



ANA **GRAMPAW PETTIBONE**  
**SQUADRON** INC.

**1 MAY 2016**

[www.gpsana.org](http://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, 12 MAY 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 9 May 2016

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

[RayLeCompte34@Gmail/com](mailto:RayLeCompte34@Gmail/com) or by Phone: 562-287-4846



About your speaker;s topic:



Homeland  
Security

**U.S. COAST GUARD**



## USCG AVVIATION CENTENNIAL

About our speaker:

### CDR THOMAS F. COOPER

### U.S. COAST GUARD

Commander Cooper graduated from the United States Coast Guard (CG) Academy in 1994, and reported for duty as the Operations Officer aboard the US Coast Guard Cutter RED BEECH, home ported in Governor's Island, NY. In 1996, he received orders to Naval Flight School and earned his wings in March, 1998.

Following flight training, Commander Cooper reported to CG Air Station Savannah, GA, where he served as a duty

standing aviator and participated in search and rescue and law enforcement missions including a JIATF South counter-narcotics deployment. Upon earning his Aeronautical Engineering designation in 2002, he was assigned to CG Air Station New Orleans, LA, the busiest all-helicopter unit.

In August 2005, as the Engineering Officer at Coast Guard Air Station New Orleans, CDR Cooper led the New Orleans area logistical support for Hurricane Katrina. In a ten-day period, crews operating from Air Station New Orleans saved over 7,000 lives nearly tripling the number of lives saved in the previous 40 year history of the unit.

In 2006, Commander Cooper attended graduate school on an Aeronautical Engineering sponsored tab, and in 2008 was subsequently assigned as the H-65 System Manager in CG-41, Office of Aeronautical Engineering. In 2010, he fleetied up to the Chief, Resource Management Division within CG-41. CDR Cooper is a 2011 DHS Senior Fellow, having completed his 60-day rotational assignment with CBP. In 2012, CDR Cooper was assigned as Executive Officer, Air Station Los Angeles, CA. In June 2015, CDR Cooper fleetied-up to serve as the last Commanding Officer of Air Station Los Angeles, CA, which is scheduled to close in 2016.

Commander Cooper has Masters Degrees in Systems Engineering (2008) and Technical Management (2011) from Johns Hopkins University. He holds a Naval Postgraduate Certificate in Project Management. He has over 2,500 flight hours and has served as an Instructor Pilot/Flight Examiner in the HH-65B & C helicopter variants. His personal awards include a Distinguished Flying Cross, Meritorious Service Medal, Air Medal, Coast Guard Commendation Medal, and various other personal and unit awards.

He is married to the former Lynn McDowell of Setuaket, NY. They have two daughters Mary Kate (15) and Caroline (7). Mary is a congenital below the knee amputee who in 2010 was Operation Homefront's Top 5 CG Military Child of the Year. CDR Cooper's twin brother, David, is the Commanding Officer of Air Station New Orleans, LA.

## TWINS

CDR Cooper and his twin brother, CDR D.W. Cooper, USCG, graduated from the Coast Guard Academy in the same class. After their obligatory tours on a Coast Guard ship, both of them went into aviation, graduating with their Wings of Gold from flight training at Pensacola. Thereafter their careers seemed to parallel each others until today, when Tom is the C.O. of USCG Air Station Los Angeles while David is C.O. of USCG Air Station New Orleans. Oh, they are on a very similar advancement track too: Dave gets his O-6 rank in May while Tom has to wait until July. The twins were the subject of an article in *Wings of Gold* many years ago and it will be made available on our website soon.

So, when the 12 May speaker position became available recently, I just happened to be in the audience when CDR Cooper presented his brief on Air Station LA. It is a very busy time for the Station as it is in the last days at LA before moving to Point Magu. The Station lost its lease at LAX and has to move. I found out that JFTB Los Alamitos is pushing hard to get a couple of the Coast Guard aviation assets stationed at Los Al but it does not look promising.

