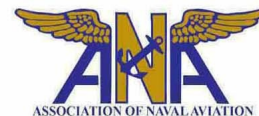




ANA **GRAMPAW PETTIBONE**
SQUADRON INC.

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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, 9 APRIL 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 6 April 2015

COST IS \$15.00. FOR RESERVATIONS

Please E-mail RayLeCompte34@Gmail/com or by Phone: 562-287-4846

About our speakers topic



AN AIRBOSS PERSPECTIVE: MANNED/UNMANNED/LCS FOR THE FIRST TIME

About our Speaker:

LCDR DOUGLAS L. KAY USN

OPERATIONS OFFICER HSM-35 / AIRBOSS LCS-3

Lieutenant Commander Kay serves as the Operations Officer for the Magicians of HELICOPTER MARITIME STRIKE SQUADRON THREE-FIVE, the first combined manned and unmanned aviation squadron in the Navy. He just recently returned as the Officer in Charge of the HSM-35 DET ONE "Pathfinders" deployed on board the USS Fort Worth (LCS-3) for the first Surface Warfare Mission Package Deployment, employing both the MH-60R and the MQ-8B Firescout. Previously he has served as an instructor pilot in the MH-60R Seahawk and an Aircraft Launch and Recovery Officer "Shooter" on the USS Carl Vinson. LCDR Kay has logged 1700

Hours with 700 Aircraft Commander hours in the SH-60B and MH-60R. (Ed. LCDR Kay will be assisted by his C.O. CDR Falgout.)

About the Squadron's Skipper:



CDR CHAD M. FALGOUT USN COMMANDING OFFICER HELICOPTER MARITIME STRIKE SQUADRON THREE FIVE

CDR Chad Falgout was raised in Hahnville, Louisiana, a suburb of New Orleans, before attending Louisiana State University Baton Rouge where he graduated with a degree in Mathematics in 1996. He received his commission via the Naval Reserve Officer's Training Corps Unit at Southern A & M University. CDR

Falgout earned a Master's Degree in Business Administration Management (Naval Postgraduate School, Executive MBA Program,

CDR Falgout entered aviation pipeline training and received his aviator warfare pin May 1998 through Advanced Helicopter training at NAS Whiting Field, Milton, Florida. CDR Falgout completed his first operational tour with the "Warlords" of HELICOPTER ANTISUBMARINE SQUADRON LIGHT FIVE-ONE, Atsugi, Japan and then reported to Milton, Florida where he served as Helicopter Instructor, HELICOPTER TRAINING SQUADRON EIGHTEEN.

In December 2004, CDR Falgout reported to Pre-Commissioning Unit MESA VERDE (LPD 19) at Ingalls Shipbuilding in Pascagoula, MS where he served as Air Officer Department Head.

CDR Falgout then completed his Operational Department Head tour with the "Easy Riders" of HELICOPTER ANTISUBMARINE SQUADRON LIGHT THREE-SEVEN February 2007. He served as Detachment Officer-In-Charge and deployed with USS REUBEN JAMES (FFG 57) in support of OEF-Philippines. He also served as Safety Officer, Quality Assurance Officer, and Maintenance Officer during his tour with HSL-37.

CDR Falgout most recently served as Joint Action Officer with Theater Special Operations Command Pacific for CDRUSPACOM at Camp Smith, Oahu. During his Joint Duty tour CDR Falgout completed JPME Phase II at the Joint & Combined Warfighting School (JCWS) Norfolk, Virginia.

He is currently assigned as Commanding Officer with the "Magicians" of HELICOPTER MARITIME STRIKE SQUADRON THREE-FIVE. CDR Falgout has logged over 3000 hours in the MH60R, SH60B and TH57 helicopters.

CDR Falgout has been awarded the Defense Meritorious Service Medal, the Joint Service Commendation Medal, Navy and Marine Corps Commendation and Achievement Medals in addition to other unit awards.

About our March luncheon:



COAST GUARD AVIATION

By Dick Fields
GPS PAO

Gramps was delighted to have Coast Guard Captain Jonathan Spaner as our speaker for March. Capt. Spaner is a pilot qualified in

the C-130 as well as the HH-60 Eurocopter. He currently is the Director of the Office of Emerging Policy for the U.S. Coast Guard in Washington, D.C. He was in Iraq and Afghanistan and is a delegate to the Arctic Council. He described the size and function of the U.S. Coast Guard, citing the \$10 billion budget and the roughly 85 thousand personnel as well as the 250+ Cutters, 1784 boats and 198 aircraft.

People, Budget and Resources

- Annual Budget: approximately \$10 B
- People: ~85K
- Resources
 - Cutters: 250 (65 ft. +)
 - Boats: 1,784
 - Aircraft: 198




The authority of the CG includes inspection, search & rescue, response to oil spills, and maritime security which includes dealing with the Mexican drug cartels. Its jurisdiction includes vast areas of the United States, including

many areas one would not think of as "coastal" such as Arizona. Included are Guam, Honolulu, San Juan Puerto Rico, and Alaska. In the continental U.S. it includes the Great Lakes and the Mississippi River as well as many other inland waterways.



