oak Harbor Area Council

Welcome Aboard




Rear Admiral Henry Duff Arnold



Mayor Alvin B. Koetje, Oak Harbor, Wa.



President Vincent T. (Vic) Hirsch



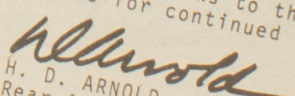
18 April 1978

To Our Friends in the Navy League.

It gives me great pleasure to extend to each of you my sincerest appreciation for your unending support of our Navy. Over the years, your continuous backing has been a mainstay in developing and maintaining our fine community relations, systems procurement and recruiting effort. However, never before has this support been more vital than at present.

As you are aware our Navy's future role in the Nation's defense is being closely examined at the highest policy-making levels. The decisions which result from this examination will determine not only the future size and composition of our naval forces but, more importantly, the ability of those forces to carry out their tasks in support of national objectives in unforeseen contingencies. Thus, it is exceedingly important that the views of informed citizens be considered in the decision-making process. Clearly there is no group or organization better informed on these matters, or more prepared to participate in these vital decisions, than the members of the Navy League of the United States.

On behalf of the United States Navy and particularly those of us privileged to serve in this beautiful area, I extend to you our deepest appreciation for your valuable support throughout the THIRTEENTH Naval District, along with special thanks to the Oak Harbor Area Council. Best Wishes for continued success.


 H. D. ARNOLD
 Rear Admiral, U. S. Navy
 Commandant Thirteenth Naval District
 Commander Medium Attack/Tactical
 Electronic Warfare Wing Pacific

'Our Day' is to make 'Your Day'

IT'S SEATTLE'S SHOW, this, the 1978 National Convention of Navy League but by official decree and the host city's unanimous consent it is Oak Harbor Area Council day Thursday, May 4, 1978 at convention headquarters in the Olympic hotel.

The council from the smallest community in the 13th Region South (population 12,300) ranks 11th in the nation in size with its more than 500 members. It is an active council which the past four years has experienced explosive growth (from 222 members in 1974 and 35 when it was founded July 5, 1956).

OHAC's presence will be in evidence this day. It will serve as official host to hundreds of Navy Leaguers who have come to the convention from across the nation and from several foreign countries.

Beginning with the annual Prayer Breakfast and continuing on throughout the day members of the council will take a leading part in convention activities. Don Boyer, president of the 13th Region South, will be master-of-ceremonies at the breakfast and the program will include an appearance of the Oak Harbor High School Madrigals, an award-winning choral group which has performed throughout the Pacific Northwest.

ANOTHER FAMILIAR face at the Prayer Breakfast's head table will be Rev. Hugh Miller, of Oak Harbor's St. Stephen's Episcopal Church. He is in his third year as one of three National Navy League Chaplains.

From 9 a.m. to 4 p.m. OHAC members will be in charge of the Hospitality Room where refreshments will be served and special displays representing the Whidbey Island area will be seen.

From 5:30 to 7:30 p.m. that evening the Oak Harbor council will host a reception for National Navy League President Vincent T. (Vic) Hirsch, his wife Jan, past national presidents, their wives and other special guests by invitation. This will be in the convention center's Olympic Bowl.

This special 24-page edition has been published in order that visitors to the Pacific Northwest may acquaint themselves with not only activities of the Oak Harbor Area Council, but the uniqueness of the Island on which it is situated, the remarkable relationship which links the civilian and military communities and some scenic (as well as artistic, occasionally-amusing) photographs which will provide insight into the life-style and beauty to be found here.

WE WOULD ENCOURAGE you after the Convention to come and see for yourself. If you cannot, but are curious about the history-rich, 50-mile long island which was discovered by British explorers (see story on Page 10) nearly 200 years ago, this

edition is designed to slake, maybe even whet, that curiosity.

Whidbey Island is truly a jewel in that most remarkable of settings, Puget Sound. The Indians were here first, followed by a handful of Irish settlers, followed by a larger contingent of Dutch, followed by a literal "army" of Navy men and their dependents. Oak Harbor was a farm-oriented village of some 325 people, insular and insulated, before it was announced that the Navy had selected it as a site for a major base nearly 40 years ago. In 1941, with World War II heating up, the Whidbey Naval Air Station came into being.

Since then (see story detailing development of the base elsewhere in this edition) it has become a giant presence in the community midst. Hundreds of active duty families have sunk roots on the island which they affectionately call "The Rock" and with many more retirees adding further to the population surge, Whidbey Island is one of the hottest pieces of real estate on "exploding" Puget Sound. It is no longer the Sleeping Beauty of even two decades ago. The land rush is on and building is booming.

SO FAR MANY traces of the "olden times" continue to exist and attract those who are interested in unspoiled scenery — something more rural in pace and appearance. Many are enlisting in the battle to protect this setting and the way of life it promises. But the inevitability of progress in the form of more people, more business houses, more homes, more schools, more government is causing concern among those who "liked it the way it was."

North Whidbey, on which Oak Harbor and Coupeville are situated, now claims a population of more than 25,000. If it is not buckling under the stresses of growth the rural lifestyle is nonetheless being tested.

What stands out about the presence of the Air Station here is the spirit of "community" that involves those on both sides of the fence which encircles the enormous property that one time was some of the richest farmland in the Pacific Northwest. That fence serves its security purposes, but in the sense of human relations (civilian and military) it is almost invisible.

That is the substantial plus that has resulted from a "neighborliness" which has characterized these relationships going back to the station's first days. If there are more people this has had little effect on the high quality of interchange. It is difficult when those of the military don civilian clothes to tell the "natives" from the "newcomers." They seem to act and look substantially alike. They are.

THIS SPECIAL edition which is being distributed to everyone attending the National Convention in Seattle this week is not a



Windmill symbolizes Dutch heritage

conventional publication as it reflects what is going on at the various meetings, luncheons and banquets that are the reason for convening. This particular issue is to put the military (in this instance members of the Whidbey-based military) and the civilians who share "The Rock" with them into a "human context." There is nothing to be learned from browsing these pages that may express or advance Navy League's loftier goals. That will be left to the leadership and the involved membership.

The Oak Harbor Area Council, at least as represented by the editor of this publication which has been assembled exclusively for those of you attending the convention, is trying to point to the rich interpersonal relationship which binds, in their various activities, civilians and the military in this rather extraordinary (our prejudice prompts us to say) corner of the world.

NEEDLESS TO SAY, we extend to you a warm Pacific Northwest welcome — even though, perhaps a drop or two or rain may fall on it. Don't let it deter you. You're toes will not web. Rain is the catalytic agent which makes everything that is green grow in this unusual corner of the nation.

We are glad to have you with us, even for so short a time, and are sorry that we can't escort you personally through this honestly spectacular land. Come back again, maybe we will have the chance.

While you are here have a good time and take away with you memories of a great convention in a magnificent city in an even more magnificent setting. And think now and then of your Northwest friends.

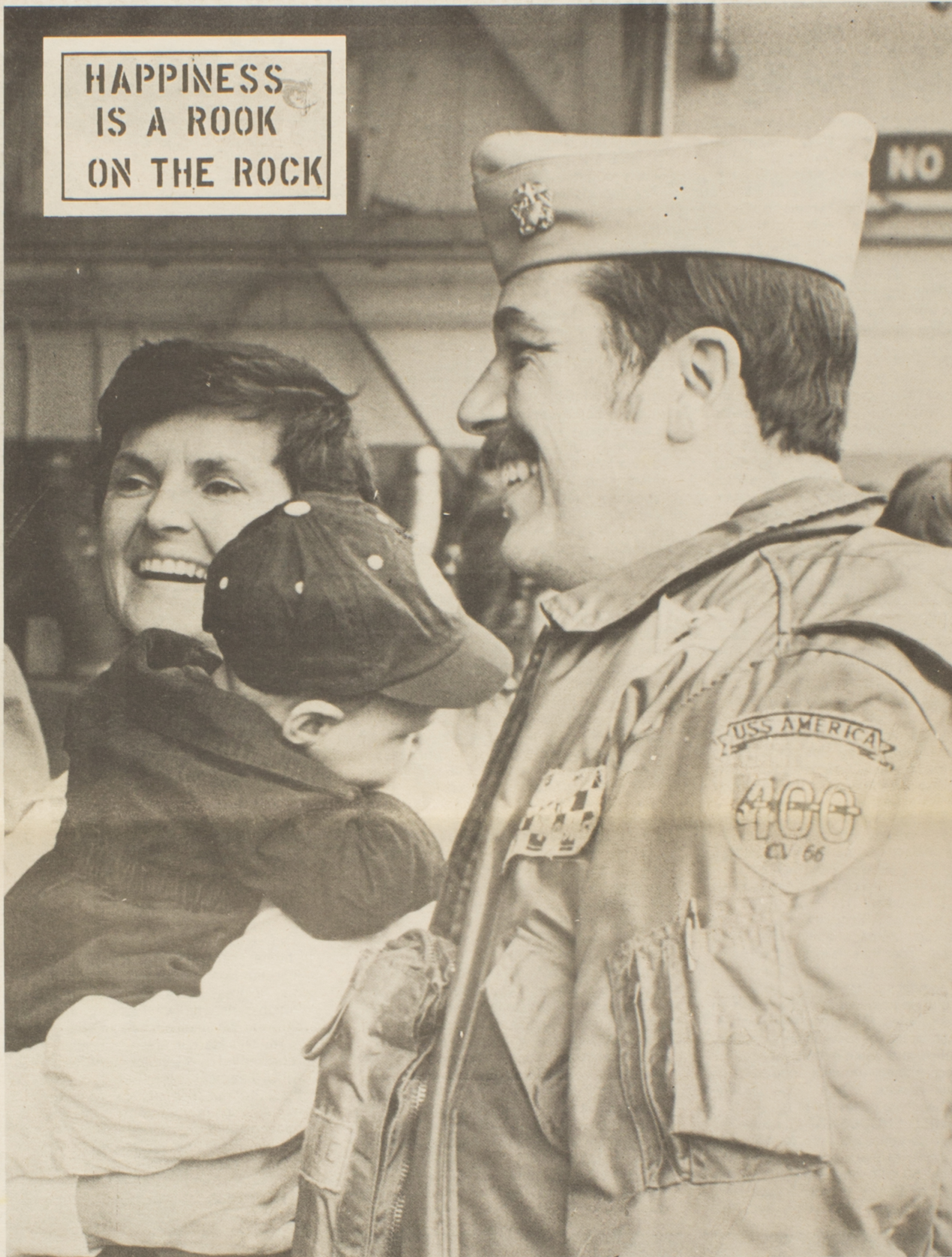
To these ends this one-time edition of "Our Day" — and members of the Oak Harbor Area Council who hope to make "Your Day" (Thursday, May 4, 1978) a memorable one — are dedicated.

