

THE HONORABLE THOMAS S. ZILLY

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UNITED STATES DISTRICT COURT
WESTERN DISTRICT OF WASHINGTON
AT SEATTLE

CITIZENS OF EBEBY'S RESERVE FOR A
HEALTHY, SAFE & PEACEFUL
ENVIRONMENT,

Plaintiffs,

v.

U.S. DEPARTMENT OF THE NAVY;
ADMIRAL BILL GORTNEY, in his official
capacity as the Commander, Fleet Forces
Command; and COMMANDER MIKE
NORTIER, in his official capacity as
Commander Naval Air Station Whidbey
Island,

Federal Defendants.

NO. 2:13-cv-01232-TSZ

DECLARATION OF MARYON
ATTWOOD

I, Maryon Attwood, declare as follows:

1. I am over the age of 18 and competent to testify in this matter. The information in this declaration is based on my personal belief.

2. I am 67 years old and have lived in Coupeville for 10 years. I live about a mile from the south end of the runway at OLF-Coupeville. I live directly under the flight path when the Growlers are using Path 32 (coming in from the south flying toward the

THE HONORABLE THOMAS E. BILLY

WESTERN DISTRICT OF WASHINGTON
AT SEATTLE

CLIFFORD OF EBY'S RESERVATION FOR A
HEALTHY SAFE & BEACONED
ENVIRONMENT

NO. 13-01232-128

Plaintiff

DECLARATION OF MAYOR
ATTWOOD

DECLARATION OF MAYOR ATTWOOD
I, Mayor Attwood, declare as follows:
I am over the age of 18 and competent to testify in this matter. The
information in this declaration is based on my personal belief.
I am 57 years old and have lived in Coupeville for 10 years. I live about a
mile from the south end of the runway of OI E-Composites. I live directly under the flight
path when the airplanes are using path 33 (coming in from the south) flying over the
Federal Detonants

I, Mayor Attwood, declare as follows:

I am over the age of 18 and competent to testify in this matter. The

information in this declaration is based on my personal belief.

I am 57 years old and have lived in Coupeville for 10 years. I live about a

mile from the south end of the runway of OI E-Composites. I live directly under the flight

path when the airplanes are using path 33 (coming in from the south) flying over the

GENERAL SERVICES
215 5th Street
Seattle, WA 98101
Phone: (206) 462-2334
Fax: (206) 462-2334

DECLARATION OF MAYOR ATTWOOD
NO. 13-01232-128

1 north). I moved here in 2005 from Connecticut before the Growlers started flying out of
2 OLF Coupeville.

3 3. I own my own company, which is based out of my home. I have been a
4 non-profit director for 25+ years prior to creating my own business. I sit on a number of
5 local board's, and am involved in the Sustainable and Slow Food movements.

6 4. I personally do not have anything against the Navy. My husband was a
7 Naval Pilot, and our first married years were spent in Pensacola, Florida where he trained
8 at Saufley Field.

9 5. On March 26th, the Growlers were flying for the second week directly over
10 my house. I called the base and talked to Clint Church who answers the phone for the
11 Navy about flight times and complaints. I asked Mr. Church why the Growlers seemed to
12 be flying only toward the north on Path 32. I explained that it was my understanding that
13 they were supposed to use the other flight path (Path 14) when the wind conditions
14 allowed. From my observations, however, it appears that the Growlers have been flying
15 99% of the time on Path 32 coming in from the south over the Admiralty Cove
16 neighborhood.

17 6. Mr. Church explained that there are new policies and that all Growler FCLP
18 practices will use Path 32 and come in from the south heading toward the north. I asked if
19 this policy was in writing. He said no. He also said that he told his superiors that if
20 anyone asked the question about why the jets were flying only one direction -- that he
21 would tell the caller the truth. I guess I was the first person to ask the question.

22 7. I asked Mr. Church if the flight commander had made this decision He
23 responded that the decision that no flights would occur on Path 14 came from higher up.
24

1 He was very clear about this. I asked why the Navy would not use Path 14? Clint said the
2 Navy had decided that the jets had to bank too much to make the pattern return and that it
3 was unsafe for new pilots. He also said that the Growler wings were much shorter than the
4 Prowler's wings and that the jets do not have the same lift as the Prowlers. The result is
5 they can't get altitude fast enough when they use Path 14, where the trees are taller on
6 private land. I asked Mr. Church how this affected the Navy's noise analysis prepared as
7 part of its 2005 EA which assumed a 50/50 split between the two pathways 32 and 14? He
8 agreed with me that he thought this might be a problem (but this sounded like a personal
9 answer to me).

11 8. The public affairs office for Naval Air Station Whidbey Island issues press
12 released that outline the flight schedule for operation as OLF Coupeville. A true and
13 correct copy of the press release issued March 26, 2015, is attached as Exhibit 1.