Having acquainted you with the history of CDR Cooper and the short version of his brief, I asked whether he could make it to our luncheon and he said that he would look at his schedule upon his return from a short vacation in Temecula with his wife. We should have an answer early next week but that is after the OpPlan goes to press. Notwithstanding the possibility that CDR Cooper cannot make it, we are still going to run his photo and bio and hope for a positive answer.

See you all on 12 May.

## He is not a bad pilot either. Read this:

The President of the United States of America takes pleasure in presenting the Distinguished Flying Cross to Lieutenant Thomas F. Cooper, United States Coast Guard, for extraordinary achievement while participating in aerial flight from 29 August to 6 September 2005, while

serving as Aircraft Commander aboard Coast Guard HH-65B helicopters in response to Hurricane KATRINA. Demonstrating exceptional aeronautical skill and judgment, and innovative rescue techniques, he saved numerous survivors from treacherous conditions during 15 sorties, totaling over 29 day and night flight hours, including 13 hours as a single pilot. He repeatedly and skillfully pushed the power-limited HU-65B to the very edge of its performance envelope, in close proximity to unlit hazards, despite continuous reports of violence and shots fired, thousands of distressed survivors needing rescue, and the constant threat of midair collision in the highly congested and uncontrolled airspace. As the first aircraft on scene after the storm's passage, his initial recommendations laid the procedural foundation for the entire air rescue operation. Battling winds in excess of 50 knots, he adeptly hoisted a pregnant woman from a small, constricted balcony, the first rescue in metropolitan New Orleans. Most notably, he completed a pinpoint vertical rescue swimmer pick-up of a 400 pound, non-ambulatory survivor directly from her second story bed through the damaged rafters and roof. In addition, he held a precise hover within five feet of power lines at night to deftly thread the hoist cable through a web of obstructions, saving an elderly couple off a small third story porch. Balancing power limitations against the urgent need to hoist survivors as floodwaters rose; he landed "light" on a semi-rigid rooftop, rescuing 12 trapped people. He kept his crew focused in the face of an overwhelming disaster and the stress of repeated life or death decisions about who to rescue and who to leave behind. He intrepidly continued hoisting and saving lives after being warned by authorities about a toxic cloud of hydrogen sulfide in the area, refusing to abandon the mission. Lieutenant Commander Cooper's actions, aeronautical skill, and valor were instrumental in the rescue of 146 victims. His courage, judgment and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard. Action Date: August 29 - September 6, 2005

About our April Luncheon:

## QUIETING THE SONIC BOOM

Article by Dick Fields



Gramps was pleased to hear from Col. Roy Martin USAF Ret. about research on how to fly supersonic without making the usual level of sonic boom. The program was titled SSBD, Shaped Sonic Boom Demonstration. This was a program funded by Northrup, NASA, and DARPA, the Defense Advanced Research Projects Agency, the same agency that was involved in the development of the internet. The program involved changing the shape of that part of the aircraft that encountered

the hypersonic oncoming air. It is a study of CFD, Computational Fluid Dynamics, and was accomplished using a previously retired F-5E fighter aircraft. It involves the use of computer observation of airflow that took three days to fully analyze the results of study flights.

The F-5E fighter was used by the Navy to train pilots flying the current F-18s in air-to-air combat. The F-5E has a 10,000 hour limit on it before it is grounded but the Navy allowed the use of one of their nearly expired aircraft due for the Boneyard for 50 hours for this project. The project removed the nose and created a different shaped nose for the F-5E. The





## Shaped Sonic Boom Demonstration SSBD



- **First ever FLIGHT demonstration of sonic boom Shaping**
- **Design, fabrication and test using a surrogate aircraft**
  - Nose modification of an F-5E Fighter
- **Primarily funded by DARPA, Northrop and NASA**
- **Extremely successful government/industry collaboration**
  - 5 U.S. Government agencies
  - 8 U.S. aerospace companies

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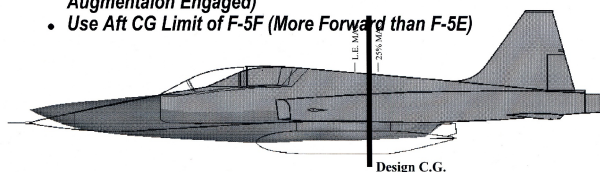
first flight was in St. Augustine, Florida. Ground based microphones were set up along the test path but unfortunately the local rats ate the insulation off the wires.