There are three Sectors in California: San Francisco, Los Angeles-Long Beach and San Diego. The San Diego sector includes much of Arizona. The San Diego sector deals extensively with the Mexican drug trafficking trade. We learned that much of the drugs are brought up on jet-skis that are rented in the U.S., taken to Mexico where drugs are purchased and then brought back to the U.S. These imports are so profitable that only an 8-10 percent success rate is necessary to break even! Good intelligence is necessary to successfully deal with these criminals. It is estimated that the Coast Guard misses very few of the smugglers.

The issue of the Sinaloa cartel and the Islamic State combining or




Coast Guard Sector San Diego

People:

- 330 Active Duty
- 125 Reservists
- 13 Civilians
- 600 Auxiliaries

Assets:

- 1 110-foot Cutter
- 3 87-foot Cutters
- 3 MH-60T Helicopters
- 4 Small Boats
- Aids to Navigation Boat



diagrams of the North Polar Region in 1992 and 2012 that show a large loss of ice covered area. This opens ocean area for shipping routes especially useful to Russia that has 30 % of its area north of the Arctic Circle. There has also been a northward shift of fish populations. There is a large amount of oil and gas present in this area that could be utilized



GPS C.O. Tim Brown thanks Capt Jonathan Spaner for an informative talk.

cooperating was discussed. In his opinion this was very unlikely since the goals and standards of each group were so different and truly incompatible. However, it should be recognized that the cartels will smuggle anything for money.

The issue of the global climate change was presented, with

as well as economic advances such as shorter flight routes, shipping lanes and deposit of minerals. Jonathan also mentioned that the Russians at one time planted a Russian flag at the North Pole --- claiming title?

We are grateful to Capt. Spaner for his work on behalf of our country and his fine presentation.



CO COLUMN

Tim Brown

I want to thank Captain Jim Fournier, USCG (Ret), for arranging for Captain Jon Spaner, USCG, to brief us on Coast Guard activities in Southern California plus the Arctic regions. After looking at Captain Spaner's official biography I was not surprised by the quality of the brief.

The man knows his business and was very eloquent in his delivery. Thanks to both Jim and Captain Spaner. If you were not in attendance, you missed a very informative session.

On the weekend of May 2nd and 3rd, Planes of Fame Air Museum will be sponsoring their annual air show. After many years of not attending, we are hoping to have a membership recruiting booth at the air show. If we are able to sign up, we will notify our membership through an email or posting on our website. Please keep an eye peeled for the notice and, if we make it, we hope that you will attend too. Stop by the booth for a chat!

Speaking of membership...we need you to bring friends, neighbors and anybody else who might be a potential member to our meetings. We have good speakers and our group is a bunch of good guys with lots of varied experiences that they love to share with the others at their respective luncheon tables. Membership is not all that expensive. Only \$40 per year! Remember, Grampaw Pettibone Squadron does not have membership dues, only ANA national headquarters does, but membership entitles you to a copy of our fine magazine, *Wings of Gold*, and the continuing right to attend our luncheons.

Our speaker this month has a wealth of information about flying helicopters and landing those things on the pitching decks of small and large ships. He will also be talking to us about introducing unmanned

rotary wing aircraft into the fleet and how they have performed in real life scenarios. See his bio, and that of his OIC, that should be published somewhere in this issue of the OP-Plan. Next month our scheduled speaker is Mike Malak, a notable photographer who has chosen to produce two books of photography that feature vintage aircraft with pinup artistry. If you like nose art, you will enjoy Mike's presentation. On 12 June, our luncheon speaker will be Colonel Mike Naylor, USMC (Ret) who will talk to us on his experiences at VMX-1 and the discussion about using the V-22 as a Presidential aircraft (Marine One), among other subjects.

Please do not forget to attend the meeting on 14 May when we conduct our program to honor the Sailors of the Quarter from Naval Weapons Station Seal Beach. Come and meet and greet the best that the Navy has to offer and to congratulate them on a job well done. See you all soon.



MEMBERSHIP

By Fran Pieri

Our next luncheon will be Thursday, April 9th. Make your reservations now. Come early to visit with friends and get a good seat and table. Thanks to those of you who have brought in new members. If you need more Membership Applications, the GPS web site has a membership page with an application in it. That's how I get

mine. You can either send it directly to ANA Headquarters or mail it to me at my home address. Try to bring a friend to the luncheon this time. Carpooling is always appreciated by those of us who cannot drive. FRAN

PLANES OF FAME

By Fran Pieri

AIR SHOW, Our next big event at the POF is May 1st, 2nd and 3rd. that's Friday, Saturday and Sunday. The hours are 10:00am to 8:00pm on Friday. There will also be a TWILIGHT AEROBATIC SHOW Friday evening after sunset. On Saturday and Sunday the hours are 8:00am to 4:00pm. FREE PARKING. General admission is \$25.00. Children 11 years and younger are admitted free. You can save \$5.00 for tickets by ordering on line at www.planesoffame.org. I will be there at the show. FRAN

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in March. 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 thank them all and hope to see your name here. Gramps hosted 10 Sailors of the Quarter at the February luncheon. That takes a lot of giving by the Good Guys to cover costs.

