



ANA **GRAMPAW PETTIBONE**
SQUADRON INC.

1 MARCH 2018

www.gpsana.org



Editor Hal McDonnell

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.

THE GPS LUNCHEON MEETING

WILL BE HELD ON

THURSDAY, 8 MARCH 2018

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 5 March.

COST IS \$18.00. FOR RESERVATIONS Please E-mail

RayLeCompte34@Gmail.com or by Phone: 562-287-4846

About our speaker's topic:

THE BACKBONE OF NAVAL AVIATION HORNET, SUPER HORNET, GROWLER



The topic is the evolution of the Navy's first multirole aircraft that now serves as the premier fighter, bomber, and electronic warfare platform. This fascinating glimpse into the march of American aerospace technology is one you will not want to miss. Join us on Thursday 8 March at noon.

About our speaker:



LYNN JENSON, NORTHROP GRUMMAN ENGINEER

Lynn Jenson is an engineer and 37-year employee of Northrop Grumman, spending most of his career in major weapon system proposals and integration, including the B-2 stealth bomber, the YF-23 stealth fighter, and the F/A-18 Super Hornet strike fighter. As a historian, his major interest is in World War II fighter design and operations, where he has pursued research in German, Russian, and Japanese language sources.

FEBRUARY LUNCHEON BRIEFING

USS IOWA anti-aircraft weapons

by David L. Malmad – PAO



L to R: X.O. Vince van den Brink thanks Joe Hughes

On Feb 8, 2018, the Grampaw Pettibone Squadron was honored to have as its guest speaker, Mr Joe Hughes. Mr. Hughes a volunteer on the USS Iowa anchored in San Pedro, CA provided the audience with a history of the restoration of the USS Iowa (BB-61) battleship and an overview of the ships anti-aircraft weapons operations during WWII. Joe has been a volunteer and docent on the Iowa since it first opened for public visits in 2012.



The USS Iowa was launched in June 1942 and commissioned in February 1943. She was first decommissioned in March 1949 and recalled to active duty two more times before a final decommission

in October 1990. The Iowa was struck from the registry in March 2006. The ship located at Berth 87 in San Pedro, CA when active had a crew of 2800. It is 985 feet long and 102 feet wide. There are 18 decks from her original construction.

The USS Iowa is the lead ship of the Iowa class of battleships. The other ships, all museums are: New Jersey in Camden, NJ; Missouri in Pearl Harbor, HI and Wisconsin in Norfolk, VA. The USS Iowa served three careers: WWII, Korea and during the arms buildup with the Russians in the 1980s.

The Iowa had two engagement missions. First was carrier protection in a task force, which would be needed if task force protection from cruisers, destroyers and air assets failed to stop enemy aircraft from attacking the carrier. The second mission which was primary during the Korean conflict was naval bombardment. In the 1980's the USS Iowa whose nickname was the 'Big Stick' had the role of showing the US flag around the world and to show the strength of the US.

According to our speaker, the history of the Iowa included an event in April 1989 which resulted in an on-board explosion in the Number Two 16-inch gun turret. According to one investigation, during a practice firing, the breach was opened to accept a load and a pressure test on the ram was increased above normal. When the round and powder was rammed in, one of the powder bags more than 40 years old was leeching gas and when it was loaded, a spark ignited the powder, sending a fireball into the storage locker below the loading deck. A total of 47 personnel were

killed. A memorial is conducted every year on the anniversary date of the event.

In addition to the ship's history, a separate museum is scheduled to be opened on the Iowa in 2018 which will display artifacts from the collection of former Navy officer, oceanographer and underwater archaeologist, Robert Ballard.

Mr. Ballard is best known for the research and recovery of artifacts from the Titanic. This museum will contribute to the funds required for maintaining and restoration of the hull, deck and other ship components.

After providing the overview of the USS Iowa, our speaker presented information describing each of the anti-aircraft systems installed on-board and the various engagements in which the ship participated. The on-board systems would be used depending on the mission. Prior to WWII, the missions were: fighting sea battles against the enemy, protection of carriers in task force and finally, shore bombardment. The mission order was changed based on actual events. They were: escort and protect carriers, shore bombardment and finally, sea battles.

The Iowa weapons system during WWII were a combination of anti-aircraft systems and large offensive naval guns. The first anti-aircraft weapon was Oerlikon 20mm single mount. These were manually maneuvered.



20 mm Oerlikon Anti-Aircraft Gun

The Iowa was equipped with a total of 52 single mounts. While it could stop aircraft in flight, it was not considered effective against Kamikaze attacks, even though they were effective as a close in defensive response. The

next system were the 40mm/.56 caliber Bofors. They were considered the best light anti-aircraft weapons of WWII. The Bofors could come as a single, double or quad mount. The Iowa carried 19 quad mounts, a total of 76 barrels. Next



5 inch 38 cal Mark 12 Anti-Aircraft/Dual Purpose Gun

was the 5"/38 caliber twin mounts. A total of 20 cannon were on board.

