



ANA **GRAMPAW PETTIBONE**
SQUADRON INC.



1 MAY 2017

www.gpsana.org

Editor Hal McDonnel

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, 11 MAY 2017

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 May 2017

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

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

About our speaker's topic:

EXPERIENCES

A MARINE - A NAVAL AVIATOR

LtCol MICHAEL A. SPEARS USMC
COMMANDER HEADQUARTERS SQUADRON,
MCAS MIRAMAR



LtCol Spears, born in Champaign, IL, attended Dover High School in Delaware graduating in 1994. He graduated Delaware Technical and Community College in 1996 with an AAS in Engineering Technology and graduated the University of Delaware with a BAS Engineering in 1999. LtCol Spears received his MBA, Finance from Touro University in 2009.

LtCol Spears enlisted in the US Marines Reserves in May, 1995, attended recruit training at MCRD Parris Island graduating as the honor graduate in August 1996 and then attended the School of Infantry and Light Armed Vehicle Crewman Course at Camp Pendleton, CA. LtCol Spears served in B Co 4th LAR, FT Dietrick, MD as a LAR Crewman from January 1997 to May 1999. He then transferred to A CO 4th Bulk Fuel CO, Newark, DE between May 1998 to January 1999. LtCol Spears attended Officer Candidate School at Quantico, VA graduating August 1998.

LtCol Spears, completed Charlie Co, TBS in October 1999, reported to Vance AFB, OK. He completed Primary Flight Training in the T-37 with 8th FTS then continued to VT-7 with the T-2B and VT-9 with the T-45C earning his naval aviator wings on 14 September 2001. LtCol Spears completed FRS training with VMFAT-101 in December 2002.

LtCol Spears checked into VMFA(AW)-332 "Moonlighters" at MCAS Beaufort in January 2003. With the Moonlighters, LtCol Spears served as a Schedules Officer, Flight Officer, Aviation Safety Officer, and Powerline Officer. He completed a

Western Pacific Unit Deployment Program and a combat tour in support of OIF 04-06.2.

LtCol Spears reported to Commander Naval Air Forces, NAS North Island in 2006 and served as the TACAIR Integration Officer and a Marine Liaison between COMNAVAIRFOR and HQMC APP. He advised Commander Naval Air Forces on all Marine and TACAIR related issues.

In July 2008, LtCol Spears deployed as an Individual Augment and served as a MEF Future Operations Planner in support of OIF 08.2. As a planner, LtCol Spears led and developed operational planning teams in support of the Iraqi National Elections.

LtCol Spears was assigned to VMAF(AW)-121 during February 12, 2009 where he served as the Administration Officer and Pilot Training Officer. LtCol Spears completed a WestPac UDP with the Green Knights in 2010.

In April 2011, LtCol Spears was assigned to VMGR-352 and served as a Fire Control Officer and KC-130J Harvest HAWK Lead. He deployed with the second-ever operational Harvest HAWK to Camp Dwyer, Afghanistan and served as the Detachment Officer-in-Charge in support of OEF 11.1. He again deployed to Kandahar Airfield and Camp Bastion, Afghanistan with the Harvest HAWK in support of OEF 12.1 and 12.2 as the Detachment Executive Officer. In February 2013, LtCol Spears was assigned to VMFA-314 and served as the Director of Safety and Standardization, Pilot Training Officer, Assistant Operations Officer, Aircraft Maintenance Officer and Executive Officer. During this tour, he deployed in support of RFF 1200 14.2 and support Operation Enduring Freedom.

In July 2015, LtCol Spears was assigned to the Commander Naval Air Forces, NAS North Island and served as the TACAIR Integration/ USMC Readiness Officer. LtCol Spears took command of Headquarters and Headquarters Squadron Miramar on 21 July 2016.

LtCol Spears' designations include F/A-18 Weapons Tactics Instructor, Mission Commander, Flight Lead Standardization Evaluator, Division Lead, Forward Air Controller (Airborne), Low Altitude Tactics Standardization Instructor, Air Combat Tactics Instructor, KC-130J Fire Control Officer Instructor, UC-12W Aircraft Commander and UC-35D Transport Second Pilot.

LtCol Spears' personal decorations include Meritorious Service Medal, Air Medal Individual Action Gold Star in Lieu of second award, Air Medal Strike Flight Numeral Twenty-Three, Navy Marine Corps Commendation Medal with 4 Gold Stars in Lieu of fifth award, and a Certificate of Commendation. LtCol Spears is married to former Kelly S. Haggerty and they have five children Patrick (12), Caleb (10), Felyce (7), Samuel (4) and Maximilian (3 months).



