



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



**1 JULY 2018**

[www.gpsana.org](http://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, 12 JULY 2018

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 July.

COST IS \$18.00. FOR RESERVATIONS Please E-mail

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

About our speaker's topic:



Nieuport 28

## LAFAYETTE WE ARE HERE!

Mr. Cashman will relate interviews with World War I pilots and mechanics in assisting the Smithsonian Institution to acquire an original Nieuport 28 aircraft, the first U.S. military fighter. Starting with Eddie Martin and looking for parts in museums all over the world, it was discovered that nearly all but three Nieuport 28's were destroyed in combat; or, in the filming of Howard Hughes' Hell's Angels movie. Deciding to build a flying full-size reproduction Nieuport 28, Cashman acquired the original plans from the French government and built an

aircraft accurate to the plans. The plane flew but was a disaster! With the assistance of engineers from the Boeing Company and their computers, it became apparent that there were big problems with all of the World War I British and French aircraft.

The combined talents of retired Boeing engineers and Robert Baslee of Aerodrome Airplanes, it was possible to develop a successful full scale Nieuport 28 and qualify it as a kit.

About our speaker:



## ROBERT L. CASHMAN

ENTREPRENEUR/ BUSINESS MANAGER

Robert L. Cashman grew up in an aviation family. His father, two brothers and a brother-in-law were all pilots. All had served in the military. He first soloed in his brother's Cessna 140 in 1950 at 18 years of age. He has been flying continually ever since.

\* Flew as a U. S. Army artillery fire control officer during the Korean War.

\* Appointed by the Orange County Supervisors as a member of a committee to decide what to do with the Santa Ana Army Air Base.

\* Committee grew into the Commission and carved out a small part of the base that is today John Wayne Airport. Served on the Commission for

24 years during all of the litigation and construction.

\* Appointed by President George W. Bush as a Deputy to Secretary of Transportation, Norm Mineta, working on airport improvement funding. Served in this capacity for three and a half years.

\* Organizer and partner in two air ambulance companies.

\* Organizer and partner in what has grown into a major airline.

He has owned more than a dozen different aircraft and currently owns and flies a Cessna T210 and a replica Nieuport 28.

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## JUNE 14, 2018 SPEAKER BRIEFING AIRCRAFT WRECKS

Article by DAVID L. MALMAD PAO



Cindy and Pat Macha

The Grampaw Pettibone Squadron was once again honored to have G. Pat Macha share his knowledge and research of local historic aircraft wrecks and the causes leading up to the crashes. His sister Cindy Macha, GPS Ops Officer introduced our speaker.

For those unfamiliar with Pat, he became involved with aircraft crash site investigation beginning in 1963 as a teenager, 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 C47 (DC3). Pat's love of everything airplane comes from his father and interest in the question 'what happened?'

Pat's presentation described circumstances and subsequent findings surrounding more than a dozen different aircraft accidents involving military aircraft.

In October 1941, just before WWII started, the US Army Air Corps was conducting war games. A total of 25 P-40 aircraft



from the 57<sup>th</sup> Pursuit Group departed from the east coast and flew cross-country to March Field in Southern California. Due to mechanical issues and sick pilots, only 19 aircraft departed on 24 October from March to fly to McClellan Field near Sacramento. The weather was bad but the order was given to depart. Only five P-40s safely made it to McClellan. Nine aircraft made forced landings across central California and western Nevada. The remaining five aircraft

crashed and two pilots were killed. Four were located including the latest in June 2016 which was piloted by then 2Lt. John Pease.

Lt. Pease though injured, successfully hiked out from the crash site and located a house with occupants who drove him to the nearest town and notified authorities. Colonel John H. Pease when he retired in 1970 after a thirty year military career was Deputy Inspector General of the Aerospace Defense Command.

In June 2016, the Colonel's plane was found by a hiker who contacted Pat. Pat contacted a member of his Project Remembrance Team to try and locate Colonel Pease. The Colonel who is in his late 90s was contacted by Pat. He was very alert when reached and requested that Pat recover some of his personal belongings that were in the aircraft. The aircraft site was searched, however, the items were not found.

Two other pilots from the same flight, Leonard Lydon and Jack West were interviewed by Pat. After surviving nine days in a remote cabin they began to hike out and were located by an Air Corps B-18 Bolo Bomber on the search. After dropping survival equipment, the two waited to be brought out.

The return flight lost three more aircraft, two of which were fatal. A monument was added to the crash site.

The next event was a request from the crew chief and relative of a crew member of a B-47 which crashed near March field. This was submitted to Pat through Project Remembrance. Project Remembrance is a volunteer organization dedicated to facilitate requests of next of kin who wish to learn more about the loss of loved ones in aircraft accidents. With permission from the Base CO, Pat took these individuals to the site to provide closure and place a monument on the site.

Pat received a request from a surviving family member to visit a site of a B-24 that crashed in N. California in 1942. The site while on private property was visited after the owner granted permission. With permission a plaque was erected to recognize the sacrifice made by the crew while on a mission.