Wallie V. Funk,
Oak Harbor, Wa.



Former officers' quarters at Fort Casey, now state park near Coupeville

HAPPINESS
IS A ROOK
ON THE ROCK

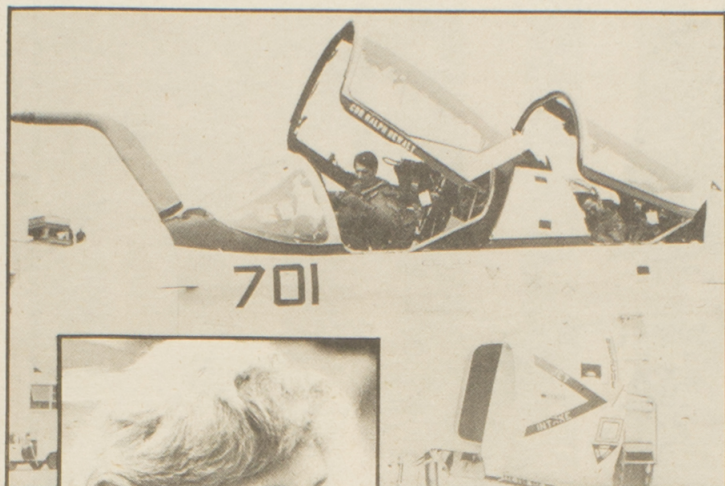


Homecoming

Squadron homecomings are joyous occasions at NAS Whidbey. Looks on the faces of this family reunited late in April after a seven-month cruise aboard the USS America in the Mediterranean tell the story simply and eloquently.

At Whidbey
Air Station

Returning squadron cause for celebration



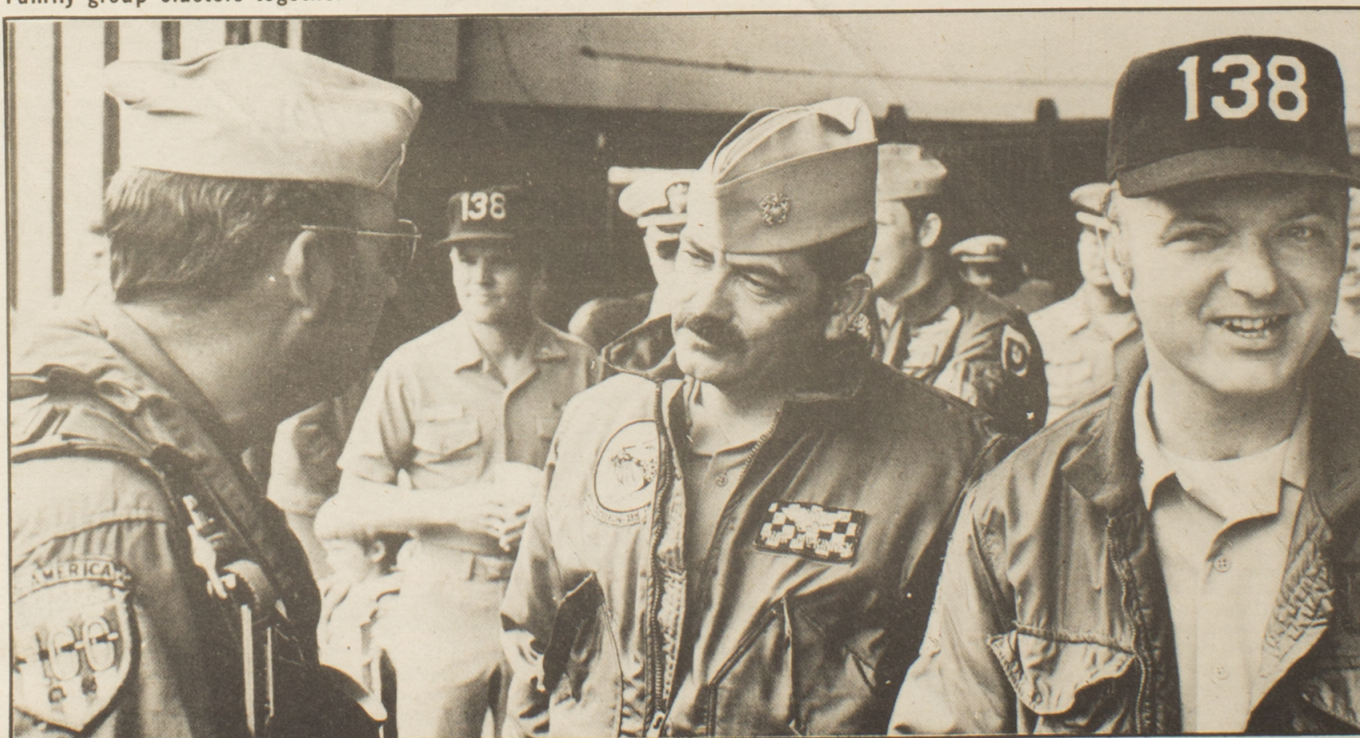
Navy League greeter



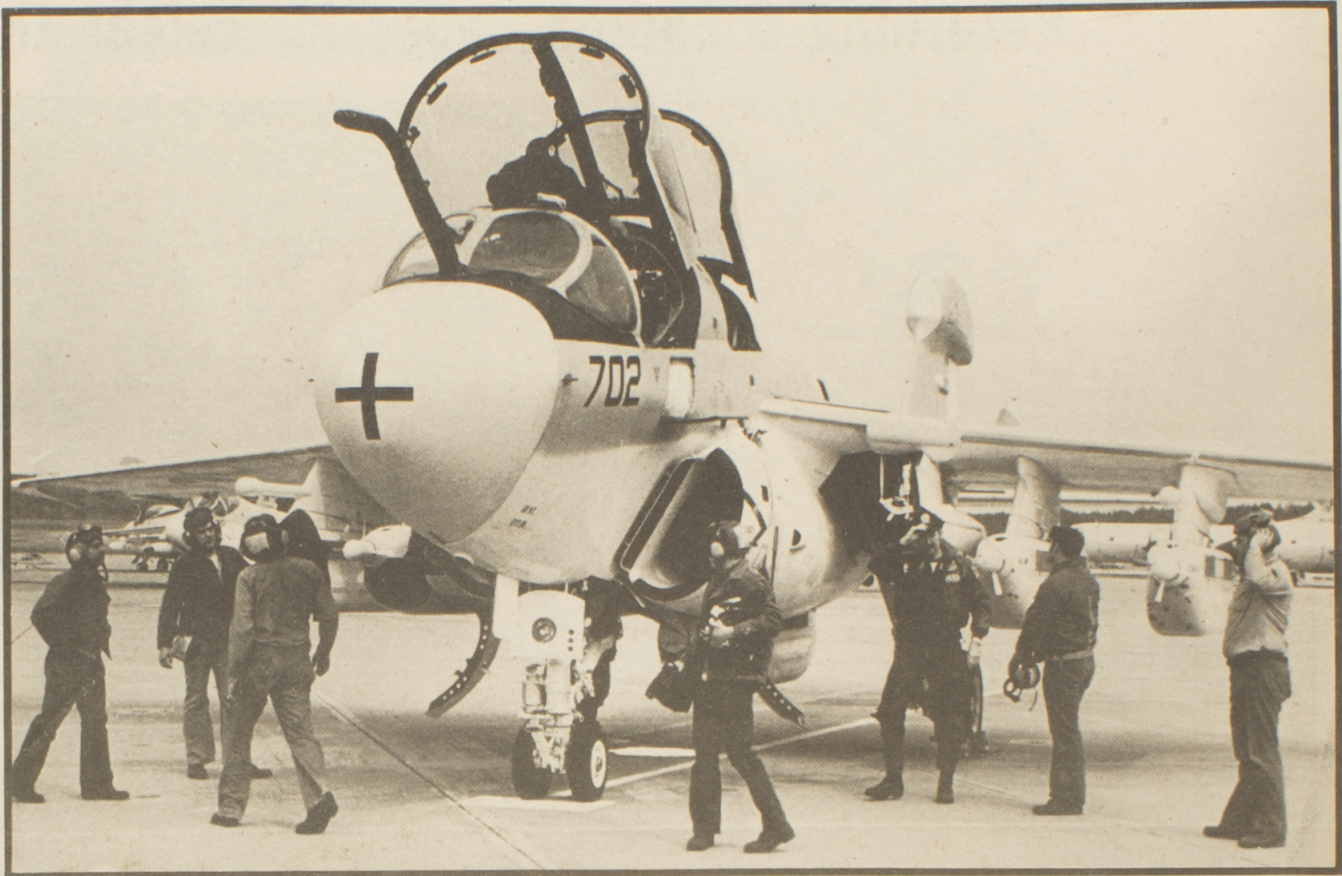
Cdr. Ralph DeWalt, VAQ 137 CO, is glad to be home



Family group clusters together in welcome home ritual



Members of VAQ 138 hosted homecoming ceremonies for returning squadron



NAS Whidbey history of change, growth

The year 1941 marked the beginning of the "courtship" between NAS Whidbey and the City of Oak Harbor.

