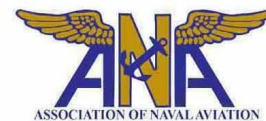




ANA **GRAMPAW PETTIBONE**
SQUADRON INC.



1 FEBRUARY 2015

www.gpsana.org

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The Grampaw Pettibone Squadron is a non-profit organization (IRS Sect. 501(C)(4) which, through meetings, discussions, speaker programs, and periodic field trips, serves to educate squadron members and the general public on the requirements of an adequate national defense, especially maritime aviation, which is essential to a free society, and to support the military professionals (active and reserve) responsible for many aspects of national defense. GPS also seeks to foster the strong pride, esprit, and fraternal bonds which exist among those associated with Naval Aviation

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THE GPS LUNCHEON MEETING

WILL BE HELD ON

THURSDAY, 12 FEBRUARY 2015

AT THE

GARDEN GROVE ELKS LODGE

LOCATED AT 11551 TRASK Ave., GARDEN GROVE

Hangar doors open at 1130, Luncheon is at 1200, secure at 1330.

Please make reservations before 9 PM on Monday 9 February 2015

COST IS \$15.00. FOR RESERVATIONS

Please E-mail raylecompte@verizon.net or by Phone: 562-287-4846



About our speaker's topic:

LITTORAL COMBAT SHIPS THE VALUE OF FORWARD PRESENCE AND NUMBERS. A SAILOR'S VIEW

will support our defense in times of crisis and beyond. But in times of peace, in times of relative calm, we must have the ability to put credible combat power to sea across a wide spectrum of capability and do it affordably. For the acquisition and operating price of a single destroyer manned with 300 of our finest Sailors executing peacetime patrol for submarines, we will be able to deploy four littoral combat ships that are equipped with an anti-submarine warfare mission package to get four times the anti-submarine warfare coverage, four times the anti-submarine warfare capability, four times the anti-submarine warfare capacity, and four times the engagement with our friends, partners and allies. And we can execute it indefinitely, for months or perhaps years on end, by rotating crews and ships. We have to bring that single destroyer home for some crew rest and relaxation, but we don't with a littoral combat ship – incredible capability at the same or less cost.



We are getting a great deal from two building yards, and both yards have invested a lot of private capital to expand their industrial capacity. The two builders are managing their transition from "stick built" research and development designs to serial production, and have shown solid

learning curves in that transition process. The current program of record is 52 warships between the two classes. In the current and projected budget environment, we should ask what other missions we want and need these warships to take on, and how many more of these warships we should buy. I can easily envision twice the number of littoral combat ships in the fleet, maintaining persistence presence and relieving our more expensive ships of vital work so they can reset and refit and not have to execute expensive operations at sea. *Excerpts from an article by RADM T.S. Roden USN, Director Surface Warfare*

About our January Luncheon:

THE SPECTACULAR F-22 RAPTOR

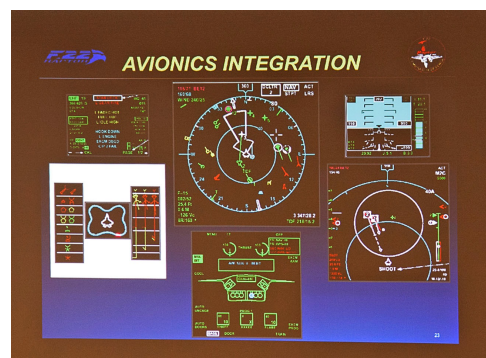


Article by Dick Fields GPS PAO

Gramps was enlightened and delighted by the presentation of Ltc. Steve Rainey (RET) who told us of the wonders of the F-22 Raptor jet fighter/attack aircraft. Steve started out with the reasons for the development of this incredibly sophisticated aircraft: the progress of the militaries in other countries such as Russia and China that may not always be our friends. Russia has the Sukhoi T-50 new stealth fighter and China has the Chengdu T-50 that is under development as an advanced stealth fighter.

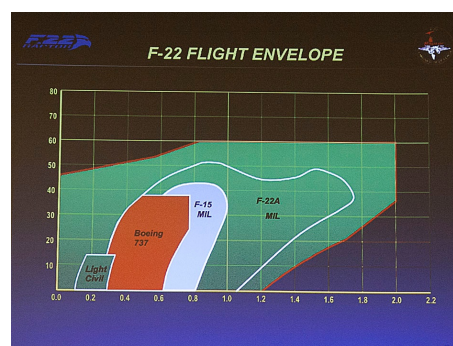
Steve has been a military and now civilian test pilot for the F-22 and

has had a huge amount of time and developmental contributions to its success. The Raptor is a product of Lockheed Martin as prime contractor with Boeing producing some parts such as the wings. One of the most gratifying aspects of this aircraft is that U.S. law prohibits the export of Raptors to any other country, presumably to protect the incredibly sophisticated design and systems from being used by any other country. Learning about the capabilities of the Raptor makes this a wise and comforting rule.