One of the most fascinating stories was about the crash of a C-53 in 1943 that left Van Nuys on a severe windy day for the purpose of towing a Waco CG-4 glider to Victorville over the mountains. The glider pulled the tail off the C-53 over the community of Castaic. The glider crew bailed out and the C-53 crew made a hard landing. The wreck was found by a nine year old girl, Mary Lyn Winkler, who lived in the area. She was much appreciated and received personal thanks from General Hap Arnold.

A P-61 flying as a chase plane for a YB-49 flight on 21 October 1947, with a pilot and two photographers on-board, experienced an engine fire. Chuck Yeager flying a P-80 on the same mission noticed the engine fire and notified the pilot. All were able to bail out successfully. Pat was able to visit the site and recover parts.

An instrument training flight in cloudy weather conditions

on 18 November 1950, with four on-board in a USMC SNB-5 (Beech 18) aircraft was flying from Yuma to El Toro. The pilot was given a heading by the controller in the El Toro area who then became distracted. The pilot based on the navigation instructions, flew into a canyon and was unable to reverse course. All onboard were killed. As a result of a local brush fire in 2007, the crash site wreckage was revealed and reported in the press. Family members contacted Pat requesting information. In 2008 a memorial marker was placed at the site.

Within a short distance from the SNB-5 site, the wreckage of a Navy SP2-E that crashed 11 February 1969 with seven on-board was also revealed. A request from family members to erect a memorial was denied. However, permission was granted to attach containers to the wreckage and leave memorialized objects.

Pat continued to review a list of military accidents and shared information surrounding the crash of a U.S. Navy Douglas A4D-2 on a low level training mission on 8 July 1959. During the flight the aircraft engine exploded and the pilot, Commander "Deke" Joralmon upon ejecting from the aircraft was unable to obtain a full chute deployment and was subsequently killed. His son contacted Pat in 2007, and with BLM approval was able to visit the site in 2008 with Pat, and erect a memorial stone marker.



One event during WWII that continues to elicit interest is the disappearance of **Gertrude "Tommy" Tompkins**, a WASP. During WWII, significant contributions were made by the many women who served with distinction, as Women Airforce Service Pilots (WASP). Tommy Tompkins was scheduled to depart 26 October 1944 in a P-51D from Mines Field (LAX) to Newark, New

Jersey but was delayed due to mechanical issues with the canopy of the aircraft. At 4pm the flight of three departed into a cloud covered sky. Two of the aircraft arrived as expected, however, no trace was found of the third plane. Searching the waters off the Santa Monica coast continue to this day and while other aircraft have been found, no evidence of the missing P-51D has been located to date.

Pat noted that assisting in the search for the missing P-51D is Gary Fabian, founder of UB88.org. He is a maritime historian and shipwreck researcher. He identified 90 hotspots in Santa Monica Bay in which two were aircraft, one a general aviation and the second thought to be the missing P-51. As it turned out, the wreck was a T-33 jet trainer. The plane disappeared on 15 October 1955 with a crew of 2 on a training flight.

When the news of the discovery was announced, a request to hold a memorial was received by Pat from the family. The memorial was held at Dockweiler Beach on 5 March 2010. A significant turnout by family and friends for the event occurred and recognition of the sacrifice by 1Lt. Richard Theiler and 1Lt. Paul Smith.

Pat discussed the event of USAF Lt. David Steeves, pilot of a T-33 on 9 May 1957. The flight to go from a base near Oakland to Luke AFB. The plane did not arrive and after two weeks the pilot declared legally dead.

Fifty-four days after the flight the pilot was found. He claimed to have survived the bail-out but injured both his ankles and used his survival skills as he looked for shelter and food. Finding a ranger's cabin that had some supplies, he regained his strength. Leaving the cabin he continued to search for a way out of the wilderness and was found by two guides with a pack mule train. Returning to civilization he was initially hailed as a hero. After the snows melted, a search for the plane failed to find any wreckage. Lt. Steeves was under suspicion that he stole the plane. The inquiry found no evidence to support the charge, however, because of the suspicion he resigned the Air Force and his wife left him. He continued to search for the wreckage without success. In 1966, he died in a light plane crash. In 1977, Boy Scouts hiking through Kings Canyon National Park came across a portion of a cockpit canopy frame. The serial number on the piece matched the missing T-33. The rest of the aircraft has never been found

Two years ago Pat received a call from hikers who claim to have located an aircraft in a lake in a remote area of the Sierras. Divers sent to the area located the lake and the aircraft which turned out to be a helicopter. The helicopter a Bell 204, military designation HU-1A was in an accident on 2 August 1962. Some years before the helicopter was located, Chuck Yeager wrote a book about his career and described a helicopter accident in which he was a passenger. Research on the discovery revealed this was the helicopter.