On August 14 of that year the U.S. Senate passed a \$3,790,000 appropriations bill for the establishment of the naval air station, and the two entered into a "marriage" that has resulted in phenomenal changes for the one-time sleepy and rural Whidbey Island.

In July 1941, Senator Henry Jackson wrote, "the proposed location (of the base) is at Crescent Harbor, just east of Oak Harbor. Initial set-up provides for 200 enlisted men and 48 officers. It is expected that after the base has been established it will expand considerably."

The young senator was right. NAS Whidbey did "expand considerably" in the years following 1941 and with the expansion came the resulting "facelift" of the small rural community of Oak Harbor.

At the beginning of World War II Oak Harbor was a community of approximately 600 persons. Most of the local residents were farmers, and those who weren't primarily engaged in providing services to the farming community.

The Senate appropriations bill authorizing the establishment of NAS Whidbey provided for the procurement of 5,000 acres of Whidbey Island land by the federal government.

In November 1941, a further announcement was made, outlining plans for the establishment of a land-plane base in Clover Valley, where Ault Field is now located.

Soon Pearl Harbor brought the war "home" to Americans — and more dramatically so to residents of North Whidbey.

Because of the scarcity of wartime steel, NAS Whidbey was built according to wartime standards, with a life expectancy of about five years.

When the war ended and the fleet demobilized in January 1946, the station was placed on a reduced operations status.

The "marriage" of the island community and the young naval station was unsteady for some time, but it soon became apparent that NAS Whidbey was to remain as one of the country's permanent post-war bases.

In 1949 NAS Whidbey was chosen as the only station north of San Francisco and west of Chicago for the fleet support role.

From that point on, the history of the relationship between the base and Oak Harbor has been one of steady growth.

In 1965 the U.S. Defense Department

requested \$3,700,000 to "prepare NAS Whidbey for the new A6A Intruder." The appropriations request included plans for a radio receiver facility, an aircraft maintenance shop, barracks and an aircraft systems training building.

The request was approved by Congress and in August 1966, the first "offspring" of the 25-year-old marriage came to Whidbey Island in the form of three A6A's arriving with an A3D aircraft escort.

The introduction of the Intruders marked the most dramatic change in the base and the Oak Harbor community since the initial arrival of the Navy in 1941.

The base currently maintains seven A6A squadrons, ten VAQ squadrons, one Marine flight squadron, two Naval Reserve squadrons and one Marine Reserve squadron.

Changes in the community were dramatic from 1941 to 1965, but they have been comparably so in the past decade.

In the past 14 years NAS Whidbey's active military list has grown from 4,600 to 6,674. The base's civilian personnel force has

grown from 391 positions in 1966 to 1,350 current positions.

In the late 60's and early 70's the city incorporated surrounding areas including the Navy Seaplane Base.

The combined result of the arrival of the A6A's, the expansion of city limits and the influx of new residents has been a radical change in the city's population from 4,773 in 1965 to 11,618 today.

The past decade has seen the number of Navy families in the area grow from 1,000 to a current figure nearly four times that amount, and any time you bring in more families, the local school population is guaranteed to mushroom.

Twelve years ago the enrollment in Public School District 201 was 3,808. That 1966 figure has spiraled to a current student population of 5,531.

The month of June 1965, had school administrators announcing the hiring of 21 new teachers — with more than a dozen positions left to fill.

In the spring of 1965, 180 seniors at Oak Harbor High School donned their caps and

gowns to hear the final rites of their public school careers. This spring the high school will "unleash" 298 graduates.

If changes in the Oak Harbor community in the past 25 years have left some heads spinning, that a we-struck state of mind is understandable.

NAS Whidbey, which had its start from a \$3,790,000 appropriation, is now assessed at a value of excess of \$424 million. The City of Oak Harbor, whose value was assessed at roughly \$58,600 last year, was recently reassessed by the county at a value of \$91,234,555.

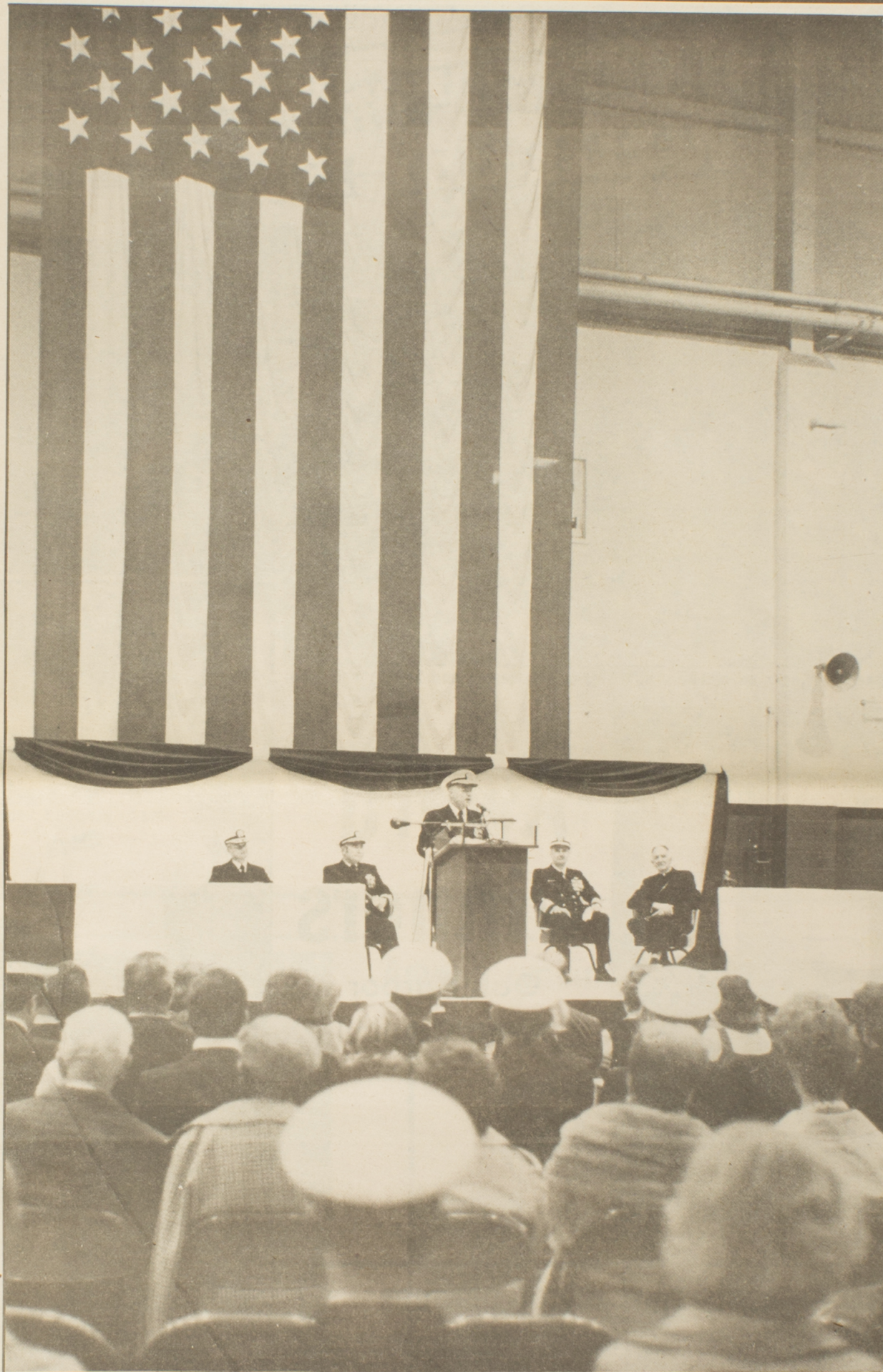
Commercial development along Midway Blvd. and Highway 20 has been intense in the past 5-10 years. Adding to the development have been realty agencies, banks, land title companies, housing and municipal employee increases.

It has been 36 years since the "marriage" of the Navy base and the Oak Harbor community. If the past is any indication, there are many more years of happiness and growth ahead for the contented couple.