15 9. On Monday, March 23, FCLP training at OLF Coupeville is scheduled from
16 early evening to late night. On Tuesday, March 24, FCLP training is scheduled from mid-
17 morning to mid-afternoon. On Wednesday, March 25, FCLP training is scheduled from
18 mid-morning to mid-afternoon, then again from early evening to late night. On Thursday,
19 March 26, FCLP training is scheduled from early evening to late night, and on Friday,
20 March 27, FCLP training is scheduled from mid-morning to mid-afternoon.

22 10. On Monday, March 30, FCLP training at OLF Coupeville is scheduled from
23 evening to late night. On Tuesday, March 31, FCLP training is scheduled from mid-
24 morning to mid-afternoon. On Wednesday, April 1, FCLP training is scheduled from mid-
25 morning to mid-afternoon, then again from evening to late night. On Thursday, April 2,
26 FCLP training is scheduled from mid-morning to mid-afternoon, then again evening to late
27

1 night, and on Friday, April 3, FCLP training is scheduled from mid-morning to mid-
2 afternoon.

3 11. On Monday, April 6, FCLP training at OLF Coupeville is scheduled from
4 evening to late night. On Tuesday and Wednesday, April 7 and 8, FCLP training is
5 scheduled from mid-morning to mid-afternoon. On Thursday, April 9, FCLP training is
6 scheduled from noon to mid-afternoon, then again that evening to late night.
7

8 12. In addition to using only Path 32, the Growlers are now flying without
9 breaks. We now have 3-5 jets in the air at once and continuous noise until they stop. They
10 fly between 300 and 500 feet over our homes and many are new pilots so I also fear for my
11 safety. They fly in the mornings from about 10am until 2:30pm and in the afternoons from
12 about 2 to 6:00pm and at night from 5-6pm until 9:45 -10pm. Each session is about 3 1/2
13 to 4 hours long and we are getting about 8 hours of noise per day.
14

15 13. From my observations, the FCLP pattern at OLF Coupeville has also shifted
16 and this may be that they are flying more jets at one time. The Prowlers used to fly straight
17 out past the end of the runway at OLF, turn left over Fort Casey Road, go out over the
18 Sound, turn left over the water and come in over Admirals Cove to do their FCLP's. Now
19 the pattern is shifting both east and west. What I have noticed this year is that they fly
20 directly over my house and donkey barn at about 300-500 feet about 75% of the time. In
21 the past three week, I would say this percentage is even higher.
22

23 14. It's been a very hard week of suffering. I called my doctor to get an
24 appointment to be seen in my current state – they said to go to the emergency room. I did
25 get an appointment with another local doctor for April 2nd after a third week of Growler
26 noise. My blood pressure was elevated to 155/80 compared to lower number earlier in the
27

1 year. After a brief exam, the only thing she could do for me was to reduce my anxiety and
2 my blood pressure was to prescribe Lorazepam, an anti-anxiety drug. I take no other
3 medications, yet must now take drugs to live in my own house.

4 15. On April 2nd, the same day that I went to the doctor after the Growlers flew
5 all afternoon -- the Growlers stated flying at 6pm with a schedule to go to 10pm. I took
6 myself to the movies but got out too early. I stopped my car at the outskirts of Coupeville
7 and watched the jets circle over the prairie and my home. I stopped my truck on a side road
8 and at about 9:45pm it was finally safe to head home.

9 16. It appears to me, after hundreds of calls, scores of letters, a trip to
10 Washington D.C. to talk to my representatives, and presentations of the health impacts,
11 that only the courts have the power to intercede and provide me and others with protection.
12

13 17. I feel like I'm being killed by the noise. You really can't know how bad it is
14 unless you experience it. When the Growlers are here I can't go outside, can't talk on the
15 phone, and can't do business. At great expense we had to rent a space where we can
16 produce our ceramic products because we cannot work under the noise and customers can
17 no longer come to our studio. I can't even invite my children or grandchildren to come to
18 visit me. It's too dangerous to be subjected to the noise here. I'm normally a thoughtful,
19 rational, and calm person, but this noise has made people like me change, to be driven to
20 extremes
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23 18. I declare under penalty of perjury under the laws of the State of Washington
24 that the foregoing is true and correct.
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28 DECLARATION OF MARYON ATTWOOD
(NO. 2:13-cv-01232-TSZ) - 5

GENDLER & MANN, LLP
615 2nd Ave. Suite 560
Seattle, WA 98104
Phone: (206) 621-8888
Fax: (206) 621-0512

Dated this 7th day of April, 2015, in Coupeville, Washington.

By: Maryon Attwood
Maryon Attwood

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