## C.O.'s Column

Tim Brown

The following is my column that was written for the June OpPlan. There was not sufficient space to run it but I think that it still holds up. Don't forget to bring a friend to our luncheons and help us grow our membership. Also, please respond to my letter asking for updated email addresses. We want you to keep receiving Hal's handiwork.

A couple of weeks ago I attended the airshow at Chino; a presentation on, and a walk around a TBM Avenger at Western Museum of Flight; and finally an airshow (sort of) at Lyons Air Museum. It was hotter than the dickens at Chino, but they still did an excellent job of putting those old

warbirds (and a few new ones) in the air. I went on Friday when it is not so crowded.

Ron Carlson, a bush pilot from Chicago who flew in Alaska, was ferrying a TBM he purchased in Australia from Stockton, CA to Chicago, IL with stops along the way that included the Western Museum of Flight at Torrance Airport. It was a very educational moment for me. I do not think that my dad flew the TBM but it was in service at the same time that he flew the SBD and then transitioned to fighter aircraft (F6F). Unfortunately Ron experienced a major mechanical problem over Arizona the next day and the plane crashed with Ron and his radioman bailing out safely over the mountains near the White River Indian Reservation. The plane has not been found.

On 11 and 12 May (Friday and Saturday) I helped "man" a membership recruiting table at Lyon Air Museum at John Wayne Airport. I saw a couple of our members and talked to a number of veterans while there. I was not recruiting for GPS so nothing to report on that issue. It was a table sponsored by the Freedom Committee of Orange County, an organization that I have mentioned in previous columns. The event was the Collings Foundation "Wings of Freedom Tour". Parking was a bear but the airplanes were worth the effort.

I am writing this column a few days before Memorial Day 2018. I looked around to try to find a word or two that encapsulated my feelings about this day. My goal was to determine what to say to our members on Memorial Day that makes sense. It is certainly not, "Happy Memorial Day". I looked around and found this quote from General George S. Patton, "It is foolish and wrong to mourn the men who died. Rather we should thank God such men lived."

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## TREASURER'S REPORT

By Ray LeCompte

As the ANA Grampaw Pettibone Squadron Treasure - I am delighted to report the following \$\$ facts after the June Luncheon:

We had: ONLY ~ 20 folks called in their seat/meal reservation/s, which translates

to - a seat at a table and a hot meal w/ desert. However, we had 36 sign-in - which makes a bit of a hardship for the Lodge's Kitchen Crew! Nearly double the Head count!

When one adds in the many guests and a Speaker w/crew - the cost to ANA increases even more! As you all likely know -- we do not charge our Guest Speaker --- which comes out of your \$\$ donations. The donations include those funds over the per person meal cost and typically start with the \$2.00 or more contributed by our members.

To assist the organization in managing monthly accounting

records, please submit reservations prior to attending. We can then notify the facility and have a correct headcount for meal preparation. We appreciate the members who attend our meetings and I hope each of you come away from the meetings learning something new.

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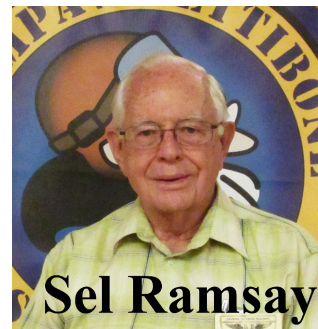


## FROM THE CHAPLAIN

By Bill Thompson

Ever since "Fake News" has become a part of our daily lives, we have come to have a deep appreciation for the Truth. How pleasant to know that something is true! ....or is it? Did you hear about the guy who was driving home from a party and he was stopped by the Highway Patrol. The cop said, "Sir, you were driving 77." The guy said, "No, I wasn't. I had it on Cruise Control and I was driving 55." Cop: "Sorry, sir. My radar said 77." The guy said, "Officer, I'm going to have your job, your badge, and then I'm going to punch you in the nose." The cop turned to the man's wife and said, "Is he always like this?" The wife replied, "No sir, only when he's drunk."

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## MEMBERSHIP

By Bill Thompson

When I was the Aircraft Maintenance Officer of the carrier USS Randolph (CVA-15) in the Mediterranean Sea, 1954-55, we had about 200 sailors to do all the work to maintain and repair all the 85 planes aboard the ship. Two of our longtime Grampaw Pettibone members, Bob Bertels and Rudy Loftin, were F9F pilots on our first Med cruise, and can still be seen on "YouTube (Cruise Of The Randolph-1954)". It took a well-trained crew to keep planes in the air and running right. But it was about ten years ago at our Grampaw Pettibone luncheon that I first heard of a problem that was new to me.

Our speaker had a company that made a safety device for planes, and told us how planes have crashed, often with fatalities, from not using such devices.

Mostly involved were small single-engine private planes. The safety devices were inserts for the fuel tank vent holes, to keep mud dauber wasps from building nests in the exposed openings. The nests would close off the air passage to the tank to replace the gasoline being used when the engine was started, and would usually cause the engine to quit just after take-off, causing crashes.

This was one of many memorable lunches.