Mr. Hughes commented about the artifacts available on-board the USS Iowa to tell the story of the ship. There were only a few sample items to depict the on-board anti-aircraft systems. These consisted

of a few 40mm and 20mm rounds, not considered sufficient to tell the whole story. A search was undertaken to locate an example of the 20mm Oerlikon and 40mm Bofors. One example of each was located and Mr. Hughes expressed the hope that each example will be acquired this year and a restoration will be undertaken to prepare each example for display. The display will be accompanied by video clips, crew and pilot interviews to bring the example of on-board



40mm Bofors Anti-Aircraft Gun

anti-aircraft systems alive. Photos shown included the ships commissioning which displayed the weapons systems installed with the original configuration. Other photos displayed a picture of a 20mm gun mount. The traditional weapons system for the Iowa class Battleships was

modified on the USS Iowa, since this vessel was designed as the flag-ship for the fleet. However, in order to protect the ship, any empty space was filled with an anti-aircraft system.

Over the years the configuration changed to accommodate newer systems in order to meet newer needs. In the 1980s, the 5" guns were reduced to accommodate Tomahawk missiles and Harpoon anti-ship missiles. There are now 6 – 5" turrets reduced from the original 10.

Mr. Hughes reviewed a sample of the weapons capabilities. Beginning with the 20mm Oerlikon, a 450 round per minute rate of fire with a maximum range of 2.7 miles and effective range of 1000 yards. It had a 5 man crew, 1 shooter, 1 supervisor and 3 loaders.

The next system is the Bofors 40mm which had a 160 round per minute rate of fire delivered in 4 round clips, 11 man crew with 3 to 4 operating the mount and the balance ammunition handlers. This weapon was used in conjunction with the Mark 51 Fire Control System which provided significant weapons operation and accuracy against selected targets.

The 5" guns remained, though newer versions with newer fire control systems were needed. A crew of 27 personnel manned each mount.

In December 1944, the USS Iowa was damaged as the result of a typhoon. One patrol plane was washed over-board and the shaft was damaged which required the ship to return to the US for repairs. In spite of the storm damage and return to the US, the ship was involved in 18 enemy engagements 1944-45. She was credited with destroying a total of 6 enemy aircraft, 3 solo and 3 assists.

At the end of the war as on-board systems were upgraded, crew compliment was also affected. Removal of older manually controlled systems that could not track jet powered aircraft fast enough, reduced crew requirements and the USS Iowa saw their service population go from 2800 to some 1700 personnel in the post war.

In answering questions, Mr. Hughes noted that any ship that is ported indefinitely must have the hull scraped every 30 years to prevent deterioration. Hull scraping last occurred in the early 80s for the Iowa. Further work will occur by creating a cofferdam, which creates a dry work space for hull repair. This workspace only offers a 6 foot work space which will require more than 10 years to scrape and repaint the 985 foot hull at the waterline.

SAILORS of the QUARTER



Front row: MA3 Carlos Alvarado, Bluejacket of the Quarter; MA2 Kelly Okazaki, Junior Sailor of the Quarter, MA1 Frederick Joshua, Senior Sailor of the Quarter.

Back Row Chaplain Bill Thompson, MACS Pascal Herrling, MNC Richmond Dzansi, CMDCS(AW/Nac) Kirby Lee.

Article by Chaplain Bill Thompson

On Thursday, February 8, the Grampaw Pettibone Squadron had the privilege to honor the Sailors of the Quarter stationed at the Naval Weapons Station, Seal Beach. The recognition was at the Elks Lodge, Garden Grove, during the regular monthly meeting.

The Naval Weapons Station had selected MA1 Frederick Joshua, from Baltimore, MD. as their Senior Sailor of the Year; MA2 Kelly Okazaki, from Lodi, CA, as their Junior Sailor of the Year; and MA3 Carlos Alvarado, from Chicago, IL, as their Bluejacket of the Quarter.

Also at the Naval Weapons Station is the Navy Munitions Command Pacific CONUS West Division. MNCS(SW) Luis Flores is the Senior Enlisted Advisor for this Unit. They have selected only one person to be honored this quarter, the Junior Sailor of the Quarter, who is LS2(AW) Amanda Meyer. She was not present because she was recovering from surgery.

The certificates were presented by MACS Pascal Herrling, the Senior Chief responsible for Security at the Naval Weapons Station. CMDCS(AW/NAC) Kirby Lee, Command Senior Chief for the NWS introduced the sailors. They were assisted by MNC Richmond Dzansi, who represented the NWS Navy Munitions Command Unit.

