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It is great to reconnect with former Redtails via this virtual reunion. Kudos to Pete Lumianski & Bob Jackson for coming up with the idea.

More on the two photos above in a little bit along with a special 'shout out' to Naval Aviation

Goal is to share info about my life since VC-8 (mid-71 until Aug 74) which, needless to say, was a **great great** experience. Not all who serve in the military, even for a career, will work with the quality of the personnel that were at VC-8 nor have the fun we did.

Flew the P-2's & S-2's then flew the P-2 & P-3 (accumulated about 100 hours in P-3) in the Reserves.

Went to graduate school (Washington University in St. Louis) after VC-8, obtained my MBA, & joined Hewlett-Packard which was home for 24 years. Worked in sales, marketing roles & also as an internal management consultant, co-leading a group of 10 focused specifically on assignments from the HP C-Level. Lew Platt, CEO at the time, was our boss.

Eventually spent 11 years at Gartner (information technology research company) as an adviser, coach, consultant to Chief Information Officers (CIOs) primarily in DOD. Had different Navy CIOs as clients – BUPERS, SSP, NAVFAC, Portsmouth Naval Shipyard. Just left Gartner 6/1/2017 & am exploring options. BTW – had several USAF CIOs as clients. My bad for saying this; but, the dysfunctions institutionalized into operations in USAF are the worst of any branch of service IMHO. They were superb at admiring problems & coming up with excuses as to why the problem(s) could not be addressed.

Over the years, have seen the Jackson's multiple times (Bob cringes 😬 when my cell comes up on his caller id). Bob/Ann joined some of my family in Costa Rica in April 2016. For a story, you saw Bob's reference to the Velocity he built. I was his first legal passenger. We took off out of Melbourne & it was extremely bumpy during the climb out – more so than I have ever seen at low altitudes. I remember looking out the front at the small canards & thinking 'Bob, hope you put them solidly in place & that the manufacturer spec'd the stress levels to bear these impacts from the chop!'

John & Suzy Patterson live about 40 miles away & we are blessed to also see them periodically. Bonnie/me will be spending the night with them on 8/16 to catch-up.

First photo is the entire Settle clan on North Carolina's Outer Banks, June 2017. For those who did not know me, that is me on the left (blue shirt by wife Bonnie) & the leader of our home (the dog). My daughter Kathleen is on my left along with my son-on-law (Tim) & grandson Tristan (alias 'The Crankster' as I call him). Kathleen is a Dr, a Radiation Oncologist - partner in a practice specializing in care of cancer patients. The other women are my nieces & their husbands; plus, my brother/sister-in-law.

I have flown intermittently, General Aviation, since leaving the Navy. Helped found Chesapeake Flying Club in Fall 2015. As one story & my 'shout out' to Naval Aviation.

In June 2016, was flying over what we call the Eastern Shore of Maryland – beautiful day, about 5000'. All of a sudden, my engine sputters for about 2-3 seconds. All instruments were reading ok. A few minutes later, the engine sputtered again & then again with each sputter increasing in time. Needless to say, realized I had a serious problem before me.

Adjusted course immediately to nearest airport which was 15 miles away & set best glide with the engine sputtering & slowly degrading power production. I fortunately had 5000' to dissipate. Broadcast to airport (non-tower) that I was inbound with rough runner & needed priority to land. Ended up clearing some woods & last set of trees at about 300'-400', perpendicular to runway. Made a 90 degree turn & landed with the engine shutting down about 5 seconds after touchdown.

It was one thing to have an engine problem in a P-2 or S-2 where you had 3 or 1 more engines, respectively. When you only have one & it begins to malfunction, it gets your ATTENTION.

I would be less than truthful if I did not own up to having a big set of butterflies as I constantly monitored all below me to assess which field would be my target if the engine quit before I got to the airport. But, thanks to the superb training & experience of Naval Aviation, I remembered – fly the airplane & make sound decisions. As basic & obvious as that is, I know it helped me through the situation. Anyone who would have panicked could have ended up in a farmers' field, likely with a collapsed landing gear or worse? Thank you Naval Aviation for all the superb training!

MY SINCERE BEST TO ALL!!!!!!!!!!!!!!