



ANA **GRAMPAW PETTIBONE**
SQUADRON INC.

1 JUNE 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

THE GPS LUNCHEON MEETING

WILL BE HELD ON

THURSDAY, 11 JUNE 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 8 June 2015

COST IS \$15.00. FOR RESERVATIONS Please E-mail

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

About our speaker's topic:



DECISION POINTS AND LEADERSHIP

How a dairy farmer ended up flying the President of the United States, and conducting the first two operational tests of the MV-22 Osprey,

About our speaker:

Colonel MIKE NAYLOR USMC(Ret)

VP Plans & Strategy/Proposal Manager, PKL Services, Inc.

Mike's BIO in a picture Hear the details at the luncheon



About our May Luncheon:



AVIATION ARCHEOLOGIST PAT MACHA

Gramps was delighted to see Pat Macha at our May meeting. Pat got his start in this field while working for the park rangers in his youth. While working in the wilderness, he took a route that was not commonly used and discovered an aviation crash site. This really caught fire with him and he has been doing it ever since.



four days after the crash so it would otherwise probably not been discovered until May.

Pat has written books on the subject of aviation archeology in California for years. The original crash site was that of a C-47 with thirteen people aboard. Two rescuers helicoptered in and the rescue copter went down. They were picked up by another but it was in December and the snow did not melt until May. His discovery was

A Curtis F5L mail plane crashed at Catalina. The pilot was carrying \$300 for delivery so he had to stay with the aircraft. He saw a ridge but too late and crashed. A reconnaissance plane also crashed while looking for the F5L.

One of the most fascinating crashes was the crash of a C-53



that left Van Nuys in marginal weather for the purpose of towing a Waco to Victorville over the mountains. The glider pulled the tail off the C-53 over Castaic. The glider crew bailed out and the C-53 crew made a hard landing. The wreck was found by a nine year old girl, Mary Lyn Winkler, who lived in the area. She was much appreciated and



Family of C-53 pilot at crash site

received personal thanks from General Hap Arnold.



Another interesting crash was that of a P-61 Black Widow. It was flying with two P-80s flying chase when an engine caught fire. The camera man bailed out, but the pilot was not wearing a chute. The copilot helped out and the pilot finally ejected as the plane fell apart in an inverted spin.

One of Pat's books is dedicated to Gertrude Thompkins Silver, a WASP, who departed Mines Field in Los Angeles in a P-51D for transport to New Jersey. She was thought to have gone into the ocean off the coast, but her plane has never been found. Her status is well known in the still missing category and there has been considerable search done to find the answers.



We thank Pat for his tremendous work for so many years helping to answer the questions of friends and relatives of the missing flights. This has brought closure and comfort to many families. We look forward to hearing from him again.

Article by Dick Fields
GPS PAO

CO Column Tim Brown



Recently we struck gold! Cynthia Macha, the Director of Western Museum of Flight at Torrance Airport,

has actually volunteered to take on the post of Operations Officer for GPS. She is already in contact with our speaker for 11 June and is working her way through the schedule, arranging for top-notch speakers for our future meetings. Thank you Cindy!

Don't let Cindy's efforts go unrewarded, will you! I know that we currently have LtGen David H. Berger, USMC, Commanding General, 1st Marine Expeditionary Force headquartered at Camp Pendleton, CA, scheduled to speak to our group at our meeting on 13 August. At that same meeting we will also be presenting awards to the SOQs from Weapons Station Seal Beach. That is an important meeting on a couple of levels so your participation will be most appreciated. Be sure to bring potential members, family, friends, neighbors and/or acquaintances to the meeting and talk up membership in ANA.

You may have noticed that Hal printed the names of members of ANA in the last issue of the OpPlan. If your name was not there, it is probably because you have let your membership lapse or you were never a member, but attend our meetings. Would you please do ANA and GPS a favor, renew or apply for a membership right away. Fran Pieri, our Membership Officer, is at every meeting and has applications available. He will even mail them for you...but he will not pay your dues! The strength of our organization is in numbers. We need you as a member of ANA! GPS does not charge membership dues. If you are a member of ANA, you are a member of GPS.

One last item. On 23 May, one of my grandsons (Adrian who is 4 years old) and I traveled over to Long Beach Airport to look at a few Marine F/A-18's that were flying out of LGB on training flights. As it turned out, VMFAT-101 was the squadron that was in training. Adrian and I talked to a couple of Marines including a pilot, Captain Mattis (no relation), and touched the nose of a real F/A-18. Adrian was thrilled! I just want to remind you that if you get a chance to speak to an active duty Sailor, Marine, or Coastie who is working in aviation, make sure that they know that you are a member of ANA and that you support Naval Aviation.