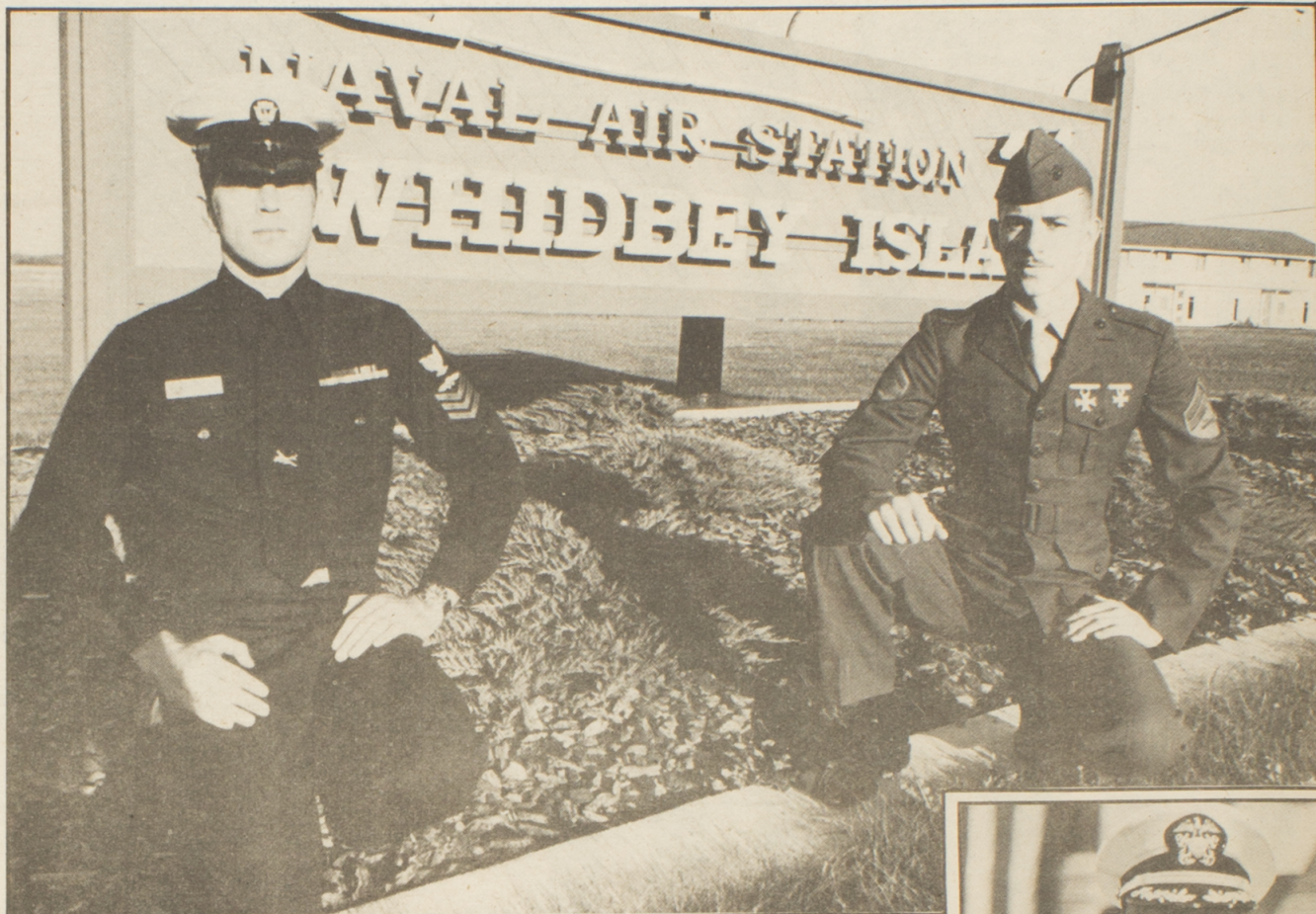
SAR

From over-water rescues to in-flight Navy emergencies the NAS Whidbey Search and Rescue team, known as the "Whidbey Angels," performs a life-saving function for military and civilian communities. Averaging 200 missions a year, the "Angels" are on five-minute stand-by and average 15 minutes from notification to departure. The SAR team operates in transport, search and rescue and Coast Guard assistance capacities with five man crews from a staff of 34 men.



Change of Command

Members of the Whidbey military and Oak Harbor Area Council of Navy League cross paths at frequent Change of Command ceremonies at Naval Air Station.



NAS Whidbey enlisted men of 1977, AS1C Francis Halverson and Sgt. John Orlandi



13th District's Commandant's Cup won by OHAC

Award winners

Oak Harbor
Area Council



Cdr. Van Westfall, ex-CO VA 128



LCdr. Thomas J. Ford

OHAC presents four major plaques

Oak Harbor Area Council gives four major awards to leading enlisted men and officers at NAS Whidbey each year.

Recipient of the Intruder (A6A) community's Sen. Henry M. Jackson award in 1977 was Cdr. Van Westfall, at the time commanding officer of Attack Squadron 128. The recognition for leadership was established in 1970 and past winners include RAdm. Leland S. Kollmorgen, formerly a member of the White House staff of ex-President Gerald Ford.

Winner of the Prowler (EA6B) community's VAdm. John Perry award, given for excellence in per-

formance of duty, was LCdr. Thomas J. Ford, a member of the staff of ComMatVAQWingPac, NAS Whidbey.

The Council's foremost enlisted awards are given annually at a special Navy Day luncheon jointly sponsored by OHAC and Oak Harbor Rotary. The past year's winners were Marine Sgt. John D. Orlandi and AS1C Francis D. Halverson.

All are given bronze and inscribed Navy League plaques.

The Council has also been on the receiving end of awards. It won Outstanding Council recognition nationally in 1974 and 1975, received the 13th

Naval District's Commandant's Cup two years in a row and in 1976 won the Donald M. Mackie award for the top Council newsletter in the nation.

Several of its members have held state, regional and national positions with Navy League (see page 14 for names and photographs.) In 1976 the then-OHAC president received a special commendation from the Secretary of the Navy.

Oak Harbor Area Council has also received recognition at the local level with four of its past presidents having been named Oak Harbor's Citizen of the Year.

Adm. James L. Holloway III, Chief of Naval Operations



Adm. Holloway checks time of arrival during visit to NAS Whidbey in 1977

Among ranking NAS Whidbey officers



Capt. Arthur Barie, Chief of Staff,
COMMATVAQWINGPAC



Capt. James Seely, CO, NAS whidbey

Whidbey is rich

by Dorothy Neil

Fifty-mile long Whidbey Island in Northern Puget Sound lies between big Vancouver Island and the northwest corner of Washington State's mainland.

It is the personification of everyone's idea of an "Island" with the exception of palm trees.

The home of several tribes of Northwest Indians, Whidbey was first visited in 1792 by Captain George Vancouver's First Mate, Joseph Whidbey, while making soundings and taking notes for Vancouver's journal.

Whidbey subsequently discovered that Deception Pass made the land to the south an "island," and his captain named the Island in his honor.

It was 50 years later that Catholic missionaries visited Whidbey at the Indians' request, instructing the tribes in the White Man's religion. They did not stay but continued on in their northwest missions.

In 1848 Thomas Glasgow settled on the west side of Whidbey for a brief stay, which culminated in his flight to Olympia ahead of a warlike tribe of Island Indians.

Glasgow is also known for taking with him to Olympia the Indian Chief's daughter, who had warned him of his peril.

It was not until 1850, 70 years after Whidbey's discovery, that white men began to settle on the forested island. Many were deep-sea captains whose ships had sailed all over the world, and who found a "home" where they could bring their families and subsequently retire from the sea.

They settled in Penn Cove and Oak Harbor and formed a nucleus of some culture in that early day, sending their children to school in Victoria, B.C. and later to the Whidbey Island Academy at Coupeville.

They imported silks and satins from the Far East, along with spices, teas and china, and brought pianos and other furniture around the Horn to Whidbey Island.

Another group of early settlers was disillusioned gold-seekers from California, who had weathered years of migration, gold-field hardships and disappointment.

Turning their eyes to the Northwest, they came to Whidbey to take up Donation Claims and establish their wealth in land.

Across the plains they came in covered wagons — to California, to Oregon, then up the coast to Whidbey. In full-masted ships they sailed into Penn Cove and other harbors.

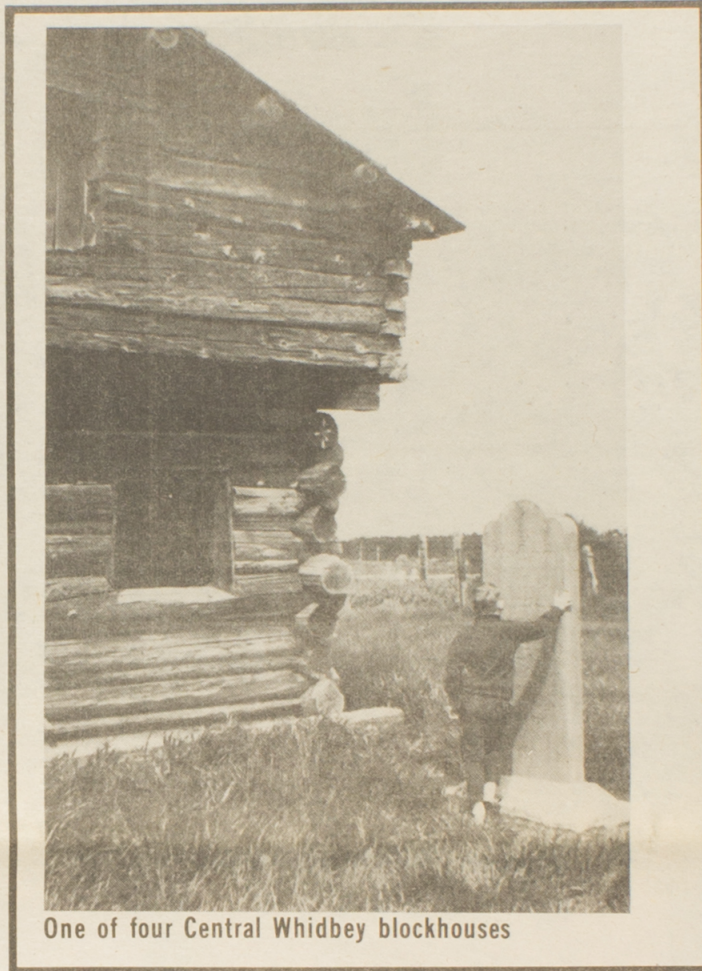
In Indian canoes they paddled from lower Puget Sound into the wild vastness of the north to stay and become names in the history and development of Northwest Washington.

As history repeats itself many times, the parallel has been pointed out between the arrival of sea captains of the 1850's and the arrival of "sea captains" of the U.S. Navy some 90 years later when the Whidbey Naval Air Station was established at Oak Harbor in 1941!

There is also a parallel in the permanent settlement of those long ago sea captains and the modern Navy retirees who find Whidbey to be the place they call "home."

The call of the Oregon Country brought thousands of immigrants to the Pacific Northwest. Isaac N. Ebey, who in 1850 took 640 acres on the rich black loam of the prairie that now bears his name, became a statesman serving in the Oregon legislative assembly before the separation of Oregon and Washington.

