



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, 12 NOVEMBER 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 November 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 BENTPROP PROJECT

VOLUNTEERS LOCATING AND ASSISTING WITH IDENTIFYING POWS AND MIAS FROM WWII

About our speaker:

MAJOR DEREK ABBEY USMC (RET)

Major Derek Abbey. spent 23 years in the Marine Corps where his service included time with fighter squadrons and special operations. He was winged a Naval Flight Officer and was designated a F/A-18 WSO and served in VMFA(AW)-121 and deployed for Operation Iraqi Freedom. He holds more combat hours in the Hornet than hours in peaceful skies.

In 2007, Derek was assigned to the newly formed 1st Marine Special Operations Battalion or 1st Raider Battalion of the Marine Corps Special Operations Command. During this period he conducted another combat deployment to Afghanistan

in support of Operation Enduring Freedom.

Derek's finished his career in the Marine Corps as the Director of the Marine Corps Train the Trainer School. His schoolhouse was responsible for the training and education of instructors, developers, staff and leadership of 93 training units across the Marine Corps.

He earned a two undergraduate degrees in History from Oregon State University and a Master of Arts in Higher Education Leadership from the University of San Diego while in the service and continues his formal learning today as he progresses through a doctoral program in Leadership at the University of San Diego.

Today, Derek focuses on giving back. He aids veterans and military-connected students in fulfilling their goals attaining higher education as the Military Liaison at San Diego State University. As a member of the BentProp Project, he searches for lost servicemen from World War II still missing in the Western Pacific.

He is currently teaching Undergraduate Research as part of a collaboration between San Diego State University and the BentProp Project.



detection testing. The sensing instruments were set up around the tower and the aircraft was rotated to simulate how it would be sensed while in flight. All this occurred at secret radar sites in the desert.

As compared to the B-24 bomber, the Wing is much more efficient creating lift and lowering drag. The British

created one of the first delta wing bombers, the Vulcan B-1. It did have a vertical tail which would have made it very visible on radar. The U.S. currently has the F-22 which has been designed specifically as a stealth aircraft and as such has a minimal radar image. It does have tails but they are treated in such a way as to not give away the aircraft's presence.

In history, Jack Northrop knew that the flying wing design was superior to the standard aircraft but it was difficult to accomplish early on. It was in competition with conventional aircraft such as the B-36 created by Convair. There was significant political and investment opposition by members of the government. One of the developmental aircraft was the



N9M which had split ailerons and 2 engines. There is an N9M flying regularly at Planes of Fame Museum at Chino. The B-2 now exists and has four engines and no tails. It has digital flight controls. Boeing was invited to build the fuselage structure and created it out of graphite composite materials. A gigantic oven was built to fuse

the components. It has tremendous bomb carrying capacity as well as extreme flight efficiency. It can be midair refueled for very long runs to target. It has a rotary launcher for multiple 2000 pound bombs as well as nuclear capability. Although the original plan was for 132 B-2s, the government reduced the number to 32 then the congress eventually stopped production of new aircraft at 20, favoring the F-22. There are still around 20 B-2 bombers still in active service.

There has been only one loss of the B-2. That occurred in Guam when water obstructed the Pitot tube and caused a false high airspeed reading on takeoff resulting in a stall/crash. There was also one that had an engine fire but that was repaired and returned to service.

We thank Bob Johnson for his excellent presentation as well as his work in promoting this extremely stealthy and efficient aircraft.



THE B-2 BOMBER: VERY STEALTHY AND VERY HIGH PERFORMANCE

By Dick Fields
GPS PAO

Gramps was delighted to learn of the qualities and usefulness of the B-2 Bomber this month. Commander Robert A. Johnson,

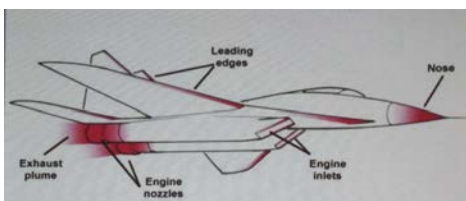
US Navy (Ret) told us of the B-2 Spirit Bomber and its remarkable design and capabilities. Bob Johnson served a long and very productive career in the Navy, including several assignments in combat missions. He also worked as a test pilot and later became the Director of the US Naval Test Pilot School. After his retirement he became the Customer Requirements Manager



For the Northrop B-2 Spirit Bomber program.

