



ANA **GRAMPAW PETTIBONE**
SQUADRON INC.

1 JULY 2016

www.gpsana.org



Editor Hal McDonnell

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, 14 JULY 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 July 2016

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

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



About our speaker's topic:

HISTORIC AIRCRAFT WRECKS OF LOS ANGELES COUNTY

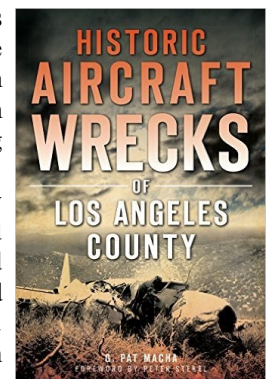
About our speaker:

G. PAT MACHA

AIRCRAFT ARCHAEOLOGIST AND HISTORIAN

A century of aviation research and military flights over Los Angeles County has left the San Gabriel Mountains, Mojave Desert and the near-shore Pacific Ocean strewn with more than 1,500 aircraft crash sites. Barnstormers and test pilots too often

made unexpected final landings. Accidents occurred on a nearly daily basis during World War II training maneuvers. Private planes, a sign of 1950s prosperity, also met tragic ends. These epic incidents include the 1971 tragedy of Flight 706 in which an airliner collided with a marine fighter jet above Mount Bliss, killing fifty people. Renowned aircraft crash search specialist G. Pat Macha recounts dozens of sorrowful, triumphant and surprising true stories of those who lived through these ordeals while offering touching tributes to those who did not. G. Pat Macha is a retired high school history and geography teacher who has explored the mountains and deserts of the western states for fifty years in search of aircraft wrecks. He has authored three books in the field of aircraft archeology, produced a video on wreck finding and hosted the History Channel program, "Broken Wings". He was also a contributor for the Smithsonian Channel's "Mystery of the Nevada Triangle". He is a noted public speaker, lecturing on aviation safety and archeology to a wide range of audiences. Pat has been the coordinator since 1997 in the search for missing Women Air Force Service Pilot (WASP) Gertrude "Tommy" Tompkins Silver. Pat is a member of the American Aviation Historical Society, San Diego Air & Space Museum, and the Western Museum of Flight.



About our June luncheon:

A REAL GAME CHANGER

By Bob Cashman

Grandpa Pettibone was honored to have Colonel Bob Ettinger as a speaker at its June ANA luncheon meeting. Colonel Bob was an accomplished combat pilot and test pilot on the F-16 jet fighter. After military service he became Chief of Flight Testing for Northrop Grumman on the Global Hawk project.



The Global Hawk is a new weapons system that will change the entire way ground combat is conducted. The airplane (drone) is a large, sophisticated surveillance airplane. It flies at 60,000 feet or 12 miles high out of range of all but the most advanced missile defense systems. It can loiter over a target area for as long as 35 hours and has a line of sight of about 300 miles. The thing is huge . . . wing span is longer than that of a Boeing 747. It has more than a dozen different types of surveillance systems including radar that will see through clouds, bad weather or sand storms and create images from normal light, starlight, infrared or heat patterns on the ground. It would be just about impossible to hide from it. The detail of the imaging is incredible. Some of the systems go down to one foot detail.

As a demonstration flight, the Global Hawk was flown non-stop from the East Coast to Australia and flew around the Hawaiian Islands for five hours taking pictures on the way. The trip took approximately 30 hours without refueling. The aircraft is flown from a control center at Beal Air Force Base near Sacramento. It is flown by qualified pilots that work 10 or 12 hour shifts and go home at night. A local crew where the airplane is based maintains the airplane and flies it off the ground. When it reaches about 4,000 feet the aircraft control is turned over to the base at Beal. The information gathered by the airplane is sent to Beal by satellite where it is distributed to local military commanders. A picture taken, or a radio intercept, can be relayed to the combat commander in minutes.



GPS OPS, Cindy Macha thanks Col Bob Ettinger.

There are two of these airplanes flying presently, and there are 68 on order. This aircraft is an unbelievable extension of our ability to survey a hostile force and direct strikes. For example, during the Korean War, we had approximately 60 airplanes (L-19 and AT6) and more than 300 Army and Air Force personnel obtaining a fraction of the information that would be obtained with one Global Hawk.

Timing is also important. In Korea, photographs and electronic intercepts took overnight to reach

Field Commanders. With the Global Hawk, it is almost instantaneous. **A real game changer!!!!** The artillery spotter and the forward air controller are becoming an endangered species.