He was instrumental in forming the



One of four Central Whidbey blockhouses

counties of Jefferson, King, Pierce and Island in Washington State and drafted a memorial to Congress asking for the division of Oregon, which finally resulted in the area north of the Columbia being called Washington.

He continued as a leader in the Pacific Northwest until his tragic death at the hands of hostile Northern Indians in 1857.

Typical of "letters home" of early pioneers is one written by Ebey to his brother in 1851.

"To the north along Admiralty Inlet (that portion of water connecting Puget Sound with the Straits of Juan de Fuca)," he wrote, "the cultivating land is generally found confined to the valleys of streams with the exception of Whidby's (sic) Island (the large island that blocks up and terminates the Straits on the east) which is almost a paradise of nature. Good land for cultivation is abundant on this island."

Oak Harbor was first settled by three single men, adventurers from California gold fields. Martin Taftson, the Norwegian, C.W. Sumner, a Yankee, and Ulrich Freund, a Swiss Army captain, arrived via Indian canoe in the winter of 1850 to take up donation claims where the town of Oak Harbor now stands.

Samuel Maylor and his brother Thomas settled the beautiful headland now called Maylor's Point, where the Navy brought their big PBV flying boats in 1941.

Captain Thomas Coupe, a high-flying sea captain who sailed his bark, the "Success" through Deception Pass (a feat never since undertaken without steam power), settled his family on 320 acres where the town of Coupeville is located.

The Crockett family, the Hill brothers, William Engle, Dr. John Coe Kellogg, the "Canoe Doctor," Captain Ed Barrington, Captain George Morse, Captain Swift, Captain Robert Fay, John Alexander, the McCrohan family, Captain Jonathan Adams, Dr. Richard Lansdale, the Izetts, Millers, and Gould of Crescent Harbor — these are among the dozens of names of pioneers who settled North Whidbey in the 1850's setting up courts and organizing churches and schools.

What about the Indians?

Agente, friendly people, the Indians made up four main tribes: the Snohomish and Suquamish on the southern part of the Island, the Skagits in the center at Coupeville and the Swinomish at Oak Harbor, as well as Skagits.

The Indians were all dependent upon their canoes for transportation and livelihood.

The Oak Harbor Skagits called their site "Klatoletsche" while the Coupeville settlement was "Kalakut." The whole Island was called "Tschakolecty."

The Skagits were well advanced in their culture when the white man arrived. The Wilkes Expedition of 1841 reported the Skagits had well-built lodges of timber planks at Penn's Cove.

The Indians took to the white man's ways — his clothing and his whiskey, the latter to his great regret.

When the Indians were removed to reservations some stayed behind to continue living among their white brothers. They worked in the fields and doing housework in homes. One Indian, Tom Martin, attracted interest by taking a dip in the briny every day, summer or winter.

On a cold snowy day in January, townspeople near the water could hear him blowing like a whale in the harbor. Coming to shore, he dried himself with seaweed and donned his clothing, which included a "white man's hat."

South Whidbey, separated from North Whidbey by lack of roads, grew more slowly. Like the northern half of the island, she was settled by men from the sea — men who found her thick forests a likely livelihood in producing wood for steam-burning boats — men who came to cultivate and clear the land and eventually establish settlements.

There was no road from Coupeville south until well after the turn of the century and South Whidbey people were closer by boat to Everett and the mainland than they were to the north end of Whidbey.

In 1853 the Scatchet Head Fisheries was running smoothly and an ad appeared in the "Columbian," Olympia newspaper, for coopers to prepare barrels for salted fish.

Coastal sailing vessels enjoyed a brisk trade in fish between Whidbey Island and other ports on the west coast.

In 1863 Luther Moore homesteaded 17 acres of land between Useless Bay and the Cove and finally bought more land, 83 acres, in all. President Lincoln signed the homestead land patents.

In 1869 other grants were purchased by Daniel Bagley, William Bourne, John S. Doe, the Phinney Brothers, Amos Phinney and Cyrus Walker of Puget Mill Co.

Other 1870 settler names included Coulter, Lyons, Anderson, and Perga.

The town of Langley was named for a Seattle Judge but Jacob Anthes is known as "the father of Langley."

The first settler on South Whidbey was Robert Bailey, a sea captain and trader who became the first Indian agent in 1850. He settled on the southwest side of the bay, married an Indian woman and had two sons and a daughter. It was in 1859 that Bailey became aware of two neighbors, Edward Oliver and Thomas Johns.

In 1874 Michael Lyons brought his wife Mary to Maxwellton. She is believed to have been the first white woman on South Whidbey. She also became the clerk of the 1884 school board.

Fort Casey, just south of Coupeville, is now a State Park with a history that dates back to 1858 when the federal government bought the Admiralty Head land in order to install a lighthouse.

The present lighthouse structure was built in 1902. The military construction of the fort became a modern coastal defense fortification. But, like other fixed positions, it became useless in defense following World War II, and with the big disappearing rifles scrapped, the fortifications were abandoned.

The state now uses the impressive lighthouse building as a panoramic military museum and two of the "big guns," the only ones of their type in the world, have been reinstalled.

They were located in the Philippines and returned via the Navy and other agencies some 20 years ago. The Fort Casey State Park is visited by thousands each year.

Until 1935, Whidbey Island was indeed an "island unto itself" with connections to the mainland only by ferry and steamboat.

In 1935 the Deception Pass Bridge was built to connect Whidbey and Fidalgo Islands, a project that was begun in the 1890's when Capt. George Morse introduced a bill in that direction into the legislature.

Years before, Morse had sailed his sloop through the Pass with his children aboard and pointed out to them Pass Island, in the center, which was to become a pylon for the bridge itself.

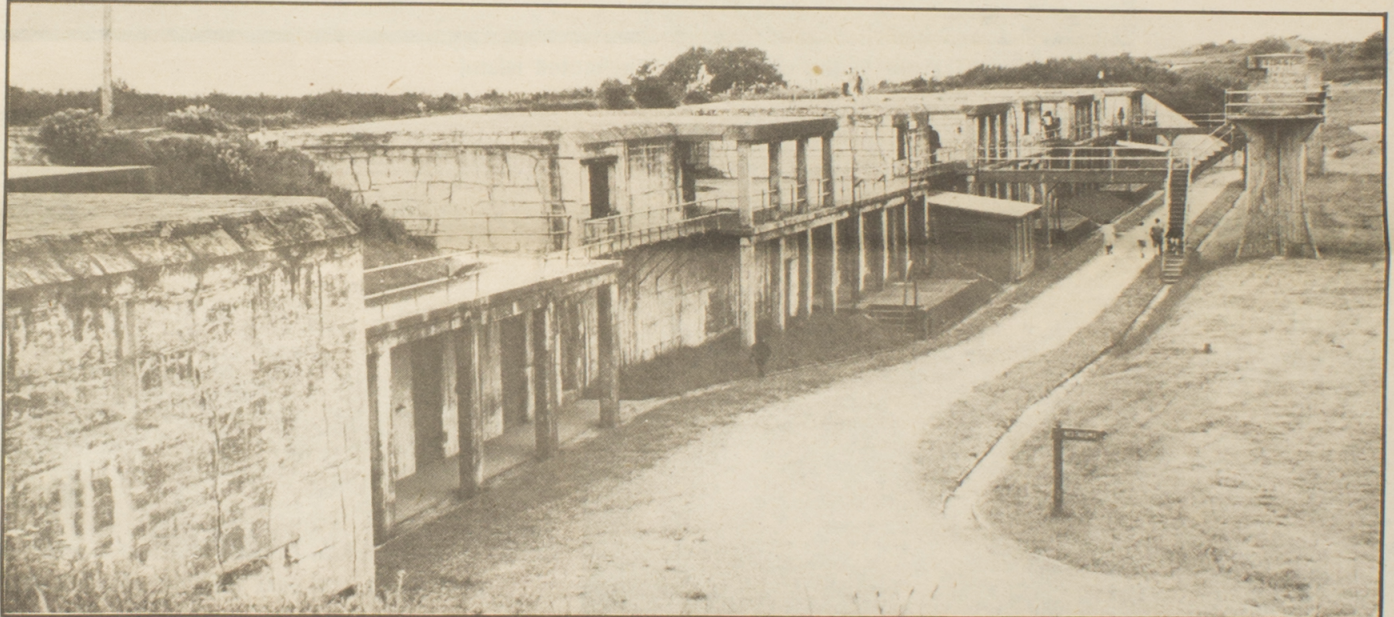
Early day settlers on Whidbey found large bands of wolves that had to be

(Continued on page 18)

Whidbey's evolving 'line of defense'



More than century-old blockhouse near Coupeville constructed to hold off unfriendly Indians