See you on 11 June when LtCol Mike Naylor will be our guest speaker.

SAILOR OF THE QUARTER AWARDS at GRAMPS MAY LUNCHEON



Front from left: MA2 Finley, MA1 Battle, MN2 Martin, MN1 Morse.
Back from left: Sel Ramsay, MAC Deleon, MNC Gardner, CDR Franzen, CMDCM Reeder, George Del Gaudio.



MA1 Battle, Wife Jannett and children Tashaun and Cataleye.

MA2 Finley and daughter Alana Marie.

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in May. 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 4 Sailors of the Quarter and their guests at the May luncheon. That takes a lot of giving by the Good Guys to cover costs.

**Mel Locke, Vince van den Brink,
Tim Brown, Marv Garrison,
Bob Helton, Ray LeCompte,
and Walt Smith**

GAMPS VOLUNTEER

Cindy Macha has volunteered to take on the responsibilities of Operations Officer for GPS. Per our Bylaws, the Ops Officer shall be "responsible for the plans and programs of the squadron." Cindy has already stepped in and taken over those duties and the job of arranging for all of our speakers in the future. Please make sure that you take the time to acknowledge Cindy's choice to further support the goals of GPS... your squadron.



Cynthia Macha serves as the Director for the Western Museum of Flight at Torrance Airport which is her vocation as well as her principal avocation. She comes from an aerospace family, and is an aerospace industry veteran with a natural affinity for all things aeronautical. Her devotion to the Western Museum of Flight stems from a far stronger motivation than that. The work of the museum serves to preserve and promote the rich

heritage of the aerospace industry in southern California. And she feels strongly that we must accomplish this preservation before the opportunity is lost.



WESTERN MUSEUM OF FLIGHT

3315 Airport Dr. Torrance CA

Celebrity Lecture

FLAMES OVER EUROPE

June 20th



Grim determination in the face of terrible odds characterized many American fighting units in WWII, but there were few, if any, who faced worse odds than the US 8th Air Force, flying missions in the deadly skies over German-occupied Europe. Grim determination, indeed, was indispensable to the bomber crews who had to face the vicious onslaught of massed anti-aircraft artillery and skilled, equally determined Luftwaffe fighter pilots. Of the many 8th Air Force units

carrying the fight to the enemy, none had tougher assignments, facing worse odds than the 306th Bomb Group. On each mission, the aircrews faced one-in-ten odds of being shot down. And they flew a lot of missions. Each day that they were sent out could easily be the day they die. For one B-17 crew, that day came in February of 1944, over the French-Belgian border. Luftwaffe fighters set their sights on the *Susan Ruth*, and this proud Flying Fortress plunged to the earth in flames. But the story didn't end there. Of the ten-man crew, those who didn't die outright faced a grueling ordeal. Some became POWs, some were captured later and shot as spies, and a lucky few made it home, with the help of the Belgian underground. It's a compelling story, told by someone who learned it at first hand. Author Steve Snyder will share this fascinating saga with us. He knows it well, having learned it from his father, pilot Howard Snyder, one of the lucky few who lived to tell the tale. Join us; it's quite a story. Submitted by Cynthia Macha, GPS OPS.

GRAMPS at CHINO PLANS of FAME



Gramps mans recruitment booth at Chino POF. L-R: Tim Brown, Fran Pieri, Peter Cherbak, Ray LeCompte. Center, front: Robert "Jack" Cocks, VB-11 WWII

PLANES OF FAME AIRSHOW 2015

By Tim Brown

We were back at Chino with a membership recruiting booth for the first time in many years. Ray LeCompte and I set up our canopy and booth on Friday, May 1st. We returned on Saturday and Sunday to pass out magazines, to talk to potential members, to visit with current members who stopped by the booth and to enjoy a fine airshow when possible. Thanks to members, Fran Pieri, Doc Helton and Peter Cherbak for stopping by to visit. Also, Chuck Strong, a longtime member who moved to Las Vegas, stopped by to renew his membership in ANA. He can't make the meetings but enjoys the OpPlan that is delivered electronically.

We had a pleasant surprise when Jack Cocks, who flew with my father in WWII, came by the booth on Sunday morning and set up a table with his memorabilia to display to the public. He drew a number of people to our booth who would probably have never stopped by but for the fact that he is a WWII veteran with stories to tell. The day before, he was at a special booth hosted by POF with a number of veterans including Fred "Buck" Dungan and Bob Friend. It was quite a group of guys!