There are several purposes for the design of the F-22. Air Dominance is critical to our ground troops during any conflict. The last time our troops received a bomb drop was in the Korean War since our Air Force

has maintained such good air dominance. Today, sophisticated ground radar and other monitoring systems can create a virtual wall against opposing aircraft flight. It is no longer possible to enter enemy airspace at a very low altitude to avoid being shot down. One reason for the Raptor is to be able to overcome and defeat the air defenses for both air-to-air combat as well as for delivery of air-to-ground armament. Furthermore, the Raptor can be used for electronic warfare and signal analysis and action.



Some of the design changes that have been included are modifying an F-15 general shape to be able to fly higher and faster and get more armaments to the enemy. The external parts of the aircraft are of composite design rather than metal so

that the radar image is minimized. All the external shapes are designed with radar reflection-direction as a factor. Some features such as the ultimate usable altitude have been compromised to allow the avoidance of pressure suits so the operational limit is 60,000 feet. Also, the speed has been limited to Mach 2 to avoid the need for complicated adjustable jet engine inlets. Also temperature and load limits apply as with all aircraft. Even after the limits, the Raptor will "SuperCruise" at Mach 1.7 without the afterburners in use. One advantage of this high speed performance is that it gives missiles an initial speed boost and longer range advantage from the moment of launch. This gives the missiles the advantage of effectively covering twice the airspace area that they otherwise would be able to cover.

The basic operating system is an extremely advanced multiple (three) computer system. It can fly the aircraft at all times, provides backup for itself and handles targeting, detection and communications. Steve told us of some of his adventures with the F-22 in which the aircraft departs from controlled flight and the pilot can recover merely by releasing the controls and letting the computer system accomplish the

recovery from virtually any departure. The maneuverability of the Raptor is unbelievable! Having seen it perform at airshows, I wonder if it is an airplane, helicopter or an angel. It does things no other conventional aircraft would even think of doing. This allows it to perform in an air-to-air battle and prevail against any other aircraft even without using long range air-to-air missile capability. It can achieve an angle of attack (AOA) of 60 degrees positive as well as 60 degrees negative at a gross weight of 64,000 lbs.! Part of this maneuverability comes from the two Pratt & Whitney F-119 engines that each produce 35,000 lbs. of thrust with vectoring nozzles that can direct the thrust vector 24 degrees. Consider the vertical climb potential with 70,000 lbs. thrust versus a 64,000 lbs. weight: that leaves 6000 lbs. of vertical thrust available for accelerated climb. This enables a vertical climb of 192 miles per hour, reaching 60,000 feet in 3.5 minutes.

Before takeoff, the pilot inserts a data processing card with the specifics of what he wants it to know and do. There is a caution warning tag and no warning lights. It is so smart that it can evaluate what the enemy can see of the F-22. The avionics are integrated into a single display for directness and simplicity. The computer system controls the radio communications.



C.O. Tim Brown thanks Steve Rainey for a great presentation.

The congress limited funds to some extent but the project was successfully completed anyway. There were 195 aircraft built, of which 8 were for test use. There have been some problems that have been successfully resolved. We are grateful to Steve and the others who produced and modified this aircraft to its current state of ability. It will be critically necessary when we need to provide air support over

a modern hostile nation where other aircraft cannot survive.



C.O.'s COLUMN

When is the last time that you called up our webpage? Just in case you have forgotten, the address is www.gpsana.org.

The reason that I mention the webpage is that as of January 1st it has a new look. Thanks to the work of Ray LeCompte and his son, Lance, (mostly Lance!) the website has a new, modern, fresh and clean look to it. Take a peak and let me know what you think. I use the website and the OpPlan as marketing tools when I am looking to attract speakers. They have been very helpful tools. Thanks to Hal, Ray and Lance for their excellent work.

At the time that I am writing this column, we have a speaker for our luncheon on 12 February. The PAO for COMLCSRON ONE, LT Erica Young, reports that she has a volunteer to speak to our group, ABHC Luke Willdigg. What is interesting about this speaker is that he will be briefing us on the newest class of ship in the U.S. Navy.

Moreover he might be able to tell us how the class of ship is fairing and also something about the activities of the USS Fort Worth (LCS-3) that was assisting in the search for the Air Asia plane that went down in the ocean last month. Coincidentally, aircraft from HSM-35 were aboard the Fort Worth and participated in the search. Our speaker for 9 April is CDR Chad Falgout, the C.O. of Helicopter Maritime Strike Squadron Three Five (HSM-35) which is the Navy's first composite squadron with the MH-60R designator Seahawk and MQ-8B/C designator Fire Scout (unmanned rotary-wing aircraft) for expeditionary missions. HSM 35 is the first to support littoral combat ships.

Our speaker for 12 March is Captain Jonathan S. Spaner commander of Sector San Diego and San Diego Captain of the Port. Captain Spaner holds an MBA from the Massachusetts Institute of Technology (MIT), a B.S.*cum laude* from the United States Merchant Marine Academy where he was the Regimental Commander, and is a distinguished graduate from U.S. Navy Pilot Training. He holds the "Key to the City" from Traverse City, Michigan for citizenship, is a former fellow at the Council on Foreign Relations, and is a former White House Fellow.