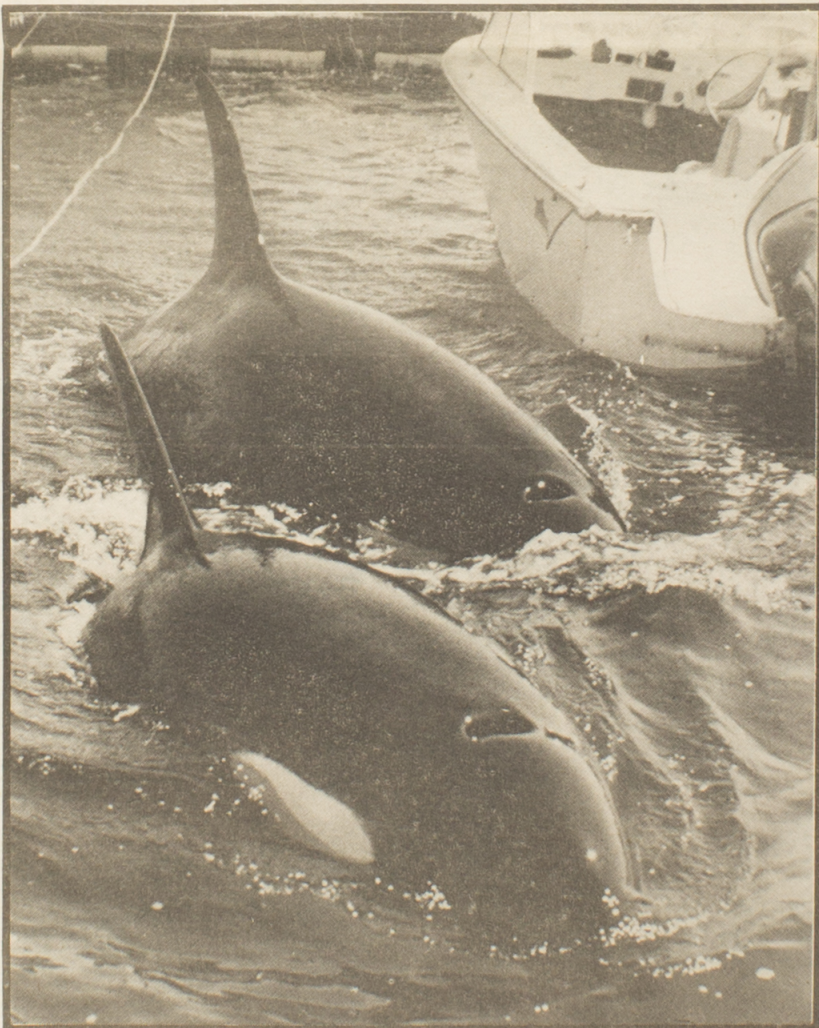
Fort Casey gun emplacements were guardians of Puget Sound before and after World War I. Today it is a State park.



The sophistication of the jet age has introduced the EA6B at the Whidbey Naval Air Station.



Seagulls fly gracefully in the skies of this enchanted island



Killer whales in temporary captivity at Whidbey island's Penn Cove



A mallard drake and h

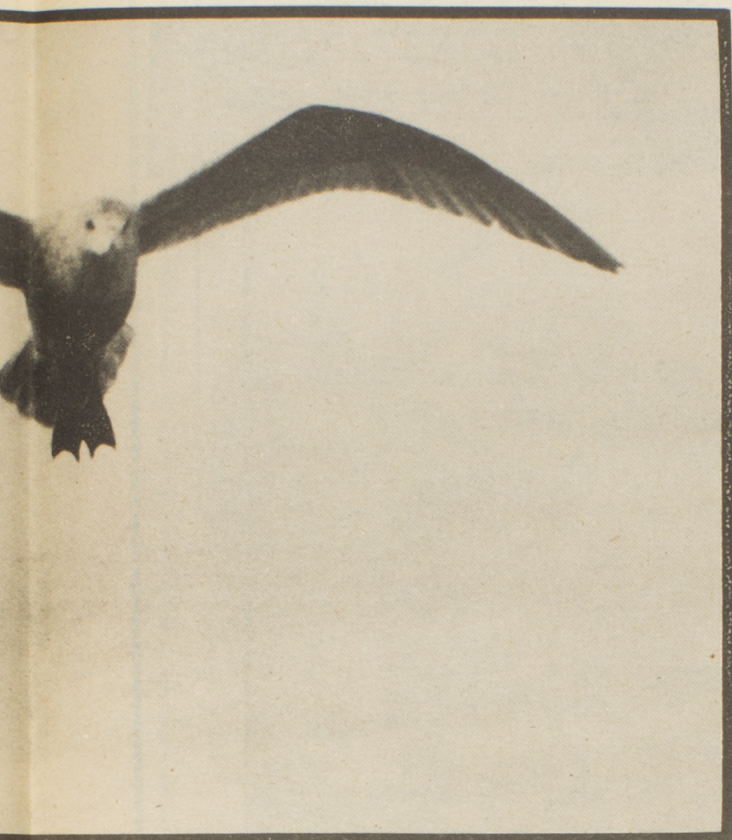


The one that didn't get away. A 32-pound king salmon

Whidbey island

is a land of fascinating
scenes, sights and sounds

*... People whose duties
have taken them all
over the world live here
and love it...*



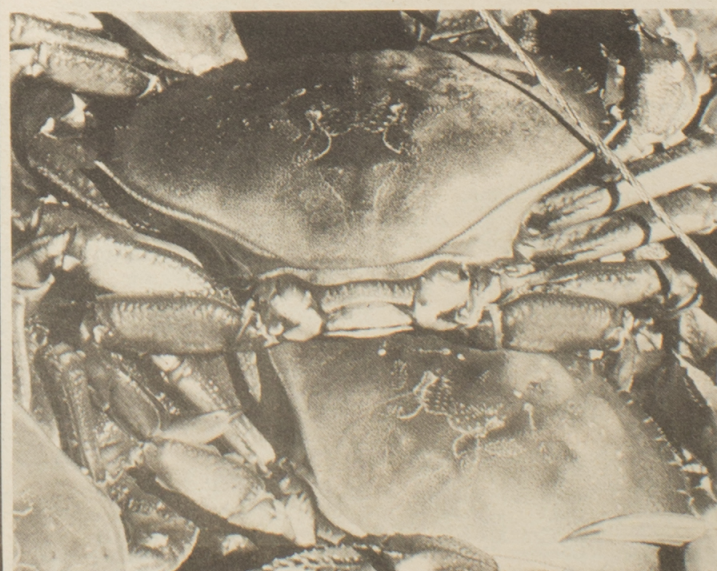
and hen skim across a South Whidbey lake looking for food



salmon on ice.



A seal pup surfaces for a view of the insular surroundings



Crab from Whidbey waters are a succulent treat



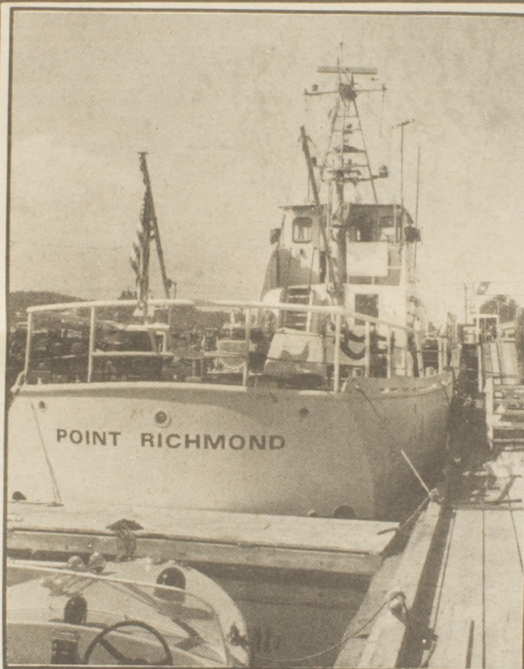
COAST GUARD

CUTTER POINT RICHMOND

WPB 82370

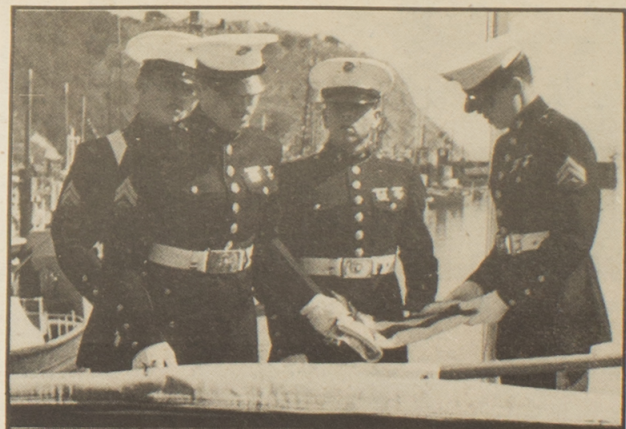


82-foot Coast Guard cutter based 22 miles from Oak Harbor

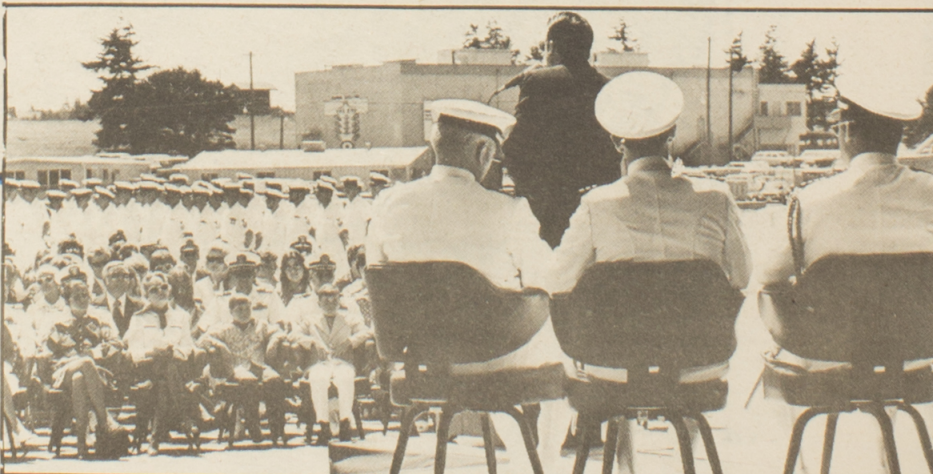


OHAC hosted Point Richmond crew Feb. 22

Coast Guard station Anacortes, Wash.



Whidbey-based Marines take part in dedication



Oak Harbor Navy Leaguer is guest speaker at NAS Whidbey change of command

Join Oak Harbor Council
for coffee May 4 in the
Williamsburg Room
from 9 a.m. to 4:30 p.m.

Sea Cadets, NJROTC



Sea Cadets and Cadettes pass in review at completion of boot camp training



Cadettes provide color guard for change of command

There is ample opportunity for Oak Harbor area youth, boys and girls, to take part in military training. Navy League sponsors the Golden Intruder Sea Cadet squadron and Oak Harbor high school offers a well-supervised NJROTC program to undergraduates.