He described "stealth" as Low Observables including RADAR, INFRARED, VISUAL, AUDIO, and ELECTRONIC transmissions. This means that a stealth aircraft must not only avoid a radar signature but must also not possess hot areas such as engine heat and exhaust. It must also have a low visibility profile so it is not easily spotted visually. The sound

level produced must be as low as possible to prevent persons on the ground from sensing its presence. Electronic emissions such as radar and radio communications must be used very carefully to avoid detection. To accomplish this, a model



sources of detection

was made and placed on a tower that could rotate the model for radar

C.O.'S COLUMN

Tim Brown



On Sunday, 24 October, Ray LeCompte and I set up, and manned, our recruiting booth at the 2015 Wings Wheels & Rotors

Expo that was held at JFTB Los Alamitos. It was a long but enjoyable day. We shared our booth with the Association of the United States Navy ("AUSN") and Military Officers Association of America ("MOAA"). Joe Quaglino of AUSN was with us part of the day and we handed out lots of magazines and material to potential, future members and interested persons. Member Randy Krekeler stopped by the booth a couple of times to check on us. He was working for the Chamber of Commerce which sponsored WWRE. Staff member, Sel Ramsey, stopped by and stayed long enough to help fold the tent and pack up as the show ended. Thank you to Ray and to Sel for their efforts on behalf of Gramps. As always, we appreciate everybody's efforts at recruiting new members.

This is an old refrain, but we need more volunteers to fill staff positions.



Ray LeCompte(L) and Tim Brown

For way too long we have had vacancies on the staff that need to be filled. A recent, very positive addition is Cindy Macha. She is doing a great job lining up speakers for GPS. Please say thanks to Cindy when you see her at the next meeting. Hal McDonnell continues to produce an excellent OpPlan that gets out in a timely manner thanks to his prodding of the staff to get their columns in to him on time. Dick Fields continues to produce well written and informative reviews of the comments made by our speakers. Dick also handles all of the audio visual challenges that seem to pop up at every meeting. Special thanks to Dolores Hardy, Carol Fields, Ray LeCompte and Doc Helton for their efforts at each and every meeting to set up for the luncheons, greet the members and take their money, and set up the tables in a presentable fashion. Ray is responsible for getting the table decorations and stage banner installed before each meeting. Recently, Joe Pike has volunteered to help Ray with these projects.

Doc Helton keeps us informed of all things medical that might pop up during the month. Who amongst us doesn't appreciate his comments regarding immunizations? I got mine, how about you? Doc also handles the seating arrangements at the Speaker's Table which can sometimes become very political. At this next meeting you will witness the results of the efforts of Sel Ramsey and George Del Gaudio as they orchestrate the awarding of certificates and gifts to the Sailors of the Quarter from NWSSB. They do a great job running that program. Thanks to all.

We look forward to seeing you all at the next luncheon. Please bring a friend or relative. Recruit, Recruit, Recruit! Also, Volunteer, Volunteer, Volunteer!

CELEBRATING 240TH BIRTHDAY OF THE U.S. NAVY

By Tim Brown



CMDMCM(AW) Jeff Reeder and Treasurer Dolores Hardy

At our meeting on 8 October we celebrated the birthday of the U.S. Navy with two birthday cakes, one chocolate and one white. Thank you Elk's Lodge! But what was missing was a birthday song. We had a volunteer from the audience who

offered to sing "Anchors Aweigh", all three verses! Who would or could do that? None other than CMDMCM(AW) Jeff Reeder, the Command Master Chief of Naval Weapons Station Seal Beach and Navy Munitions Command CONUS West Division. He did it, and some of our members in the audience actually joined in where they remembered a snippet of the song. Thank you Master Chief for making the celebration complete.

MEMBERSHIP

By Fran Pieri,



Our next luncheon will be Thursday, November, 12th. Remember, it's the second Thursday. November is the Thanksgiving Month, so if you know of anyone who has no family here in our area, I'm sure he/she would like to join us for some turkey and all the trimmings. We still are in need of

new members. This past year, some of our members have either passed away or moved out of our area. If you know of any new people who have just moved into our area and might be interested in joining the ANA and Gramps' Squadron, bring them along with you when you come. Carpooling is a must for those of us who cannot drive. Be sure to come early to get a good seat and table. The food is always good and the price is right. Fran

PLANES OF FAME

By Fran Pieri

November and December are our two big months this year. First event day is Wednesday, Nov. 11th. That is Veterans Day. If any of you guys or gals is a veteran, the admission is FREE that day. The next event is Saturday Nov. 21st. That is the Annual Aviation Book Sale (with Special Guest). The last event of the year will be Saturday, December 5th. The theme will be "The Attack on Pearl Harbor". Featuring The Mitsubishi A6M5 Zero. Hanger doors open at 0900, seminar at 1000. Come early while it's cool. Take photos and visit with friends. I'm there every Saturday. Keep the blue side up. Fran

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in October. 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.