We still need volunteers to help run this organization. We have slots available at all levels of participation. A staff position is very rewarding and gratifying. I, personally enjoy having the opportunity to go out and represent GPS in the community. As staff officers we do receive invitations to various activities that do not necessarily get extended to our membership, usually because of time and communication challenges. If you want to be more active in GPS, just let any of the staff officers know or plan on attending one of our monthly meetings that take place at the Elk's Lodge on the first Thursday at 1200. Please contact me or one of the staff officers in advance of attending to make sure that we have not altered our meeting place.

We do hope to see you at the next meeting. We are making the presentation of awards to the SOQs and the Sailors of the Year from NWSSB on 12 February. That will be our largest contingent of Sailors yet: 8 SOQs and 2 SOYs. Make sure to attend and take the opportunity to meet and greet these hard working Navy personnel. See you on the 12th.

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in January. These guys and the members who attend the monthly luncheons are the ones who make possible Gramps' Sailor of the Quarter program and the Mailing of the OP-Plan. Gramps and his staff thanks them all and hopes to see your name here. The Sailors of the Quarter will be at the February luncheon.

**Gary Babick, Bob Bell,
Peter van den Brink, Bill Brown,
Tim Brown, Peter Cherbak, Robert Fear,
Marv Garrison, Bob Helton,
Ray LeCompte, Bob Olds, & Joe Pike**



MEMBERSHIP

By Fran Pieri

Let's start off the New Year with bringing on board some new members. Let them know the luncheons are always on the second Thursday of each month so they can plan ahead. The next luncheon will be Thursday, February 12th. Our speakers are always a very important part of the luncheon. Tell them about the comradery of everyone who comes there, and the food served is top quality. As always, I encourage carpooling. Come early to get a good seat and table. Keep the blue side up. FRAN

PLANES OF FAME

By Fran Pieri

Our next event at the Museum will be Saturday March 7th. The theme will feature The Republic P-47G Thunderbolt. The following week, Saturday, March 23st will feature "Women in Aviation" featuring a panel of women pilots. At these events the hanger doors open at 9:00am with seminar at 10:00am. There is usually a good size crowd come to these events so, come early and get a good seat. The speakers are always well knowledgeable on the featured topic. When possible there is a flight demonstration of the featured aircraft following the seminar. Also, there is a raffle for a free ride in one of the vintage aircraft. The museum is located on the Chino Airport in Chino, Calif. 7000 Merrill Ave. #17. As you turn off Euclid, go 1/2 mile to Cal Aero Dr. There is a B-17 parked in front. For more info, go to www.planesoffame.org. I'm there every Saturday. See you there. FRAN



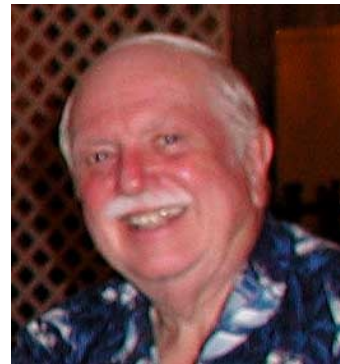
FROM THE CHAPLAIN

Bill Thompson

Birthdays! Remember February 22 is **George Washington's Birthday?** Remember his "**Prayer for the Nation**"? "Almighty God, we make our earnest prayer that Thou will keep the United States in thy holy protection that Thou wilt incline the

hearts of the citizens to cultivate a spirit of subordination and obedience to government, and entertain a brotherly affection and love for one another and for the fellow citizens of the United States at large. And finally that Thou wilt most graciously be pleased to dispose us all to do justice, to love mercy, and to demean ourselves with that charity, humility, and pacific temper of mind which were the characteristics of the Divine Author of our blessed religion, and without an humble imitation of whose example in these things, we can never hope to be

a happy nation. Grant our supplications, we beseech Thee, through Jesus Christ our Lord. Amen." (Written in 1783, and sent to the Governors of all the States.)



FROM THE FLIGHT SURGEON

Bob Helton MD

Diabetes means your blood glucose, or blood sugar, levels are too high. With Type 2 Diabetes the more common type, your body does not make or use insulin well. Insulin is a hormone that helps glucose get into your cells to give them energy. Without insulin, too much glucose stays in the blood..Over time, high blood glucose can lead to serious problems with your heart, eyes, kidneys, nerves, and gums and teeth. You have a higher risk of Type 2 diabetes if you are older, obese, have a family history of diabetes, or do not exercise. Having prediabetes also increases your risk. Prediabetes means your blood is higher than normal but not high enough to be called diabetes. The symptoms of Type 2 diabetes appear slowly. Some people do not notice symptoms at all. The symptoms can include being very thirsty; urinating often; feeling very hungry or tired; losing weight without trying; having sores that heal slowly, especially on the feet; having blurry eyesight. A blood test can show if you have diabetes. Many people can manage their diabetes through healthy eating, physical activity, and blood glucose testing. Some people also need to take diabetes medicines.



**REMEMBER VALENTINE'S DAY
14 FEBRUARY**

PRESIDENTS' DAY IS 16 FEBRUARY