About our April Luncheon:

CRASH SITES IN SAN DIEGO COUNTY

By D. L. Malmad - GPS PAO

The Grampaw Pettibone Squadron was once again honored to have G. Pat Macha share his knowledge and research of local area historic aircraft wrecks and the causes leading up to the crashes. The presentation focused on aircraft sites located in San Diego County. It was especially delightful to have him introduced by our OPS Cynthia Macha, Pat's sister.

For those unfamiliar with Pat, he became involved with aircraft crash site investigation beginning in 1963, while working as a hike master in a youth camp in the San Bernardino Mountains. While leading an overnight hike, his group came upon an accident crash site containing what Pat recognized as a C-47 (DC3). Pat's love of everything airplane comes from his father, and with his curiosity aroused and interest in solving the question 'what happened?', Pat began his quest to investigate and find the answer. This quest continues to this day.



Pat's presentation focused on the ninth largest county in California, San Diego County. Pat presented a list of noted accidents, pictures and support
e x p l a n a t i o n

detailing each of the described events. One early military aircraft accident occurred when a US Army Air Service DeHavilland DH-4B with an Army pilot and Army officer passenger disappeared on a flight from Rockwell Field, later renamed North Island, to Fort Yuma, Arizona on December 7, 1922. The passenger was on his way to conduct an inspection of an ROTC unit near his destination.



The plane was eventually located by a rancher out for a horseback ride on May 12, 1923 and the remains w e r e recovered by May 13. The pilot and p a s s e n g e r

remains and personnel effects were recovered; however, the aircraft parts it was determined had no useable material that

could be salvaged. As a result, the aircraft, engine and wreckage were left at the site.

A group of officers and civilian workers from Rockwell Field constructed a memorial honoring the service and sacrifice of the 2 men on the crash site. The remains of the Liberty engine from the DH-4B is the center piece of the site. This site is the Japacha Ridge Memorial located in Cuyamaca State Park.



Pat related a search request from an area resident interested in an aircraft wreck near his home. The aircraft was a McDonnell Douglas F3H-2N, Demon that crashed on October 3, 1956.

Pat's research took some time; however, he was successful in identifying the pilot and events leading up to the aircraft crash and confirming the pilot's successful ejection. Subsequent contact with the pilot led to a visit to view the crash site in 2008. The pilot shared his story with Pat indicating that the weather conditions at the time of the crash were 0 / 0 aggravated by turbulence and faulty instruments. The pilot bailed out landing on hard ground in the dark. Choosing to remain where he was, he heard a search helicopter and waited for morning light. Once light conditions were sufficient he discovered he was a few feet from a cliff overlooking a 500 foot drop.

On April 21, 1929 a Ford Tri-Motor operated by Maddux Airlines departed San Diego Airport with a crew of two and three passengers en route to Phoenix. After departure the plane was joined in the air by an Army aircraft. The pilot of the Army aircraft began flying around the commercial flight putting on a demonstration until it collided with the flight. The subsequent collision resulted in both planes crashing with the loss of life of all onboard.

As Pat spoke he displayed pictures of the aircraft and events he was describing. One photo displayed was that of a Navy fighter, the Boeing F4B lost on a flight in 1937. Another photo of a Grumman F-3F biplane flown by a Marine pilot was practicing various maneuvers when witnesses saw the plane suddenly pull up, stall and enter a spin. The plane failed to recover in time and the subsequent crash killed the pilot. Many crash site photos followed.

On April 1, 1977 a Navy North American T-39D Sabreliner with five onboard for training crashed with all onboard. Evidence at the site suggested the plane may have experienced a stall spin event; however, this has not been confirmed.

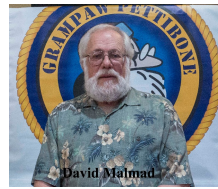
The son of the pilot contacted Pat in August 2015 in order to visit the crash site.

Pat continued to share information on known and previously unknown aircraft accident sites. He also shared information on a well-known air disaster in the San Diego

area. The worst air disaster in the San Diego area occurred on September 25, 1978 when a PSA 727 collided with a Cessna 172. Both the PSA flight crew which was preparing for landing and the 172 crew were notified by ATC of each other's presence. This failed to prevent the midair resulting in the loss of life for 144 persons from both aircraft as well as residents living where the crash occurred.

As Pat noted, while new regulations were developed and new collision avoidance radar made mandatory for commercial and corporate aircraft were designed and installed, the critical exercise of awareness by all aircraft crews is critical.