## SSBD F-5E Handling Qualities Engineering Predictions



- Longitudinal Stability Comparable F-5F, **Minor Reduction Dynamic Stability Damping**
- Directional Stability of F-5SSBD is Comparable to F-5F with 275 Gallon Centerline Tank
- **Directional Stability is Positive for AOA of Planned Flight Envelope**
- Subsonic and Supersonic Handling Qualities Satisfactory and Comparable to other F-5 Configurations (with Stability Augmentation Engaged)
- Use Aft CG Limit of F-5F (More Forward than F-5E)



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NAVY AIR

Later 21 successful flights were accomplished in 90 days. The test A/C had had some of the electronic equipment removed so a handheld GPS was used. Yellow heat sensor tags were placed on the fuselage to record skin heat levels reached during flight.



GPS OPS Cynthia Macha Thanks Col Roy Martin.

The first test flight attained 1.4 Mach or 1100 mph at an altitude of 32,000 feet. Subsequent flights were slower, reaching only 1.37 Mach due to the high temperatures in the area. The research also included wind tunnel testing. Four of the flights were conducted with an F-15 probe aircraft while 13 were conducted with a glider escort. The results were very

useful. It was demonstrated that reshaping an aircraft's fuselage can reduce the sonic boom. It was also shown that an aircraft's sonic boom signature on the ground can be predicted. All of these things will be exceedingly useful to those companies producing high speed aircraft in the future.

We are grateful to Col. Martin for the presentation of this important data as well as his extensive service in the military flying world.



## CO'S COLUMN

Tim Brown

I want to thank the staff once again for stepping up and handling business when I was unable to perform all of my normal duties as your Commanding Officer. I bet that the members and guests at the last four meetings did not notice any declination in the operations of Gramps. Oh, OK, you might have noticed that Andy Benjock was not sitting at his usual place of "business" right next to Carol and Dolores at the front desk. Not to worry, he has assured me that he will be returning at this next meeting to do his wonderful job, alongside Ed Mason, making money for Gramps to allow us to support our Sailor of the Quarter program. Again, thanks to everybody for picking up the slack.

This last week or so I was a little busy representing Gramps at some public events. Last week I was asked if I would like to participate in an inspection of the activities at "Operation Patriot Hook" over at JFTB Los Alamitos. The invitation gave me a summary of what this was all about so I accepted the invitation. Operation Patriot Hook is a training exercise coordinated by the men and women who run the Base. It is training for emergency relief operations after the "Big One"! The Air Force provides the heavy lifters, C-17's and a C-5M, but all of the other pieces come from local, including Orange County Fire Authority, LA County Fire and Rescue, FBI, Homeland Security, etc., emergency responders. Very interesting and informative. The activities culminated in a tour of the giant, and I mean giant, C-5M, all newly re-engined and spruced up. The walk through was in small groups, about 4 people with each Loadmaster, and we got to go from the flight deck to the empty area in the empennage that is the same volume as the inside of a C-130. Completely empty space! One in our group was Brigadier General Nathaniel S. "Nate" Reddicks, Assistant Adjutant General, Air Installation Commander, JFTB Los Alamitos. General Reddicks is a USAF officer with a background in Logistics. I am hoping to have him as a guest one of these days. Very down-to-earth guy.

I am writing this column on April 25<sup>th</sup> so the meeting that I will talk about now will happen tomorrow but will have occurred two weeks before you read about it. Tomorrow, I intend to attend a meeting of the Regional Military Affairs Committee. This group of interested citizens meets once a month at the Base to discuss almost everything about the Base as it relates to its neighboring communities. If you want to get on the mailing list for their newsletter and meeting announcement just let me know. Tomorrow, the speaker will be Commander Thomas Cooper, USCG, Commanding Officer of the US Coast Guard Air Station, Los Angeles. It has been awhile since last we had an aviator from that other Naval Aviation arm. I will see about getting CDR Cooper in contact with Cindy Macha, our Operations Officer to arrange something.