All and all, it was a very good airshow, with lots of warbirds making lots of noise as they passed over. John Collver and Sean Tucker were there and thrilled the crowd with their awesome aerobatics. The highlights of the show were the flight demonstrations of a Canadian CF-18 and the USAF F-22. The Raptor is everything that you have heard and more. What an exciting aircraft to watch! A very entertaining show and Ray and I enjoyed talking to our many visitors.



MEMBERSHIP

By Fran Pieri

Our next luncheon will be Thursday, June 11th. Be sure to come early, about 10:30am, to get a good seat and table and also to visit with friends. Our speakers that we've had in the past have been very informative on today's Military Events and some in the future. We need new

members. So far this year, there have only about three new members who has joined ANA and the Gramps Sqd. The latest new member is Mr. Ronald De Laura. Welcome aboard, Ron and the others who have joined this year. If you know of anyone in your group of friends who may be interested in joining us for lunch and camaraderie, ask them. Some of us are unable to drive. That's why I stress carpooling. We all could use a little help now and then. Let's keep ANA and our squadron strong by bringing more people to the luncheon. FRAN

PLANES OF FAME

By Fran Pieri

Our next special event will be Sunday June 21st. In case you've forgotten, it's FATHERS DAY. "Happy Father's Day" guys. That's not all. All Dads admitted free, yes, free. Hanger doors open at 10:00am. There will not be a seminar, but there will be docents and guides throughout the museum. The normal event day will be Saturday, JULY 4th. On that day the hanger doors open at 09:00am and the seminar at 10:00am. The main topic will be "Bomber Escorts" featuring the North American P-51D Mustang. There is usually a flight demonstration of the featured aircraft following the seminar. There is always a raffle for a free ride in one of the vintage aircraft. On that day, it could be in the P-51. As always, come early to take some photos and visit with friends. I'm there every Saturday. Hope to see you there. FRAN

FROM THE CHAPLAIN

Bill Thompson

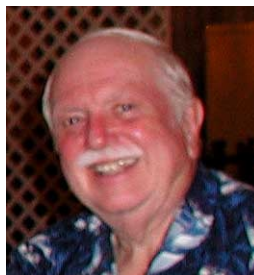


Did you wear a red poppy on Memorial Day? It has become a symbol for Memorial Day and reminds us to remember our fallen in all wars and conflicts. It represents hope. They still grow amid the grave markers at "Flanders Fields" even today. Last Sunday I took enough poppies to a church in Glendale to be distributed to the congregation. As I gave them to some young people before the

worship service began, some of them had never seen a red poppy and knew nothing of what it stood for. They seemed pleasantly surprised as I shared with them the symbolism of the poppy. Why not wear your poppy at times other than Memorial Day? It may give you an new opportunity to share the story of the many who have made the ultimate sacrifice that we might enjoy the privileges that are ours today today!!

FROM THE FLIGHT SURGEON

Bob Helton MD



More than one third of U.S. adults have a combination of health problems collectively known as metabolic syndrome that increase the risk of heart disease and diabetes. The rate of metabolic syndrome increases dramatically with age. Almost half of people 60 or older in the U.S. have metabolic

disease! Since the population is aging it will place an increasing burden on our health care system. Metabolic syndrome includes high blood pressure, abnormal cholesterol levels, increased levels of blood sugar, and a wider waist circumference. Using health data from 2003 to 2012 researchers concluded that 35 per cent of all U.S. adults had metabolic syndrome. Obesity is considered a leading factor in metabolic syndrome. Age influences metabolic syndrome.. About 47 % of people 60 or older have metabolic syndrome; only about 18 % of adults 20 to 39 have the condition. As people grow older, they become less active, heavier, and more insulin resistant. Steps need to be taken to encourage healthy lifestyle choices among those who have metabolic syndrome or who are likely to develop it. Positive steps are being taken, including less access to sugar-sweetened beverages in schools, better access to healthier foods in urban areas, and creation of places where people can walk safely and get more exercise. Steps toward change include skipping beverages that contain calories like sodas and fruit juices, preparing home-cooked meals, and walking as often as possible.. More efforts need to be done to be sensitive to the Hispanic population, which has the highest rate of metabolic syndrome of all ethnic groups; about 39 % of Hispanics have metabolic syndrome. So eat healthy, exercise more, and cut out sugar.