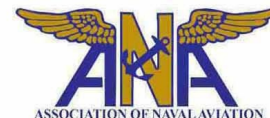




ANA **GRAMPAW PETTIBONE**
SQUADRON INC.

1 OCTOBER 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, 8 OCTOBER 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 5 October 2015

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

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

About our speaker's topic:



THE B-2 SPIRIT BOMBER, IT'S CHARACTERISTICS, CAPABILITIES, AND MISSIONS.

About our speaker:

COMMANDER ROBERT A JOHNSON US NAVY (RET)

Bob graduated from the University of Wisconsin with a BS in Civil Engineering with a BS in Naval Science and a commission in the US Navy in 1957. He received his wings in 1958. Ensign Johnson made two Cold War cruises to the Western Pacific flying the A-3D Sky Warrior nuclear bomber.

LCDR Johnson received an MS in Aeronautical Engineering from the US Naval Post Graduate School in 1965. He made two combat cruises to North Viet Nam flying the RA-5C Vigilante reconnaissance aircraft flying 109 combat missions.

After attending the US Naval Test Pilot School Class 53 in 1969 he was assigned to the Carrier Suitability Branch as a test pilot and later Branch Head. Next he became the Commanding Officer of RVAH-7, an RA-5C Squadron, and made a cruise to the Indian Ocean.

In 1974 CDR Johnson became the 18th Director of the US Naval Test Pilot School. During his career he flew 46 different types of aircraft and tested seven on aircraft carriers. Bob retired in 1977. Bob followed his Navy career with a career in Aerospace serving as **Customer Requirements Manager for the Northrop B-2 Spirit Bomber program** and is now a General Contractor in Palos Verdes Estates, California.



THE B-2 SPIRIT

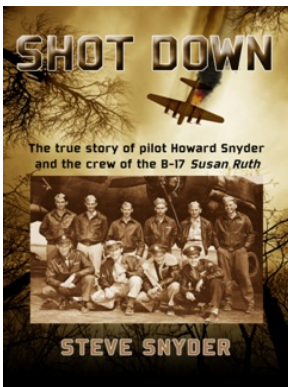


The B-17 FLYING FORTRESS SHOT DOWN OVER BELGIUM



Author: Dick Fields
GPS PAO

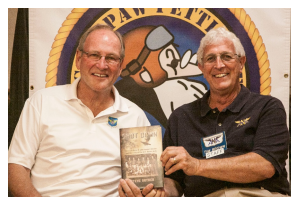
Gramps enjoyed and was enlightened by **STEVE SNYDER'S** presentation and the presence of his book that was written about the story of his father's B-17 that was shot down and of his survival for months in Nazi controlled Belgium and France. Steve retired in 2009 and did not have an intent to write books; however, his exposure to the letters and diary of his father demanded attention. He contacted the families of other crew members, searched the internet and began to irrepressibly collect data. He contacted two people who knew of the Nazi activities in Belgium and France where his father's plane went down. In 2012 he decided to write a book about the fascinating event his father had experienced. It took a year to write the book after which he decided to publish it himself. Publishing took another four months.



His father's military history began in 1941 when he enlisted in the Army. In July of 1941 he married his wife and they had a child who was named Susan Ruth. Her name became the name of the B-17 that was shot down. Since the Army pay was not great, Steve later joined the Air Corps in June of 1942. He flew as a pilot/2nd lieutenant by April of 1943. In October of 1943 he was assigned to the 306 Bombardment Group in Thurleigh in England. Their aircraft was the Boeing B-17 Flying fortress "G" model. They could fly eight to ten hours and were not pressurized, nor heated. The temperatures would be as low as -40 to -60 degrees. They had to wear survival gear and oxygen to survive and would have to take off their survival gear to put on a parachute in the event of an emergency. There was very little room in the fuselage since the bombs were stacked in racks on either side of the narrow walkway from the front to the tail.



