



ANA **GRAMPAW PETTIBONE**
SQUADRON INC.
1 JANUARY 2016



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, 14 JANUARY 2016

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 11 January 2016

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

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



About our speaker's topic:

THE F-15 EAGLE AND THE PILOTS THAT FLEW THEM *THE BEST OF THE BEST*

A talk by

DAN DELANE USAF(Ret)



During some of the darkest days of the Cold War, the US Air Force was charged with the responsibility to guarantee that the United States and our allies would absolutely rule the skies over any field of conflict. To do this, they needed a fighter plane that was fast, agile, and versatile. America's engineers answered that need with the F-15 Eagle. Its powerful engines enabled it to climb to altitude in a hurry, respond instantly to the pilots' throttle movements, and to fly and fight at supersonic speeds. Its radar could find and identify threat targets quickly and accurately, and provide that data to the aircraft's weapons computer, which could instantly command any of the wide variety of weapons the pilot chose to employ. But, of course, this magnificent weapon system was only as good as the pilots who flew it. They had to be the best of the best. We are fortunate to have one of those best of the best who is willing to describe for us some of the skills needed to command the Eagle, and some of the thrills experienced by the privileged few who had the opportunity to do so. Join us, to hear Dan Delane, Eagle Driver, share some of his stories about the missions and achievements of the Eagle and the extraordinary pilots who flew this extraordinary aircraft.

THE F-15 EAGLE

The McDonnell Douglas (now Boeing) F-15 Eagle is an American twin-engine, all-weather tactical fighter designed by McDonnell Douglas to gain and maintain air supremacy in aerial combat. It is among the most successful modern fighters, with over 100 victories and no losses in aerial combat with the majority of the kills by the Israel Air Force. Following reviews of proposals, the United States Air Force selected McDonnell Douglas' design in 1967 to meet the service's need for a dedicated air superiority fighter. The Eagle first flew in July 1972, and entered service in 1976. The Eagle has since been exported to Israel, Japan, and Saudi Arabia, among other nations. The F-15 was originally envisioned as a pure air superiority aircraft. Its design included a secondary ground-attack capability that was largely unused. The design proved flexible enough that an all-weather strike derivative, the F-15E Strike Eagle, was later developed, entering service in 1989. The F-15 Eagle is expected to be in service with the U.S. Air Force past 2025. Newer models are still being produced for foreign users. The F-15 production line is set to end in 2019, 47 years after the type's first flight.

About our December luncheon:

FRANK MORMILLO: AVIATION PHOTOGRAPHER, JOURNALIST AND ANALYST



Article by Dick Fields
GPS PAO

It was a great pleasure to be able to introduce our speaker for the December meeting, Frank Mormillo, an old friend and one with whom I have flown multiple missions photographing many military aircraft. We started flying

together in the early 1990's with me flying our T-6 and Frank taking pictures out of an open canopy and in a rotating back seat. The first three slides I showed were of five of the remaining six flying P-38s that Frank and I took together --- a historic set of photos.

Frank is a lifelong aviation enthusiast who was about to become a Naval Aviator when he was denied flight status due



Dick Field's T-6

to an extremely minor visual problem that was probably used by the military as an excuse as it was downsizing its flight force. Frank says that with the current time standards his vision then would have been no problem at all. This led him to become a professional photographer and especially



a photographer of military aircraft used by all branches of our military as well as some foreign aircraft.

The first aircraft in his presentation was the Curtiss A-1 Triad seaplane that was adopted by our Navy when it was seen flying in the bay in San Diego in 1911. It became the Navy's first aircraft. Frank showed pictures of a replica floating, taxiing and flying at San Diego in 2011 for the Naval anniversary of its air fleet operations. He has been able to ride in many very special aircraft while doing his photographic work including the F-4



Curtiss A-1

Phantom and the Curtiss JN-4 Jenny trainer.

Frank's presentation included photographs of almost 100 Naval and



C-2

Marine aircraft that were or are in use at the present time. Probably the most fascinating part of his talk involved the changes and replacements of various aircraft. It also included drones used by these two services. One of the major changes is the replacement of the C-2 Greyhound. It began

in 1964 and was the primary Carrier Onboard Delivery (COD) device that brought supplies and personnel aboard our carriers. It was a simple twin engine aircraft that could land and depart the carriers safely and easily. The Navy is now replacing them with the highly complicated and expensive V-22 tilt rotor Osprey. The Osprey must land in a hover with both engines tilted upward and cannot land in the fixed-wing aircraft mode. It also replaces the CH-46 Sea Knight heavy duty helicopter.

He told us of the eleven carriers currently in service with five deployable at a time and with a shortage of Navy personnel such that the USMC must take over some of the flight duties with late model F-18s that are heavier and slower than the earlier models with top speed capability of 1.6 Mach where the earlier models were lighter and faster. The Chinese and Russians have fighters that are in the Mach 2 range. The four seat EA-6B Prowler is being replaced by the EA-18G Growler, an electronic warfare version of the F-18. The P-8 Poseidon, a modified Boeing 737, replaces the P-3 Orion antisubmarine aircraft. The S-3 Viking variants are no longer available for inflight refueling.



P-8 POSEIDON

The bottom line is that our capabilities have changed and not always for the better. Frank's discussion of some of these issues in the question and answer period was most enlightening. We thank him for his very large picture presentation and his discussion of the past

and current status of the Navy. We thank him for his great attention to the details of Naval Aviation and the fun we have had flying together.



COMMANDER's COLUMN

By TIM BROWN

2015 has been an interesting year for me as your C.O. Our staff has been challenged by medical issues from the beginning of the year but I bet few, if any, of you noticed any difference. Then we had some computer problems that created some issues with respect to

publishing the OpPlan in a timely manner and, again, I am of the opinion that nobody noticed except the staff members personally involved. Those are examples of what your staff does for Grampaw Pettibone Squadron without any acclaim. I want to thank the staff for another great year of service to the organization in spite of the challenges of age and machine..

