



ANA **GRAMPAW PETTIBONE**
SQUADRON INC.

1 FEBRUARY 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, 11 FEBRUARY 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 8 February 2016

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

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



About our speaker's topic:

U.S. NAVY BEING THERE MATTERS

About our speaker:

REAR ADMIRAL SANDRA E. "SANDY" ADAMS

Retired Oct. 2015

Rear Adm. (ret) Adams served as a Navy officer for 34 years. Originally from Michigan, she has lived in Southern CA for over 20 years. She holds a Bachelor of Arts degree from Michigan State University and a Master of Arts degree from the Naval War College.

After getting her commission through Officer Candidate School in 1981 and completing Surface Warfare school, she was assigned to USS PUGET SOUND (AD 38) based in Italy as SIXTH Fleet flagship. She transitioned to the Naval Reserve at Long Beach Naval station in units including Mobile Inshore Undersea Warfare Unit 105. The unit was recalled to active duty and deployed to

Saudi Arabia for Operations Desert Shield and Desert Storm.

She served as the Commanding Officer of five units including the USS Bolster (ARS 38) reserve unit, Mobile Inshore Undersea Warfare Unit 203, and reserve headquarters for Naval Forces Japan, and U.S. Pacific Command.

In 2010, she mobilized to Afghanistan where she served as the senior advisor to an Afghan Minister of Defense Lieutenant General and his staff.

Her first Flag Officer assignment was as Deputy Commander, Navy Region Midwest.

She then served in her final assignment as the Deputy Commander, Navy Expeditionary Combat Command which is responsible for 19,000 active and reserve Sailors including Seabees and Coastal Warfare professionals.

In her civilian career Adams has held various leadership positions of increasing responsibility in manufacturing and supply chain for major companies.

Her personal decorations include the Legion of Merit (two awards), Defense Meritorious Service Medal (three awards), Meritorious Service Medal (two awards), NaW and Marine Corps Commendation Medal (three awards), and Navy and Marine Corps Achievement medal three awards).



About our January Luncheon:

RULER OF THE SKY: THE F-15 EAGLE

Article & photos by Dick Fields
GPS PAO

Gramps was pleased to have Lt. Col. Dan Delane, Ret. USAF who spent most of his career flying the F-

15 Eagle. He started in the T-38 Talon trainer then transitioned to the F-15 Eagle in which he trained for four months. He described it as “Easy to fly but hard to fly well”. He became an instructor and went to Las Vegas for the “Red Flag” training.

Red Flag is a course that takes place out of Nellis AFB four to six times a year. It is an extremely complex training and practice mission involving around one hundred twenty various aircraft at the Nevada Test and Training Range. It is involved with simulated air-to-air combat between different aircraft, both ours and some of those of our allies. Dan says the F-15 rules the sky and is the absolute best aircraft in air-to-air combat. This training involves having pilots who would have been shot down (if real ammo were used) being informed of their fate in the long debrief and then being sent out and required to parachute to the ground and be rescued! A movie was made of the operation of which many scenes were shown in the presentation.



The F-15 was created in 1960's to follow the F-4 Phantom, a two place fighter jet. The F-15 was created as a single pilot weapon with only one person accomplishing the many complex tasks that two were doing in the F-4. This produced a smaller and lighter aircraft with extreme engine power whose only design mission was to “Rule The Sky” as a fighter. It

was designed entirely for land based operation and would not have been able to land on a carrier with its landing gear configuration. It is equipped with “Look Down, Shoot Down”. It utilizes pulse-Doppler radar that is able to recognize and track several targets simultaneously. The display is heads up (HUD) and allows the pilot to operate entirely without looking down into the cockpit for the first time. As a result, the stick had twenty-two controls on it for hands on eyes up work.

It is a very light ship with composite structure and light wing loading that adds to its turn capability. One fifth of the total lift comes from airflow over the fuselage. This was clearly demonstrated several years ago when an Israeli pilot suffered a hit that shot off one wing and yet managed to land the F-15 with only one wing due to the lift structure and extensive thrust to weight ratio.



GPS C.O. Tim Brown thanks LtCol Dan Delane(R)

It was originally built by McDonnell Douglas, later by Boeing and Mitsubishi. The wing span is 42.8 feet, the length 63 feet, the height 18.5 feet and the weight 31,700 pounds. It is a Mach 2+ (1875 mph) performer with a nominal 65,000 foot ceiling but they have been flown to 98,425 feet and then glided up to 103,000 feet after flameout. It will fly at 450 knots with only one engine operating. If the brakes are released from a standstill on the

runway with engines at idle, the aircraft will accelerate to 80 mph. Its performance has set many records for speed and climb performance that still exist today. It has a large fuselage due to the need to enclose a three foot radar antenna. Engine change can be done in an hour.