On the fateful day that Susan Ruth went down, the visibility was not good and it took as much as two hours to form the attack formation. At times there would be collisions during the form up. Our fighters had limited range so they could not accompany the bombers on the entire flight. The Germans had RADAR and would detect the U.S. flights before their arrival in the target area. The Germans would fire anti-aircraft rounds in large numbers with detonators set to explode at the altitude of the American bombers. They would create flak that would scatter through the air and damage any nearby ship. On the flight of Susan Ruth, the bomb bay doors were locked open by flak hits. They were shot down by two FW-90 German aircraft. Two of the FW-90s were also shot down. His father was able to bail out and landed twenty feet up in a tree in Belgium. Civilians rescued him. He was hidden by civilians until the next day when a Belgium customs officer took him and hid him in multiple places. He was sheltered by civilians including two ladies that Steve managed to find and interview. He then joined the French resistance group and attacked German convoys. On September 2, 1944 he was liberated by Patton. He praised the Belgians as nice and very grateful.



Steve Snyder is thanked by GPS C.O. Tim Brown

We thank Steve for his effort in researching and writing this book and getting these important facts out to us. It is important to keep the memories of our country's heroism alive.

CO's Column

Tim Brown



First and foremost, there are two issues that need to be addressed: we need volunteers and we need more financial support from the members to help fund the Sailors of the Quarter Program, the printing and mailing of the OpPlan, and the upkeep and maintenance of our website. We do not charge dues and the only payment that we ask you to make is towards your membership in the Association of Naval Aviation for your annual dues. Many of you are Life Members so you don't have that continuing outflow. If you wish to help us keep Gramps financially viable, either give your donation to Dolores at the door when you come to lunch or mail your check in any amount to Hal McDonnell at 860 Morningside Drive Unit C-407 Fullerton, CA 93835-3565. Make your checks payable to ANA Grampaw Pettibone Squadron, Inc. or just "GPS". I will address the volunteerism challenge next month but now on to business.

It has been a busy few weeks since our last meeting. The time between our luncheons seems to be shorter and shorter with less time to get things organized for the next one. Thanks to a great volunteer staff, it all comes together and we have another great lunch and briefing. And also thanks to the staff at the Garden Grove Elk's Lodge for their great work and excellent food.

I am still adjusting to the loss of long-time member, Del "DO" Morris. He was always such a known in a changing world. Personally I will miss him. That being said, Bob Olds sent a booklet to me a week or so ago that brought home the fact that Gramps is not a one-man or one-woman organization. Did you know that Gramps is celebrating nearly 40 years as a squadron in ANA? That's right, Gramps was formed in 1970, five years before ANA was formed. At first the group, led by CAPT Ed Leonard, USN (Ret), was just a group of active duty, retired and reserve officers who met and swapped flying stories. Not much different than today's GPS luncheons. Then, in 1975, ANA was formed. In November 1976 the members voted and Gramps joined as a member of the newly formed Association of Naval Aviation. So next year we will celebrate our 40th year of membership in ANA.

By the way, I have asked our web master to "upload" a copy of that booklet that Bob Olds sent to me. It is good reading and gives you a short history of Gramps. On the last page there is a list of Commanding Officers that includes some guys who are still around at our luncheons such as Dave Newbro (1993-94) and Bob Olds (1995). I saw Roy Janiec (1989) at Tailhook this year and he looks fine. I communicate with Jack Dalbey (1982) every so often but he retired to the Big Island of Hawaii and is pretty busy! I enjoy talking to Win Jewson (1990) when he shows up for the December Staff Dinner, now to be lunch, at the end of the year. Denny Bowen (1991-92) is still active in the background. He stays current with our activities and contributes to the "Great Guys" fund regularly. Quite a group and quite a history wrapped up in their memories.

Enough said for this month. Please think about joining the staff and helping to keep this organization going. Send Great Guys donations directly to Hal McDonnell at 860 Morningside Drive Unit C-407 Fullerton, CA 93835-3565.

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in September. 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. Members who do not attend the monthly luncheons should consider a contribution to cover the monthly 61 cent cost for each OP-Plan mailed to you. You can save Gramps money by getting the OP-Plan via email.