As you know, Cindy Macha came on during the year to take over the position of Operations Officer notwithstanding the fact that, among other duties, she is the Executive Director of the Western Museum of Flight in Torrance. She has done an outstanding job of providing great speakers for Gramps over the last few months and has an exciting lineup for 2016. Thanks for a job well done Cindy.

That is the good news. Now, the challenges for 2016 and beyond.

George Del Gaudio has resigned as SOQ Officer effective this month (December). See my column on George elsewhere in this OpPlan. We have no replacement for him. Delores Hardy has found a replacement for her as Treasurer. Ray LeCompte has volunteered. I know for a fact that he is going to rely heavily on his wife, Joy, who is actually the power (knowledge) behind the throne when it comes to bookkeeping in that family. That being said, I want to thank Ray and Joy for stepping up and volunteering. I will not forget to thank Dolores for her many years of service but I am going to hold off doing that until the transition is made...she might change her mind!

Since nobody stepped up to the plate to relieve any of the current staff members, the staff roster otherwise stays the same. This does not mean that you are off of the hook. We are all getting older and we need some relief. Hal has been producing the OpPlan for more than 20 years. He is getting tired of "herding the cats" when it comes time to put the OpPlan together and none of the staff members have turned in their column. And, there is that ongoing issue of formatting of whatever we deliver to Hal, either word processing or photos. Anyway, you get my message... we need volunteers to relieve the long-serving staff members.

Finally, please try to make our luncheons. It is always good to see some of the members who have not been around much. Your presence makes our meeting that much more meaningful. Thanks to all, and see you on the 14th.

GRAMPS' STAFF CHRISTMAS LUNCHEON



Photo by Dick Fields



THANKS TO GEORGE DEL GAUDIO LONG TIME GRAMPS' STAFF MEMBER

By tim Brown

George Del Gaudio has turned in his resignation as the staff member in charge of the Sailor of the Quarter Awards Program effective last month. George has worked alongside Sel Ramsay, who handles gift memberships for the sailors, in making sure that the sailors are publically recognized by Gramps. George was instrumental in the growth of the program from recognizing a single sailor every quarter to the four SOQs plus the Senior Sailors of the Year for both NWSSB and NMC. He has "recruited" Command Master Chief Jeff Reeder to make the actual presentation of awards but it is all George when it comes to organizing the sailors, getting them seated in the right place and making sure that they receive their gift certificates and other awards from Gramps and the other supporters of the SOQ Program. Without George's efforts I am not sure how the program would have evolved. All of George's efforts were intended to maximize the benefits to the sailors, not to make George look better. He worked tirelessly to make those ceremonies meaningful and rewarding for the SOQs and SOYs. On behalf of Grampaw Pettibone Squadron I wish to thank George for a job well done. Stay healthy George and we will see you at the next meeting.



GPS Treasurer Dolores Hardy joins her friends and check-in helpers at Gramps' December luncheon. From the left: Marie Hill, Lorraine Dadamo, Dolores Hardy. And Chris Kretsinger.



From the CHAPLAIN Bill Thompson

January 1, 2016.....a perfect time for New Year Resolutions. However, someone said: "The beauty of human life consists in the fact that, as we review our last New Year's resolutions, we find we have fulfilled one-third of them, left unfilled another third, and can't remember what the other third was." There may be some truth in that analysis. A better thought might well be shared by *Thomas Mann*, who said, "What the New Year brings to you will depend a great deal on what you bring to the New Year."

I can only add my wish for all of you:

"HAPPY NEW YEAR"



L to R: CMDCM(AW) Jeff Reeder, MA1 Michael McGuire, Tim Brown



MA1 Michael McGuire (SOY) and Mary Cady and Maira Aban representing H&R Block

SAILORS OF THE YEAR

By Tim Brown

At our last meeting we recognized the exceptional service of the Sailors of the Year from Naval Weapons Station Seal Beach and Naval Munitions Center. The two sailors were MA1 Michael McGuire from NWS and MN1(SW) William Morse who could not attend our meeting because he is on deployment. The ceremony was handled by CMDCM(AW) Jeffrey L. Reeder, the CMC for NWS and NMC. Each SOY received gift certificates from local restaurants and from Grampaw Pettibone Squadron. In addition the SOY received a gift certificate from H&R Block that entitles him or her to a free tax return for 2015. Also, each SOY received a commemorative medallion from USAA. Thank you to all of the different entities and people who contributed to the awards ceremony, to George and Sel, and to CMC Reeder whose team did win again this year but it was close! Wait till next year.

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in December. 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,
Peter Cherbak, Marv Garrison,
Chuck Jones, Ray LeCompte,
Cindy Macha, & Bob Olds**



MEMBERSHIP

BY Fran Pieri

2015 was a pretty good year for ANA and the Gramps Squadron. We got about 10 new members that year. That's pretty good. I would like to at least get one new per month. Let's start the New Year by trying to get some new members to join us. Remember; if you are 90yrs. or older, membership is free for life. I want to thank those of you who do carpooling for those of us who cannot drive. For some of these guys, this is the only time they get out. If you can't do it, maybe there is someone near you who can. That's about all for now. Merry Christmas and Happy New Year. FRAN

CHRISTMAS STAFF LUNCHEON PICTURES



C.O. Tim Brown(standing) gives mementoes to the GPS Staff for 2015 service.



Santa (Bob Cashman) greets Tim and Julie Brown as Julie looks at "selfie"

GRAMPS HOPES ALL HAD A
MERRY CHRISTMAS
AND A
HAPPY NEW YEAR