Vince van den Brink

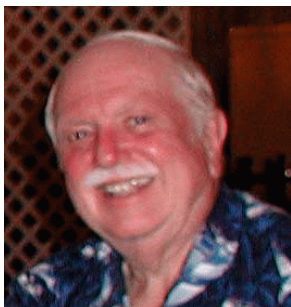
**Tim Brown, Marv Garrison,
Chuck James, Ray LeCompte,
Jim Menees, and Bill Pridemore**

FROM THE
CHAPLAIN
Bill Thompson



Some people you meet you never forget. I remember "Tiny". I can't remember his name, but I'll never forget "Tiny". He was about 6 and 1/2 feet tall at least. He had broad shoulders--I don't think he could squeeze through an average door in my house. He and I were in the same Marine Battalion right at the DMZ in a base camp called "A3". Everybody knew "Tiny". He was a good Marine in every respect. One day as two of our companies were patrolling an area near Con Thien, I happened to be following directly behind "Tiny" as we followed a narrowly defined path. On his back was a load of mortar rounds. They looked half as big as me on his back. I wondered how he could carry such a load when I had to struggle to keep up with him--and I had only a light pack on my back. We had contact on that trip,

and "Tiny" was one of about a dozen who were injured. When we had opportunity to put them on an evac-helicopter, a crowd surrounded especially "Tiny". It would be his third Purple Heart and not life threatening, but they knew that it was a ticket home automatically. There were tears in some eyes as we said goodbye. We knew we would not see him again in Vietnam. However, about 45 days later, when another helicopter landed with new replacements for us, there was "Tiny" jumping out of the door. He was surrounded by many who knew him. All asked the question: "What are you doing here?" "You should be home--why are you here?" I'll never forget his answer--"Why should I go anyplace else? This is where my friends are!" Again, there were tears in some eyes as we realized what he was doing. " I will remember "Tiny" when I say on November 10, 2015 this year: "HAPPY BIRTHDAY to the MARINES"



From The
**FLIGHT
SURGEON**
Bob Helton MD

**IT IS IMPERATIVE
TO EAT RIGHT,
CONTROL BLOOD PRESSURE AND
CHOLESTEROL, AND QUIT
SMOKING!**

People with type 2 diabetes carry a 15 percent increased risk of premature death compared to healthy people, Swedish researchers reported in the NEW ENGLAND Journal of Medicine. But they're much better than they were 15 years ago. Up to the year 2000, the excess risk of mortality in individuals with type 2 diabetes was generally considered to be doubled compared to the general population. Now the risk has dropped to historic low levels. However, the risk of death is much higher in people younger than 65, those who poorly control their blood sugar levels, and those who've suffered kidney damage from type 2 diabetes.

The bottom line is that type 2 diabetics must do their part in managing their condition if they want the benefits that medical advances have wrought. If you develop diabetes, there is good evidence that attention to glucose (blood sugar) control and other cardiovascular risk factors from the onset can reduce any individual's risk of death. Type 2 diabetes occurs when the body loses its ability to effectively use insulin, a hormone that helps process blood sugar into fuel for cells. Patients can wind up with high levels of glucose in their blood, which is damaging to many systems throughout the body.

Type 2 diabetics younger than 65 have a death risk greater than that of older diabetics. Excess risk of death was two to three times higher than those younger than 55, compared to between 30 percent and 40 percent higher for diabetics aged 65 to 75. Poor control of blood sugar levels can make a bad situation even worse for younger diabetics. Diabetics under 55 with poorly controlled blood sugar have a more than 4 fold increased risk of early death, compared to healthy people. That risk was 55 percent for diabetics 75 and older who don't manage their diabetes. If you are a young patient, there is a lot you can do to protect your health. These steps include eating

right, quitting smoking, and controlling blood pressure and cholesterol levels. But the best thing a person can do, is try to avoid getting type 2 diabetes in the first place!

MCAS YUMA / F-35B

Article 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!

KNOTT'S

From the OC Register

Knott's Berry Farm in Buena Park is paying tribute to the military. As part of its annual tribute to the military Knott's is offering U.S. veterans and their guests free admission. Military personnel and one guest can visit anytime from 1 November to December 20th. Proof of U.S. military service must be presented at a Knott's ticket booth. For more information visit www.Knotts.com