NJROTC rifle team performs in 4th of July parade





Hang loose

There may not be a lot of time to **MONKEY** around while taking care of the serious business of Navy League this week in Seattle. But don't get uptight. Relax Northwest style. There are places to go and things to do. Make time. Take time. Like us, hang loose.

Photographs in this edition by Wallie V. Funk

Leaders



Ted Zylstra, President, OHAC

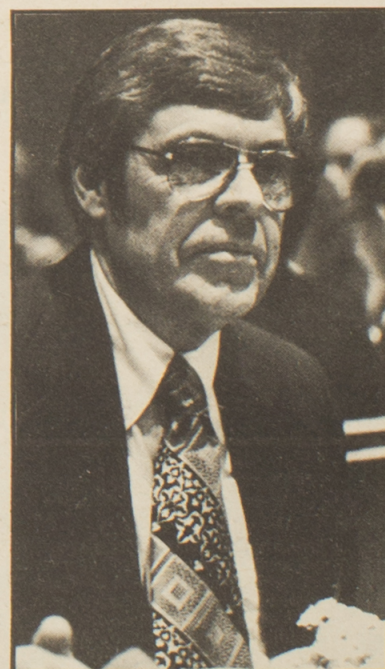


Don Boyer, President, 13th Region South



Rev. Hugh Miller, National, OHAC Chaplain

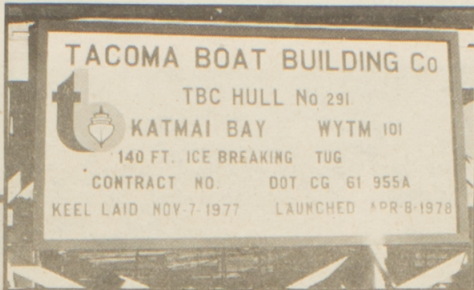
Oak Harbor Area Council



Wayne Chapman, National Director



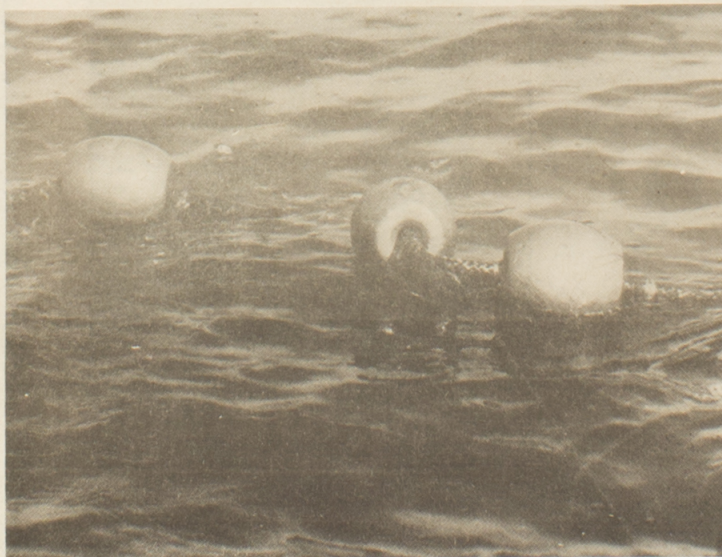
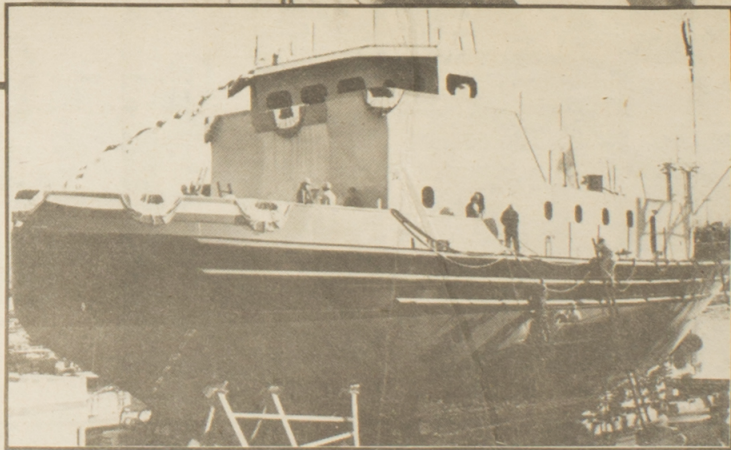
John Vanderzicht (in 'original' uniform), National Advisory Board



The Christening



Mrs. DeWitt James Griffin breaks bottle of champagne on bow of ice breaker tug Katmai Bay in ceremonies at Tacoma Boat Building Co., April 8, Mrs. Griffin is the wife of Jim Griffin, past president of Navy League, USA.



Whidbey is rich

(continued from page 10)
poisoned for the safety of the settlers and their cattle. Elk had been one of the Island species of wildlife but they, too, had been decimated by the wolves.

Deer were in abundance along with the smaller wildlife. Ducks, geese, quail and other birds were plentiful.

Whidbey Island has no skunks, no poisonous snakes, no moles, no poison ivy.

Its flower-of-flowers is the Washington State flower, the pink rhododendron, which flourishes along the roads and highway in predominantly poor soil.

When the United States Navy came to Whidbey Island to install the Whidbey Naval Air Station at Oak Harbor and

north, incoming Navy personnel found small towns and what was almost a wilderness to many.

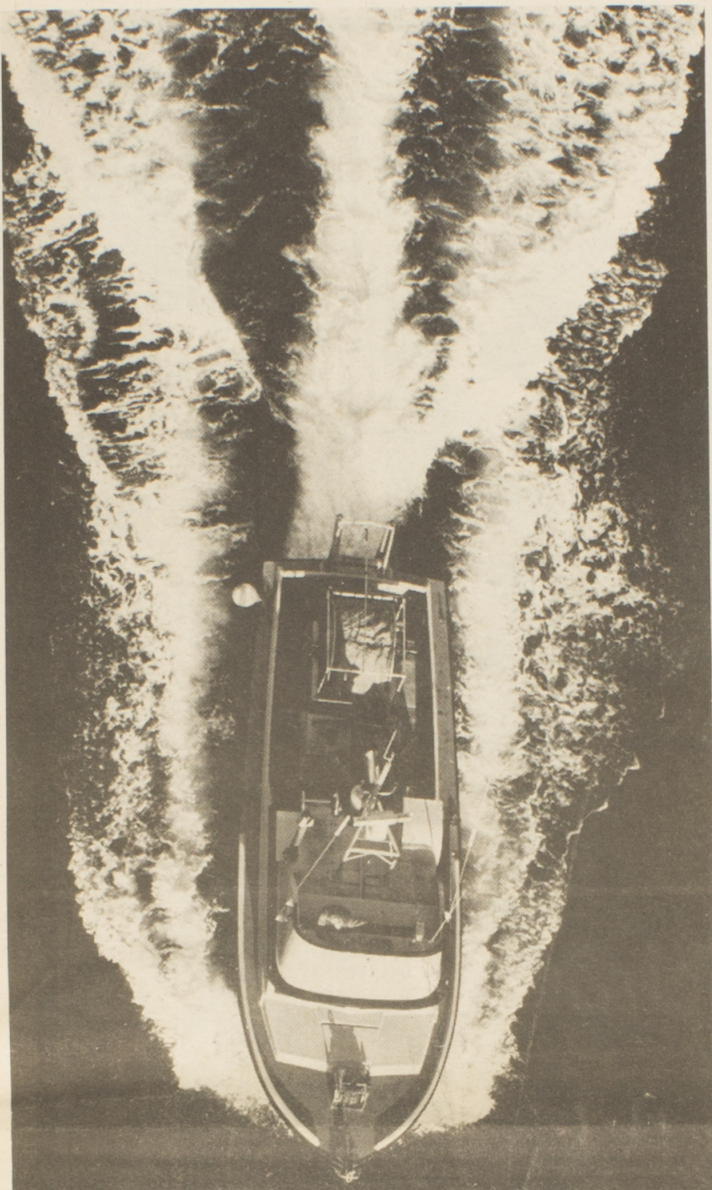
Fishing, hunting, boating and other outdoor activities soon made up for the lack of cultural pursuits of the cities, and now Whidbey Island is a prime request for Navy duty. Oak Harbor has expanded into a small city and Navy and civilians work together in schools and community activities.

Whidbey Island has changed from the Whidbey Island of the 1850's sea captains, but it still has the clean crisp air, the beautiful scenery of her bays and coves — and her beaches are still prime targets for recreationists.

Col. Isaac Ebey's words are still true. "Whidbey Island is almost a paradise of nature!"

Water, Water

everywhere . . .