Donald Pageler. Vince van den Brink, Bob Helton, Bob Olds, Tim Brown, Ray LeCompte, and Marv Garrison

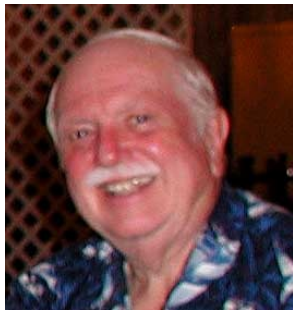


From the CHAPLAIN

Bill Thompson

Courage.....to Live....TODAY. In Kennedy's *Profiles in Courage*, he stated: "Without belittling the courage with which men have died, we should not forget those acts of courage with which men...have lived. The courage of life is often a less dramatic spectacle than the courage of a final moment; but it is no less a magnificent mixture of triumph and tragedy. A man does what he must...in

spite of personal consequences, in spite of obstacles and damages and pressures--and that is the basis of all human morality." May God give us COURAGE today!



FROM THE FLIGHT SURGEON

Bob Helton MD

Heart Disease in Older Patients: Older people with certain types of heart problems might benefit from aggressive treatment they might otherwise not receive because of their age. Researchers

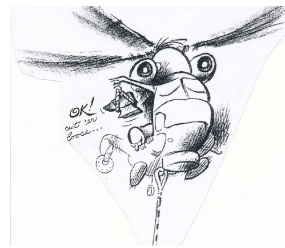
in Norway studied 458 patients 80 or above who had a type of heart attack that is initially mild but leads to poor outcomes after 6 months or longer, or a closely related condition called unstable angina. Both conditions, called Acute Coronary Syndrome, are caused by plaque buildup in the heart's arteries. The patients were randomly assigned either conservative treatment- medication but no invasive procedure-or to undergo coronary angiography; of the latter, 48% later had balloon angiography and/or standing to widen narrowed arteries to keep them open. 3% had heart bypass surgery. On average followup of 18 months, those receiving more aggressive treatment were 47% less likely to have a heart attack or stroke or die. Let's hope the more aggressive treatment is not banned because of its greater expense!



Old friends enjoy the camaraderie at Gramps luncheon. Left to Right: Bill Hardy, Joan Dungan, Fred "Buck" Dungan, Dr Bob Helton & Dr Ray Berg.



The winner, Pat Lenz(center) gets GPS prize from Asst. Treasurer Carol Fields(right). Chris Kretsinger(left) selected the winning ticket. Thanks to the guys who help make the prize, Gramps treasury remains sound.



GRAMPS FROM YESTERYEAR HOT STICK, HOT SWITCH

An SH-2F Seasprite pilot returned to sea duty after an instructor tour in the Fleet Readiness Squadron (FRS)' He described himself, albeit facetiously' as "Joe Hot-Stick Aviator" because he had become extremely proficient in the SH-2F

during his instructor tour. He looked forward with great confidence to his assignments as his ship's det. officer in charge. Moreover three junior pilots and two air crew members had been his students at the FRS. He felt bulletproof.

At sea, he was tasked to perform a vertical replenishment (VERTREP) of a canned torpedo from a supply ship without a landing area to his home plate. Although he had not executed a VERTREP in two years, he had no reservations nonetheless,

Approaching the ship, the air crew conducted the Hoist/Helicopter-In-Flight Refueling (HIFR)/VERTREP checklist, emphasizing hoisting. The hoist-cable cut switch was set in the armed position. The hoist was then lowered to deliver the cargo pendant for the torpedo can. The supply ship crew had attached an H-46 helicopter pendant to the load, which was too large for the SH-2F's cargo hook, but the evolution began nonetheless.

The air crew member in the Seasprite lay flat on his stomach with his head out the door to observe the cargo hookup.

The deck crew tried to jam the oversized pendant onto the small hook. Observing this, the air crew member called for "load release" to prevent the pendant from jamming the helo's hook. The pilot quickly punched the sling-drop button to release the VERTREP load He had forgotten that he had left it in the hoist-cable cut position. The hoist hook and a small amount of cable narrowly missed striking the prone air crew member on the head as they separated from the hoist boom. The pilot then released the VERTREP load from the cargo hook using the manual release.

.Grampaw Pettibone SAYS:

Another near miss! This "ace" pilot failed to complete the Hoist/HIFR/VERTREP checklist the second time after completing the first evolution: - Prior to VERTREP - the second evolution - he failed to change the position of the cable cut/sling drop switch.

Had the hook and cable whacked the air crew member on the noggin, they mighta had a very serious customer in the nearest sick bay. Or worse. Checklists are the roots to success for Naval Aviation. They can also be the roots of disaster if you don't use'em properly. *Naval Aviation News 'Fall-Winter 2014*