**BOB BELL, VINCE van den BRINK,
TIM BROWN. DON DELAURN,
ED FULLER, BOB HELTON.
RAY LECOMPTE, BOB OLDS,
And BILL THOMPSON**



IN MEMORIAM

Maj D.O. Morris USMC(Ret) (1921-2015) was a naval aviator who flew combat missions in Corsairs in WWII II and the Korean conflict. He was an active member of the Association of Naval Aviation and Grampaw Pettibone Squadron for 28 years. In 2002, he was given the GPS Fellowship Award that is granted to members whose contribution of service and dedication to the squadron is significantly above and beyond that which is expected. He attended the GPS luncheons almost without fail. We'll miss him.



FROM THE CHAPLAIN

Bill Thompson

HAPPY BIRTHDAY to the NAVY!

Did you know that Navy Day was originally sponsored by the Navy League in 1922. Navy Day is designed to give recognition to the naval service. The Navy League of New York proposed that the official observance be on 27

October in honor of President Theodore Roosevelt, who had been born on that day. In 1972 Chief of Naval Operations (CNO) Admiral Elmo R. Zumwalt authorized recognition of 13 October as the Navy's birthday. In contrast to Navy Day, the Navy Birthday is intended as an internal activity for members of the active forces and reserves, as well as retirees, and dependents. Since 1972 each CNO has encouraged a Navy-wide celebration of this occasion "to enhance a greater appreciation of our Navy heritage, and to provide a positive influence toward pride and professionalism in the naval service." So, HAPPY BIRTHDAY TO ALL THE NAVY GUYS AND GALS ON 13 OCTOBER!



MEMBERSHIP

BY Fran Pieri

The next luncheon is Thursday, October 8th. Try to bring someone who may or may not be interested in joining ANA. Here is something that some of you may not be aware of. If you are 90 years young or older, you can become a member free. Yes, I said free. It's been available for a few months but there hasn't been very much publication on this. Pull-up

the Op Plan and go to the membership section and let ANA Headquarters know that you are eligible for the free membership. Give it a shot. FRAN.

PLANES OF FAME

By Fran Pieri

Our next event day will be Saturday, November 7th. The theme will be "Jet fighters of The Korean War" featuring the Lockheed T-33 Shooting Star. Also Wednesday, November 11th, "VETERANS DAY." Everyone admitted free on the 11th. Hanger doors open at 0900 with the seminar starting at 1000. Come early to visit with friends and take photos. The speakers are veterans, like you, who will talk of their experience while they were there during the war. There is always a raffle to get a free flight in one of the vintage aircraft owned by the museum. So come early to socialize and get a good seat before the show begins. I'm there every Saturday. Hop to see you there. FRAN

NORTHROP GRUMMAN F/A-18 PRODUCTION LINE

Article by
Tim Brown



On September 1st, a group of about 20 folks, members of GPS and Orange County Navy League, met at 1 Hornet Way, the 1,000,000 square foot Northrop Grumman plant where a large part of the fuselage of the F/A-18 Super Hornet and Growler are currently being manufactured. Our host was Capt Tighe "Tiger" Parmenter who is now the Business Development Manager for the F/A-18 after running the highly successful X-47B program.

We started out with a very detailed review of the development of the F/A-18 Hornet, Super Hornet and Growler. Apparently the line is going to shut down in the not-to-far distant future unless NG gets more orders from other nations. The US has put all its eggs in the F-35 basket and has no current interest in buying new F-18s for the Navy. That being said, NG has a large part of the manufacturing responsibilities for the F-35 so they are not without business. The tour was very professional and we got to ask any question that we wished and all were answered. It was quite interesting.



After the tour of the manufacturing line we retired to a conference room for a briefing of the X-47B UCAS Demonstrator Program. As you

may recall, Tiger briefed us a few times on the progress of the X-47B. After successfully demonstrating the ability of the X-47B to complete in-air refueling and after already proving itself around the carrier, the Navy has shelved the project in order to get organized (author's opinion, not Tighe's). Tiger gave us an excellent brief on the current situation on the X-47B. We were all duly impressed. See photo of the aircraft in action.

TAILHOOK 2015

By Tim Brown

Marv Garrison, Ray LeCompte and Tim Brown attended this year's Tailhook Convention held in Reno, NV. It was very informative and gave us a chance to renew old friendships and start new relationships. This year the focus was "JOs, The Tip of the Spear". Generally, Ray and I attend to roundup contact information on future speakers for GPS. At the same time we attend a number of panels that are available to everybody.