Gillnet fisherman heads out to try his luck



Whidbey is pleasure boater's paradise



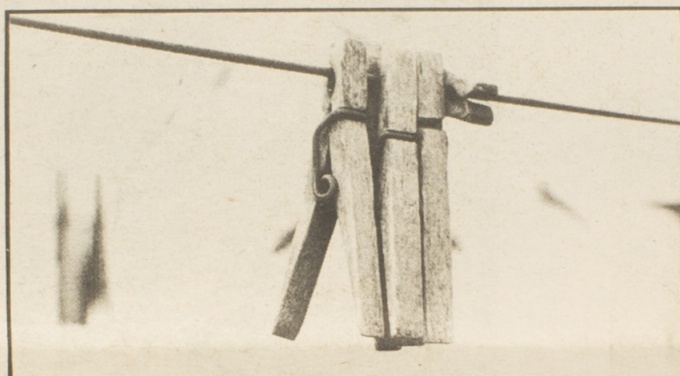
Freshwater fishing draws anglers to island lakes

When you visit
**Whidbey
island**

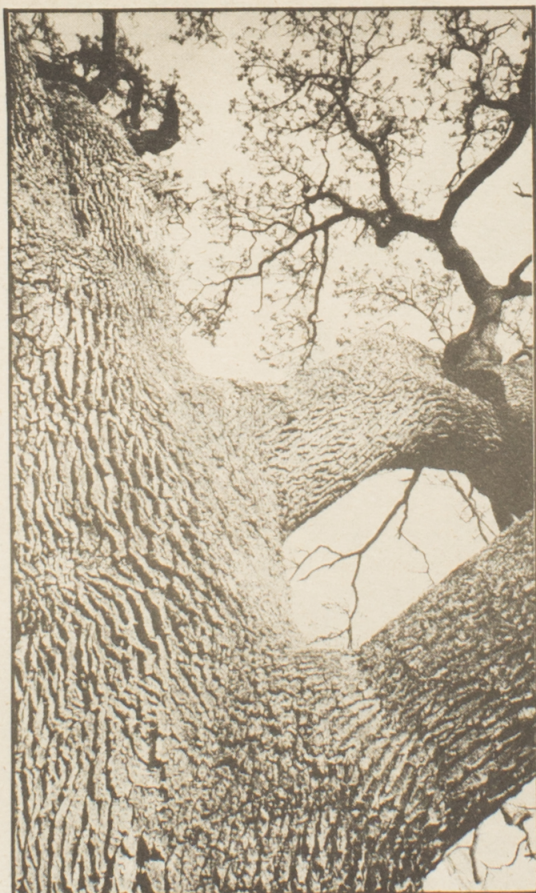
it's ALL here
--and more--
old things
as well as new



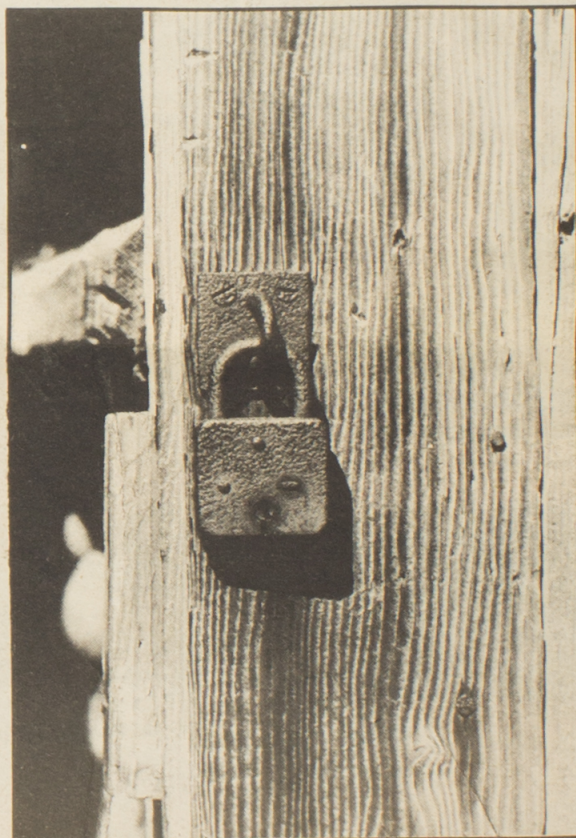
If you don't have a green thumb--put your faith in nature on Whidbey island



When you get home give your washer and dryer a pat



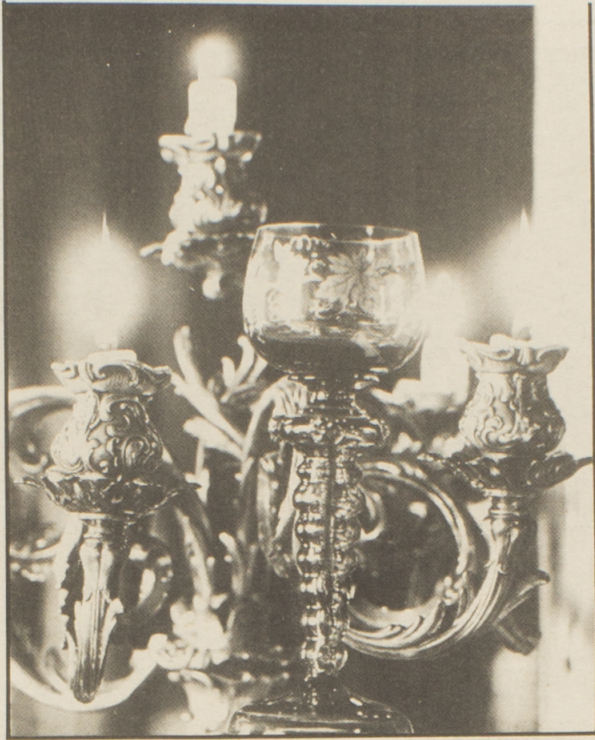
You can tie a yellow ribbon 'round old oak tree



A rusting lock no longer keeps them in or out



Farming continues on jet-age Whidbey



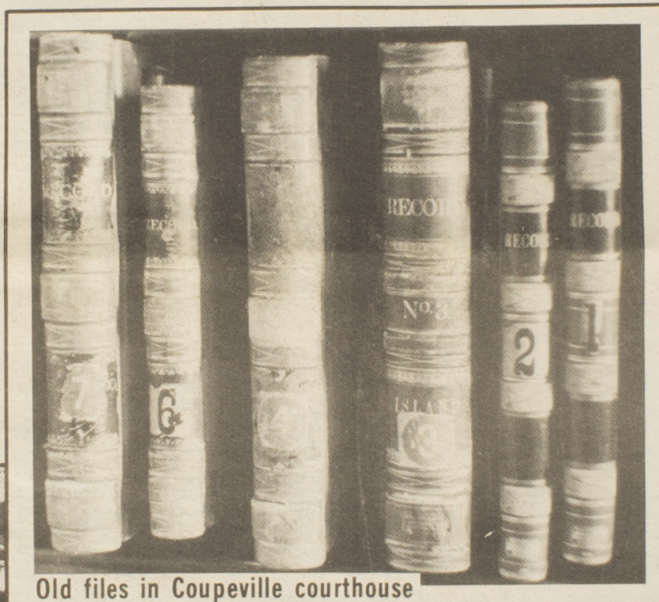
Dinner by candlelight at Whidbey island inn



Siding of ancient barn frames photogenic knot hole



View of dilapidated homestead



Old files in Coupeville courthouse



The magic of nature conspired to create spectacular "arrangement" of wormed wood and wildflowers



Milkhouse window

This cobwebbed window in a long-abandoned milkhouse on a pioneer Whidbey farm was the subject of an award-winning photograph which was published in the Whidbey News-Times of Oak Harbor.

By land and sea: The route to Whidbey island

23



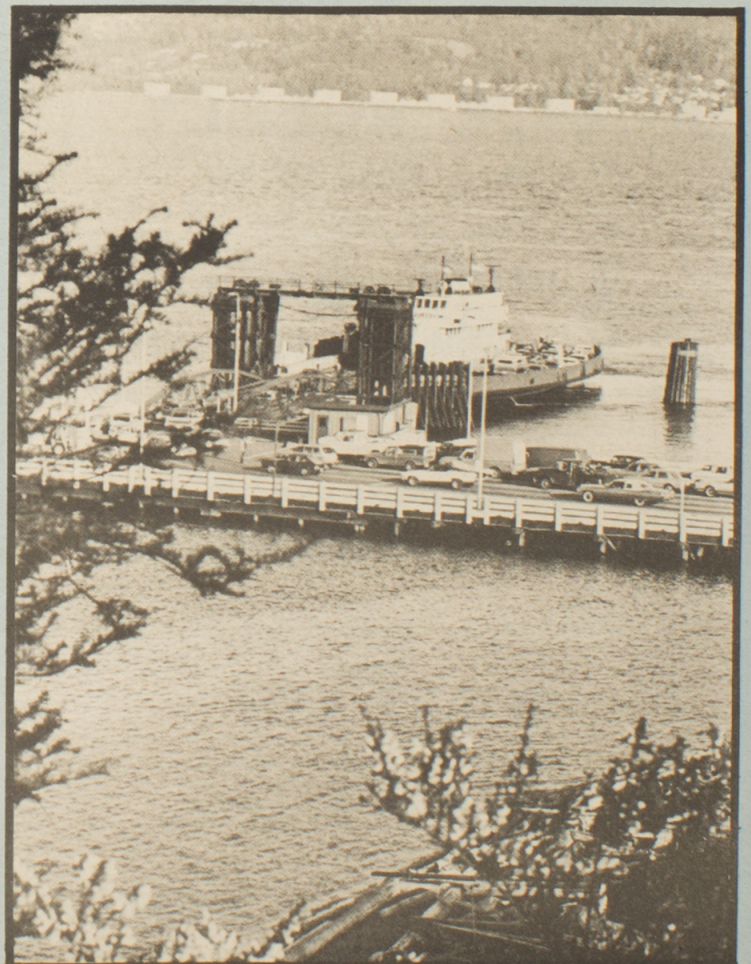
Colorful trip is up Olympic Peninsula, to Keystone on Whidbey via Port Townsend by ferry



Across breathtakingly beautiful Deception Pass by bridge



Port Townsend-Keystone ferry from air



Major ferry link, Mukilteo to South Whidbey

Welcome Navy Leaguers to the Northwest

This special edition honoring Navy League
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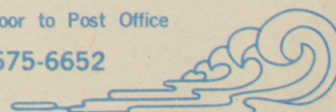
Oak Harbor Office, 1223 W. Pioneer Way
Midway Office, 1505 Midway Boulevard
Naval Air Station Office, Bldg. 103, Ault Field

Oak Harbor Travel Service

1242 W. Pioneer Way

Next door to Post Office

675-6652



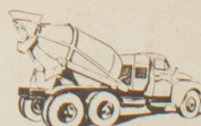
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