United States Navy version Northrop Grumman MQ-4C Triton

The United States Navy took delivery of two of the Block 10 aircraft to evaluate their maritime surveillance capabilities, designated N-1 (BuNo 166509) and N-2 (BuNo 166510). The initial navalised example was tested at Edwards Air Force Base briefly, before moving to NAS Patuxent River in March 2006 for the Global Hawk Maritime Demonstration (GHMD) program, operated by Navy squadron VX-20. In July 2006, the GHMD aircraft flew in the Rim of the Pacific exercise for the first time; although it was in the vicinity of Hawaii, the aircraft was operated from Edwards, requiring flights of approximately 2,500 mi (4,000 km) each way to the area. Four flights were performed, resulting in over 24 hours of persistent maritime surveillance coordinated with *Abraham Lincoln* and *Bonhomme Richard*. For the GHMD program, the Global Hawk was tasked with maintaining maritime situational awareness, contact tracking, and imagery support of exercise operations. Images were transmitted to NAS Patuxent River for processing and then forwarded to the fleet off Hawaii. Northrop Grumman entered a RQ-4B variant in the US Navy's Broad Area Maritime Surveillance (BAMS) UAV competition. On 22 April 2008, it was announced that Northrop Grumman's RQ-4N had won and that the Navy had awarded a US\$1.16 billion contract. In September 2010, the RQ-4N was officially designated the *MQ-4C*. The Navy MQ-4C differs from the Air Force RQ-4 mainly in its wing. While the Global Hawk remains at high altitude to conduct surveillance, the Triton climbs to 50,000 ft to see a wide area and can drop to 10,000 ft to get further identification of a target. The Triton's wings are specially designed to take the stresses of rapidly decreasing altitude. Though similar in appearance to the Global Hawk's wings, the Triton's internal wing structure is much stronger and has additional features including anti-icing capabilities and impact and lightning strike protection.



CO COLUMN Tim Brown

Summer is upon us and this year my family is taking vacations just like you, I hope. As a result of poor planning, I will miss the meetings in August and September. Vince van den Brink, our XO, will be running the show in my stead. I will be thinking of you all while I am away.

Why? You ask. Well, in August I will be taking two grandsons and a granddaughter aboard the *USS Hornet* (CV-12) up in Alameda. My father was with Air Group 11 on board the *Hornet* in WWII. They have a special display (separate space) for CAG-11 and there are photos of my dad within the display. Of course the grandchildren never met my father, their great grandfather, so this will give me the opportunity to give them some family history. As a bonus, one of the docents is a fraternity brother who flew the WV-2 and I am hoping to get a great tour of the ship with the grandkids.

On to an old subject... we need to get new members and we need you to keep coming to our luncheons. One of our members was telling me about meeting the son of a WWII Navy pilot. Our member told him all about Gramps, the colorful people who attend the meetings and the interesting speakers who we get to brief us on all kinds of subjects related to aviation. The fellow was very interested but we don't have his contact information. He got away without giving us any way to contact him and follow up. Poor Fran Pieri, our Membership Officer, loves to contact potential new members and to get them signed up with ANA. Although we do not get anything back from the membership fees, we keep ANA national going and with it, that wonderful magazine, *Wings of Gold*.

What helps most is getting our members to show up for luncheon meetings! Hate to harp on this issue but it sure is awesome when our luncheon speaker looks out on an audience of 100 rather than 60. Also, remember, for each paid lunch we net about \$2 that goes into our SOQ

awards fund. It adds up over time and it is all based upon luncheon participation. Please try to make our meetings. If you cannot make it, send a friend or money!

Thanks are again extended to Bob Cashman for taking over the duties of Dick Fields. Bob submitted the write-up on the briefing by Col. Bob Ettinger, USAF (Ret), on the RQ-4 Global Hawk and the Navy variant, MQ-4C. His brief was very well received but Colonel Ettinger had to stick around for about 30 minutes after the end of his briefing just to answer questions and sign autographs. I, personally, did not realize the breadth of Bob's career in the military. Apparently he bailed out of an F-102 and an F-104 during his flying days! He flew combat missions in Vietnam in F-102's and F-4's. We might have to have him come back again to tell us about his experiences flying in combat and test.

We also missed Carol Fields at our last meeting. She was not feeling well enough to attend and she needed the nursing skills of her husband, Dick, at home. As we expected, Dolores Hardy handled everything well despite Carol's absence, with some "assistance" from Ray LeCompte, our Treasurer. Thanks again to all who attended our last meeting and I hope to see you again at our meeting on 14 July. Please keep trying to recruit new members!

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in June. 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 hmcDonnelz@yahoo.com to change to email.