You can watch the 2015 Tailhook Convention Panels on-line. For those of you who could not attend in person this year, the Reunion Symposium Briefings are still available on-line for your viewing pleasure. Here is the video link: <http://livestream.com/wab/tailhook2015>. All of the panels were informative, but it has been recommended by others and we concur that at the least you should watch the following panels: The Aviation Flag Panel, Junior Officers in Combat, VX-23 Magic Carpet - Carrier Landing Brief.

Also, on Friday there were updates by industry leaders such as Boeing, Lockheed Martin, Northrop Grumman, Raytheon and Huntington Ingalls Industries Shipbuilding. It surprised us that the briefing by Northrop Grumman on the X-47B was not as thorough as the briefing that we received when we toured the F-18 line the previous week.



L-R: Zip Rausa, Ray LeCompte, Tim Brown, Marv Garrison, Diz Laird

On Saturday we attended the RADM "Jig Dog" and Ginger Ramage Recognition Luncheon. We saw a number of old friends and missed some

others. At our table was Diz Laird from the Old San Diego ANA Squadron (Diz shot down both German and Japanese aircraft in WWII), Marv Garrison who needs no introduction, and Zip Rausa (who flew ADs in Vietnam, is Editor of *Wings of Gold* Magazine, and is a published author). It was a very distinguished crowd and another \$6000 was raised for the



Kathy and Hans Schmoldt

Educational Foundation with the simple act of passing the hat at the luncheon.

That night we attended the Tailhook Banquet. The guest speaker was ADM Scott "Notso" Swift, Commander, U.S. Pacific Fleet. Sitting at our table was Dave Thornhill, an old friend and an A-4 pilot from Vietnam. Nearby was Kathy and Hans Schmoldt, the folks who are responsible for the very successful Colorado Tailhook Ready Room located near NAS Grand Junction.

MCAS Yuma/F-35B

By Tim Brown

Vince van den Brink, your Trips Officer, and Tim Brown drove to Yuma, AZ on 17 September to make a test run on a possible visit to MCAS in the future to get a tour of the Squadron spaces of VMFA-121 ("The Green Knights"). It was a long drive in 100 degree temperatures over a barren



landscape but we want to report that the overnight trip was very worthwhile. Vince and I had dinner with our host, Major Aric C. "Walleye" Liberman, now the Ops Officer for MAG-13. Walleye, a F-35B pilot, was our speaker in October of last year and he has moved on to the MAG. He is getting ready to retire from the Corps. Noting the fact that our contact was getting short, Aric and Vince made the command decision to arrange and prosecute an "informal" tour. If there is enough interest Vince will arrange a "formal" tour with a large number of members and guests. It will

be up to you as members to determine whether we, as a group, make an overnight visit to get a close look at the F-35B. From our perspective, the trip was well worth the effort. Walleye gave us an awesome up-close view of this great new aircraft. Thanks Walleye!

COLD WAR FLARING ANEW?

From VFW

Attitudes in Russia about America have hit a Post-Soviet low. The independent Levada Center, based in Moscow, released a Poll showing that 80% of Russians have negative views of the United States. This shift in public opinion has been brewing for several years. Fueled by "inflammatory" rhetoric uttered by Vladimir Putin and demonic Portraits painted by the popular media, the trend seems to have gotten out of hand. One commentator spoke of "turning the United States into radioactive dust." The ultra-nationalist Russian National Liberation Movement also continues to advance crack-pot theories and enhance an atmosphere of hostility. Meanwhile, Putin and his support for a Kremlin-backed war in Ukraine has hardened U.S. attitudes. A recent Gallup Poll found that 70% of Americans have unfavorable views of Russia. At the same time, a Pew Research Center Poll revealed that Europeans are decidedly not willing to resort to military force to defend a NATO ally threatened by Russian aggression. Article 5 of the NATO charter requires such defense-Only 38% of Germans would fight. Less than half of citizens in five other continental NATO countries would take up arms. only in the U.S. and Canada does the percentage surpass half. VFW