Pat concluded his presentation by reminding the audience of the organization Project Remembrance Team, that assists next of kin in visiting crash sites and erecting memorials where allowed.



The members and guests of the GPS/ANA Squadron wish to thank Pat Macha for his knowledge, effort and contribution in sharing this information. *This article has been condensed by the editor.*



From the
C.O.
Tim Brown

It is with great sadness I have to announce that on March 24th, LtCol Melvin E Locke, USMC (Ret), took his last cut. Mel was C.O. of Grampaw Pettibone Squadron in 2006, and was one of the nicest men whom I have ever known. He was a great leader and he will be missed by those who knew him and served with him. Services will take place on 6 May 2017 at 10:00 a.m. and will be held at St Mark's Lutheran Church located at 2323 Las Lomitas Drive, Hacienda Heights, CA 91745. Lunch will be served in the gymnasium following the service where family members will greet the guests.

Recently, Vince van den Brink and I visited the USS Zumwalt (DDG-1000) in San Diego. It was a dockside visit with tours conducted by crew members. Groups of about 10-15 were shown many spaces on this big destroyer. We got a pretty good idea about how the new ship works and some of its capabilities. The trip was sponsored by the Orange County Council of the U.S. Navy League. If you have an interest in taking these kinds of trips, talk to Vince van den Brink who doubles as XO and Trips Officer. The trip was possible because they had about 40 people willing to pay \$50 a person for a bus ride to San Diego. I know that Vince has tried to put something together for Gramps but has had a lack of interest from a large number of members.

In closing I want to again thank the volunteer staff who do all of the work that is necessary to make our business model work. Unfortunately I am running out of gas and will have

to finish my "thank you" comments next month.

THE GREAT GUYS

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

**William Brown, Vincent van den Brink,
Bob Helton, Chris Kretsinger,
Ray LeCompte and Cindy Macha**



MEMBERSHIP

By Sel Ramsay

At our April meeting retired Commander Ted Shown brought a 3-ft. model of the aircraft carrier USS Carl Vinson and three framed paintings of aircraft that he wanted us to find new homes to which he could donate. Cindy and Pat

Macha took them to the Western Museum Of Flight, where they will be on loan for display. Thank you, Ted, for sharing your items for others to see!



From the CHAPLAIN

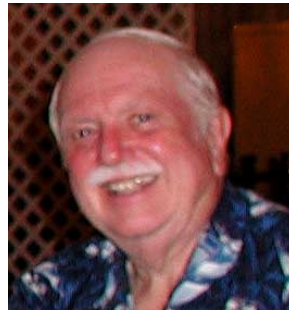
By Bill Thompson

Memorial Day will be observed May 27 this year. It was President Kennedy who once said "A nation reveals itself not only by the men it produces but also by the men it honors, the men it remembers."

Certainly a key component of our nations's greatness lies in our ability to honor, appreciate, and cherish, through our actions and our memories, all the men and women who died to ensure our freedom. For example:

First, we must teach others about the sacrifices that have been made on our behalf so that we might continue to enjoy the liberties and freedoms granted in our Constitution. Second, each of us must find ways to ensure the legacy of our heroes endures in what has become a "sound-bite" culture. Their history deserves telling and re-telling.

Finally, continue to gather together on this special day each year to pay homage to each of them. Treat Memorial Day with reverence and respect, and others will follow your lead.



From the FLIGHT SURGEON

By Bob Helton MD

Poor Sense of Smell May Signal Alzheimer's Risk.

A person's sense of smell may help predict their risk for Alzheimer's Disease. Out of 183 older people 10 had possible or probable Alzheimer's disease in a new study. Study volunteers were tested on their ability to recognize, remember and distinguish between odors. These odors included menthol, clove, leather, strawberry, lilac, pineapple, smoke ,soap, grape, or lemon. The study participants were then asked to complete another test of odors. The second test included 10 new odors in addition to those from the original test. These tests were developed at at Massachusetts General Hospital in Boston. The participants also underwent genetic, imaging and memory tests. Those with a reduced sense of smell seemed to be at increased risk of Alzheimer's. "There is increasing evidence that the neurodegeneration behind Alzheimer's disease starts at least ten years before the onset of memory symptoms" said principal investigator Dr. Mark Albers, "the development of a digitally enabled, affordable, accessible and non-invasive means to identify healthy individuals who are at risk is a critical step to developing therapies that slow down or halt Alzheimer's disease progression" he added.

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GRAMPS BEST AT LUNCH