We thank the following restaurants who participated in the honoring the Sailors of the Quarter: In Seal Beach on Main Street were: 320 MAIN, Avila's El Ranchito Mexican Restaurant, Beachwood BBQ, Chick fil A(12101 Seal Beach Blvd), Crema Café, Finbar's Italian Restaurant(1041 PCH), Glory Days Beachside Grill(620 PCH), Hennessey's Tavern, O'Malley's on Main, Romano's Macaroni Grill(12380 Seal Beach Blvd), THE ABBEY, and YUCATAN Grill(550 PCH). In Long Beach we thank: Beachwood BBQ(210 East

3rd St), MIMI'S(6670 E. PCH), and The Crab Pot(215 Marina Dr). In Huntington Beach it was DON THE BEACHCOMBER(16278 PCH), and FISH CAMP(16600 PCH). In Tustin the participating restaurant was The Crab Cooker(17260 17th Street).

We appreciate also the USAA Insurance Company for their presentation of attractive plaques to the Sailors of the Quarter. Every sailor on the Seal Beach Naval Weapons Station deserves our respect. Those who do an outstanding job deserve our recognition.



CO COLUMN

Tim Brown

In February we lost another great guy, Colonel Marv Garrison, USMC (Ret.). Bob Olds has written a very nice column that describes Marv's contributions to GPS. He will be

missed.

Before I get to the meat of my column, I want to thank Bill Thompson for doing a wonderful job running the awards program for the SOQs. First, Bill approached the owners and/or managers of many local restaurants in an effort to obtain gift certificates for the "winners". He was very successful this quarter. Next, he ran the program at our last luncheon with lots of help from Command Senior Chief Kirby Lee and others (see related article). Finally, Bill was able to get news coverage in three local newspapers in the days following our meeting. Big thanks to our Chaplain, Bill Thompson.

With the loss of former CO's Marv Garrison, Mel Locke and Dave Newbro in such a short period of time, I want to remind you of your dedicated GPS staff, who work so diligently on the affairs of your organization. I want to thank them again for their selfless efforts on behalf of our members. I also want to acknowledge and thank our behind the scene workers for their valuable assistance: Bob Olds, Dave Franzen, Chris Kretsinger, Joy LeCompte, Viki Nazarian, Lance LeCompte, Anna McDonnell and Dolores Hardy.

Bring a friend to our next meeting.



MARV GARRISON 1931-2018

Former Commanding Officer
and FELLOW of the Grampaw
Pettibone Squadron
Article by Bob Olds

GPS was very fortunate to have Marv join the squadron in 1989, just as we were hosts for the national Association of Naval Aviation's annual convention

at the Anaheim Convention Center. A big event, 800+ attendees including astronauts, Flag & General Officers, and industry leaders as speakers. Marv joined right in as a convention committee member, and collectively we pulled off a much acclaimed convention. That was the start of his many year participation with the squadron, as in the 1990's he moved into active squadron leadership, with two year service each as Operations Officer, Executive Officer, and Commanding Officer. During those six years a multitude of exceptional speaker programs were routine, much to the enjoyment of typically 150 or more monthly attendees, as were the many field trips to military bases and units. Over subsequent years he continued to be an active and supportive participant in squadron activities and in helping guide the squadron as a former CO Steering Committee member. During his long service to GPS he was honored as one of only 44 members who have been selected as a GPS Fellow, a tribute to their significant contribution of service and dedication to the squadron far above that which is expected. His contributions were also recognized at the national level, when for several years he was one of 4-5 squadron members who held the prestigious position as an Association Naval Aviation Trustee. His contribution, presence, and friendly demeanor will most definitely be missed.

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in February. These guys and the members who attend the monthly luncheons are the ones who make possible Gramps' Sailor of the Quarter program Gramps and his staff thank them all and hope to see your name here.

Richard Allen, Vincent van den Brink, Tim Brown, David Franzen Bob Fuhrmann, Bob Helton, Chris Kretsinger, Ray LeCompte, Jim McMath, Bill Pridemore, Robert & Martha Olds, Joe R. Pafejo, Raphae Rahamm, Walt Smith, Larry Woodruff, and Dennis Zager,.

MEMBERSHIP

Sel Ramsay

Three math wizards answered the meeting attendance problem I described last month, saying that if I wanted to increase our luncheon attendance to what it used to be, I should ask each person attending to bring another attendee with them. I did the math, and they are right. That would do it!

The reasons we all had for joining and staying with Gramps are all good and valid. It is Mother Nature that is decimating our ranks. So, listen to Doc Helton: Stop smoking, get your flu shots, stay healthy. And bring a friend! Sel