They are operated by many nations around the world such as Israel, Canada, Saudi Arabia, Japan and others. Some of original airframes are still in operation and production continues to this day. None have been lost in combat.

We are grateful to Dan Delane for his service and the excellent presentation.



CO'S COLUMN

Tim Brown

At our meeting in January, I noticed a number of non-members who joined us to listen to the briefing on the F-15 by LtCol Dan Delane. I am really hoping that we see some of those folks again and that

they join us as members. I cannot always take the time to meet and greet these guests but maybe you can do that in my place. Make them feel at home, and welcome. Find out how they learned of the meeting, were they in the military, whether they have a particular interest in Naval Aviation and anything else that might show that we would like to return. That constitutes “recruiting” and it is not that hard. Get to it and be welcoming when you see new folks in the room.

Well, we are into the New Year and we have some new blood on the staff, at least in the background. Joy LeCompte, the lovely wife of Ray LeCompte, is going to assist our Treasurer, Dolores Hardy, with some of the bookkeeping chores. Yes, Dolores continues to indicate that she wants to “retire” from the job. However, she wants to stay on at the “pay desk” so she can continue to greet our members when they show up at the luncheons. This is where Joy comes in...she will handle the “behind the scenes” jobs that are normally handled by the Treasurer. Thank you Joy, for stepping up! And thank you Dolores, for not really quitting.

What about the rest of you. Don't you want to help out? We still need to get more volunteers to help with setting up for the meetings (to help Ray); to help Sel Ramsay with the SOQ program now that George Del

Gaudio has retired; to help Hal edit the OP-Plan, and maybe replace him one day; and/or to help Dick Fields with photography for the OpPlan and editorial when it comes to writing the columns describing the content of our speaker's briefing. Oh, it would also be nice if somebody took over for me in the near future.

I want to thank Andy Benjock and Ed Mason for manning the table next to Dolores. Without their continuing efforts our treasury would be pretty sad about now. The efforts of Andy and Ed raise money that goes with the donations of the Great Guys to support the SOQ program. Thanks, guys. Thank you to Eric Page of USAA who arranged for us to get plaques and commemorative coins to award to the SOQs and SOYs. Eric has moved on to another job assignment for USAA but he assures me that his replacement, another retired Force CMC will carry on for him. I also wish to thank H&R Block for their support of the program.

And finally, I want to again thank the restaurant owners and managers who continue to provide gift certificates that we award to the SOQs. Our long-time supporters include The Crab Cooker in Tustin and Newport Beach; and a number of establishments in Seal Beach such as, Beachwood BBQ, O'Malley's, Yucatan Grill, Athens West, The Hangout, and Hennessey's. If you are ever in Seal Beach, please stop by one of these establishments and mention your appreciation for the owner's and manager's support of the SOQ program.

The GREAT GUYS

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

DENNY BOWEN
VINCE van den BRINK
TIM BROWN
MARV GARRISON
RAY LECOMPTE
BOB OLDS

NAVY LOOKS TO REMOVE “MAN” FROM ALL JOB TITLES

By Mark D. Faram
In Navy Times.

It Could spell the end of time-honored Navy titles like fireman and seaman. The Navy secretary has ordered the service to review all job titles and consider removing any reference to "man" in them, a move that could force name changes to nearly two dozen specialties; from airman to yeoman. Navy Secretary Ray Mabus ordered the scrub as the force

prepares to open the last remaining billets to women sailors in Marine ground combat elements and the Navy SEALs.

"Lastly, as we achieve full integration of the force ... this is an opportunity to update the position titles and descriptions themselves to demonstrate through this language that women are included in these positions," Mabus wrote, according to sources who quoted directly from the letter. "Ensure they are gender-integrated as well, removing "man" from these titles, and provide a report to me as soon as is practicable and no later than April 1 2016."

Mabus sent the directive to Chief of Naval Operations Adm. John Richardson. A similar memo and mandate was sent to the Marine Corps commandant, asking for the same job title review.

Some hallowed titles like seaman could be tough to replace, but others could be swapped with gender neutral descriptors as the service has done before. In 2005, for example, officials charged personnelman, a rating where many women had served, to personnel specialist.