**TIM BROWN, VINCE van den BRINK ,
BOB HELTON , RAY LECOMPTE ,
ED MASON, and BOB OLDS**



MEMBERSHIP

By Fran Pieri

Our next luncheon will be Thursday, July 14th. As I have mentioned in the past, we need new members. All of you must know people who might be interested in our ANA Squadron. Our speaker last month enlightened us on Unmanned Aircraft. It was good to know

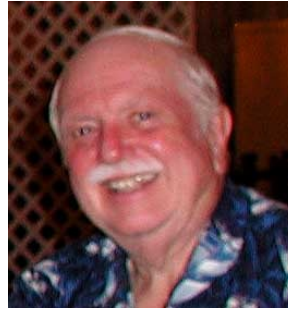
how aviation and modern warfare has advanced in the past few years. Our speaker in July will be just as interesting as the ones we've had in the past. So, make some phone calls and ask them to come along. Carpooling is always a must for those of us who cannot drive. I'm sure they would appreciate the ride. Come early to get a good seat and table, also to visit with friends. Keep the blue side up. FRAN

PLANES OF FAME

By Fran Pieri

Our next event day will be Saturday, July 2nd. Living History Flying Day

featuring the : North American P-51 Mustang. Hanger doors open at 0900, seminar at 1000am. The first Saturday of each month is event day at the museum. The presentation is usually by a group of experts on the featured aircraft. The event concludes with a flight demonstration by the featured aircraft (whenever possible). The museum is located on the Chino Airport in Chino, Calif. 7000 Merrill Ave. #17. (Corner of Merrill and Cal Aero Drive). There is usually a raffle for a free ride in one of the vintage aircraft. "How about that"! Come early to take photos and visit with friends. I'm there every Saturday, usually in the restoration hanger. Come over and say "Hey". FRAN



FROM THE FLIGHT SURGEON

BOB HELTON MD

CAN YOU LENGTHEN YOUR LIFE?

Wise choices to stay healthy at 50+: 1. Get moving. Exercise can reduce the risks for age-related diseases and disability. 2. Eat a healthy diet. 3. Pay attention to weight, especially at waist. 4. Don't smoke or use tobacco. 5. Keep your brain active. 6. Be good to yourself. Get enough sleep. Stay in touch with family, and friends. Surround yourself with people you enjoy. 7. Get regular medical checkups. 8. Drink only in moderation.

You might think that you need good genes to live longer. But genes are only part of the equation for most of us. Genes account for about one third of your chances of surviving to age 85. The vast majority of variation in how old we live is due to our health behaviors. It seems that it is not a single gene, but a combination of effects that are responsible for those who live longer. The key to healthy aging is to engage fully in life—mentally, physically, and socially. The transition to older years isn't about sitting in a rocking chair and letting the years go by. Older adults have unique experiences, intellectual capital, and emotional involvement that can be shared with the younger generation(s). This engagement is really key to helping our society move forward. I was interviewed just before Memorial Day by a high school sophomore who wanted to know what it was like during WWII, to share with her American History class. I was happy to oblige. Share your WWII experiences whenever you can!



FROM THE CHAPLAIN

BILL THOMPSON

Recently we all went through the process of casting our ballots for the candidates and propositions of our choice. We stood alone in the privacy of our voting booths (if we didn't mail in our ballot). I found myself wishing that I had been better informed—especially in regard to some of

the items in front of me. My decision making process was flawed! So, for myself, I have reviewed some of the techniques that would help in good decision making. Though simple, they serve as a refresher course:

1. Identify the purpose of your decision. To be a good citizen in casting my vote for the good of my country.
2. Gather information. What do you need to know before you can make a decision?
3. Identify the principles to judge the alternatives. What are your values and interests?
4. Evaluate each choice in terms of its consequences. What are the pros and cons?
5. Determine the best alternative. Based on everything considered.
6. Put the decision into action. Transform your decision into a specific plan of action. Execute your plan. Step into the voting booth with

confidence you are following God's will to the best of your knowledge and faith.

7. Evaluate the outcome of your decision and action steps. What lessons can be learnt? Certainly you can never know in advance whether a decision will be correct, therefore, you must be prepared to take risks. However, let's not get stuck and do nothing. Or to state it positively: Make sure that you cast your vote when the opportunity comes!

PICTURES FROM THE JUNE LUNCHEON



KEEPING THE EDITOR HAPPY

By Tim Brown

Our OpPlan Editor is always looking for photos of tables of folks who attend our luncheons. This time around we have a photo of two tables. In the foreground is that Speaker's Table with (clockwise from the foreground, left); Cindy Macha, Ops Officer; Bob Olds, former GPS CO; Fred "Buck" Dungan, WWII Ace; Willis "Bill" Hardy, WWII Ace; Doc Helton, Flight Surgeon; Vince van den Brink, XO/Trips Officer; Bob Johnson, speaker on previous occasions; and Guest Speaker, Bob Ettinger. In the background, and identifiable, is our Chaplain, Bill Thompson (front left), and then clockwise, Andy Benjock (active volunteer and Master of the 50/50), George Del Gaudio (SOQ Coordinator *Emeritus*) and Ted Minter (long time member).

AND SOME MORE OF GRAMP'S BEST



KEEPING TIM HAPPY



HAPPY BIRTHDAY U. S. ARMY

and it tasted good editor

KEEPING GPS SOLVENT THE 50-50 WINER

LORRAINE CONGRATULATES ED MASON



GRAMPS WANTS YOU TO COME TO THE LUNCHEONS