That's about it for now. Oh yes, I really enjoyed talking to Les Shobe while we were at Patriot Hook. What an interesting history. I did not realize that Les flew the O-2 in Vietnam some years after I was there and gone. He operated a little south of me but it was very cool listening to his stories about operating with the ROK soldiers! I am so lucky to be hanging around with guys who are part of a very exciting time in history, starting with you WWII guys through current events. Thanks for letting me be part of it.

# The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in April. 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. Just email me at [hmcddonnelz@yahoo.com](mailto:hmcddonnelz@yahoo.com) to change to email.

**VINCE van den BRINK,**  
**MARV GARRISON,**  
**BOB HELTON,**  
**RAY LECOMPTE,**  
**and BOB OLDS**



## MEMBERSHIP

BY Fran Pieri

Our next luncheon will be Thursday, May 12th at The Elks Lodge in Garden Grove. Hanger doors open at 1000, lunch at 1200. Come early to get a good seat and table. When you come this time, try to bring a friend who may or may not be interested in joining ANA and the GRAMPS SQDN. We really need some new members. There are those of us who cannot drive for some reason, so why don't you be a good person and offer them a ride. I'm sure they would appreciate it. Also, if you have any old books or magazines lying around and you don't know what to do with them, bring them with you and display them on the table near the front door. We may have some new copies of The Wings of Gold at this meeting. If any of these books are left there at the end of the luncheon, they are taken to The Veterans Hospital in Long Beach. FRAN

# PLANES OF FAME MUSEUM

BY Fran Pieri

If you missed the AIR SHOW at the first weekend of May, well, all is not lost. On Sunday, May 8<sup>th</sup> is MOTHERS DAY. All mothers admitted FREE. On Saturday, May 21st is the 475<sup>th</sup> Fighter Group Reunion, featuring the: Lockheed P-38 Lightning. Hanger doors open at 0900, seminar at 1000. The speakers will be experts on the P-38. When possible there will be a flight of the featured aircraft. To add to that, there will be a raffle to get a ride in one of the vintage aircraft. Come early to get a good seat and to take some photos. I'm there every Saturday in the restoration hanger. Come over and say HEY. FRAN



## FROM THE CHAPLAIN

Bill Thompson

Here is a brief story of Jessica Brant who describes in her words how she used to celebrate Memorial Day and how the meaning of the day was experienced by her.

*"When I was child Memorial day was a very solemn holiday for me. My grandmother served as a nurse in second WW and also she was a proud Blue Star Mother during Second World War as all her sons served the nation during second World War." She continues with a sigh, "Every May we wore small paper poppies in our lapels. These Buddy Poppies are still made even today and given away during the decoration day. The donation raised from selling these buddy poppies are sent to disabled veterans or the veterans fallen during the war. These buddy poppies represent the honor to veterans who fought and sacrificed their lives for the safety of the nation"*

These are a few words from an ordinary Boston citizen. She expressed her honor to fallen veterans and also explained the solemnness of the event. No doubt Memorial Day 2016, like previous memorial days, isn't a day to celebrate or to express happiness. It is a solemn day to pay tribute to veterans fallen during the war and to take care of disabled veterans and their families. This is a day to promise that we will take care of families of fallen veterans with full devotion and love, like they sacrificed their life for our safety. So Memorial Day isn't some thing to express happiness--it is a solemn day as there are millions of veterans fallen who have sacrificed their lives time by time when demanded in order to express a safe and free United States of America.

She further continues, **"We used to participate to the day in some way. We used to listen to parades and listen to the bugler who played at the cemetery. We used to cringe at 21 gun salutes and used to run to gather gun shells after the decorated guards move on to the next ceremony. Finally, the reverence is complete, and we used to gather as a family to post our flag high and to share our meals and to remember those who have fallen for our safety. In fact, they indeed have fallen for the safety of entire world. These peoples were knights who saved the world from slavery"**.