There are at least 20 job titles that include the word "man." Aviation has the most to review; with five of their 12 enlisted rating descriptions ending 'with "man." Surface engineering includes eight.

From the Editor:

LET ME HEAR YOUR SUGGESTION. SEAMAN TO ?????????



FROM THE CHAPLAIN

Bill Thompson

On this Presidents Day, February 15 we honor Presidents Washington and Lincoln, both of whom were born in February. It's also been extended to honor pretty much all other presidents past, present and future, a day of respect for the highest office in the land. Right now, there's a lot of interest in who will be taking that office next. Let's take a look at the prayer of President Dwight

Eisenhower:

"Almighty God, as we stand here, at this moment, my future associates in the executive branch of the government join me in beseeching that Thou will make full and complete our dedication to the service of the people in this throng and their fellow citizens everywhere. Give us, we pray, the power to discern clearly right from wrong and allow all our works and actions to be governed thereby and by the laws of this land. Especially we pray that our concern shall be for all the people, regardless of station, race or calling. May cooperation be permitted and be the mutual aim of those who, under the concept of our Constitution, hold to differing political beliefs, so that all may work for the good of our beloved country and for Thy glory. Amen" --Dwight Eisenhower



MEMBERSHIP

By Fran Pieri

Our next luncheon will be Thursday, February 12th, Lincoln's Birthday. Come early to get a good seat and table to sit with your friends. 10:00 am is usually a good time to arrive there. Parking is easier also. Speakers in the past have been well informed and interesting on the subject they've

covered. We need new members in ANA. Bring a friend with you. That's how we get new members. As always, carpooling is a must for those of us who cannot drive. Remember, for many of us, this is the only time we get out to be with friends. The food is always very good. I've never gotten a bad meal there. FRAN

PLANES OF FAME

BY Fran Pieri

Our next event will be Saturday, March 5th. That's the first Saturday of March. The living history flying day will feature the Lockheed P-38 Lightning. Hanger doors open at 0900 seminar at 1000. Come early to visit and take some photos. There is also a raffle to get a free flight in one of the vintage aircraft. After the seminar, there will be a flight of the featured P-38. I am usually at the museum every Saturday, but I will be on vacation for a while. Keep the Blue side up. FRAN



Gramps from Yesteryear

September-October 2005

NAVAL AVIATION NEWS

Illustration by Ted Wilbur

Vestibular Valediction

Following a brief from his landing safety officer (LSO) and Lead Safe, a student naval aviator launched on his first carrier qualification flight. He was Dash-4 of a four-plane flight. Once in the pattern, the student performed two touch-and-goes followed by an arrested landing. The first catapult shot was uneventful. After a bolter, the student successfully made his second arrested landing. During the subsequent cat shot, the student inadvertently applied the brake to the right mainmount, blowing the tire.

The Air Boss directed the student to "delta easy" at pattern altitude while the carrier recovered the rest of the event. Once the other Goshawks were aboard, the senior LSO reviewed the basics with the student over the UHF, a brief that proved to be inadequate. On the final pass the student added too much power in close and just missed the four wire. During the bolter, the T-45 swerved nearly 40 degrees to the right and drifted 32

feet right of the landing area's centerline. The Goshawk flew past the angled deck on a perilous track, and the aircraft's right wing smashed into the port bow catwalk. The trainer crashed into the water, and the student was killed.



**Grampaw
Pettibone
Says ...**

Even if this was the first time this sort of thing actually happened, it

don't require too much noggin' work to presage (with an emphasis on "pre") that it might have happened. And that's where the engineers and the test community and the instructors come in. Platforms got to support the mission. Procedures got to address everything possible. Instructors got to prep the newbies end-to-end. Can tires blow? Tarnation, yes. Is a student naval aviator likely to give in to the pucker factor and step on the binders during one of his first cat shots? Double tarnation, yes! Even old salts ain't immune to the occasional misstep, as it were. I've known many a brownshoe what earned the callsign "Boom Boom" over the aeons I've been associating with air machines. I remember the first time I was hurled off the pointy end (and the pointy end was more pointy in them days). Woo wee, I was as wide-eyed as a possum at rush hour. Only the grace of the Maker and a hunk of Great-grandmaw Pettibone's venison jerky stuck in my flight boot (for luck, of course) got me through that wildness intact.

Of course, this student shouldn't have done what he done here, but Gramps has got a special place in the ol' ticker for the Fledglings, and few things eat me up worse than seeing the system hang one of them out like this. We gotta do better by our young folks.

