



ANA **GRAMPAW PETTIBONE**
SQUADRON INC.

1 JANUARY 2015

www.gpsana.org



Editor Hal McDonnel

C.O. **Tim Brown** - timb53@hotmail.com

X.O. **Bob Anctil** - md11sim@adelphia.net

OPS

Asst, OPS **George Del Gaudio** - georgenavybuff@aol.com

Membership **Fran Pieri** - graeagle@cox.net

Asst. Membership **Sel Ramsay** - ramsayengineerco@cs.com

Treasurer **Dolores Hardy** - 562-936-0287

Asst, Treasurer **Carol Fields** - t6pilot@dslextreme.com

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

PAO **Dick Fields** - t6pilot@dslextreme.com

Admin. **Hal McDonnel** - hmcddonnelz@yahoo.com

Flt. Surgeon **Dr Bob Helton** - bobby726921@gmail.com

Chaplain **Bill Thompson** - chapbillt@aol.com

Trips Officer **Vincent van den Brink** - vincentvdb1@yahoo.com

OP-Plan Editor **Hal McDonnel** - hmcddonnelz@yahoo.com

Web Editor **Ray LeCompte** - raylecompte@verizon.net

THE GPS LUNCHEON MEETING

WILL BE HELD ON

THURSDAY, 8 JANUARY 2015

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 5 January 2015

COST IS \$15.00. FOR RESERVATIONS

Please E-mail raylecompte@verizon.net or by Phone: 562-287-4846



About our speaker's topic:

FLIGHT TESTING THE LOCKHEED MARTIN F-22 RAPTOR

About our speaker:

LtCol STEVEN M. RAINEY USAF(Ret)
FIRST USAF PILOT TO FLY THE F-22
AIR FORCE TEST PILOT AND BOEING TEST PILOT

Steve Rainey is a 1980 Engineering Mechanics graduate of the U.S. Air Force Academy and attended Pilot Training at Vance AFB, OK. He flew F-4's at Ramstien AB, GE, Homestead AFB, FL, Eglin AFB, FL and Edwards AFB, CA. Steve conducted F-16 & F-4 flight test at Eglin AFB from 1988-1990 prior to attending Test Pilot School. Tests included safe separation, asymmetric flying qualities, and weapons

tests. Steve received his Master's in Mechanical Engineering from the University of Miami in 1990 and graduated from the US Naval Test Pilot School in 1991 (Class 99). From 1991-1994 he was assigned to Edwards AFB as an F-16 Combined Test Force Flight Commander and Primary Test Pilot for all F-16 avionics testing, night attack systems, flying qualities with external chin pods, HARM targeting system, and a High Angle of Attack FAM Instructor Pilot. From 1994-1996 Steve did his time in purgatory at the F-22 Program Office. This paid off because he was then selected to be the first F-22 Operations Officer responsible for setting up initial F-22 test operations. He was the first USAF pilot to fly the F-22 Raptor; "firsts" include: 1st flight at Edwards AFB, 1st in-flight APU start, 1st in-flight engine shutdown/restart, 1st Air Refueling, 1st Loads test, 1st emergency landing gear extension. He conducted all categories of Raptor flight test and was then selected to be the 411th Flight Test Squadron Commander at the F-22 Combined Test Force. Steve retired in 2000 and was an American Airlines pilot for three years. His next position was as a Civil Service F-16 pilot at Edwards conducting test and chase. In 2005, The Boeing Company hired him as their test pilot on the F-22 program. In addition to F-22, Steve was the Boeing Chief Test Pilot on the QF-16 Full Scale Aerial Target Program. In January 2014, Lockheed-Martin hired Steve as the F-22 Chief Test Pilot. He regularly conducts F-22 flight test in all categories. He is currently the only dual-qualified F-22 & F-16 Instructor/Evaluator Pilot. He flew the first F-22 Loads test mission carrying Small Diameter Bombs (SDBs). Steve's Raptor flight tests include Loads, flying qualities, engine tests, jet wake encounter tests, RVSM qualification testing, weapon safe separation tests, integrated weapon release tests, crosswind landing tests, avionics testing, Integrated Systems Evaluations, and Climatic Lab tests.

Steve is an Eagle Scout and was an Assistant Scout Master with Troop 2222 in Santa Clarita, CA. He was proud to serve the Society of Experimental Test Pilots as the West Coast Section Chairman for almost three years (2005-2008) and served as The Society of Experimental Test Pilots (SETP) President from Sep 2011 to Sep 2012.

About our December luncheon:



COMBAT PILOT'S DIARY: KOREA & VIET NAM

Article by Dick Fields
GPA PAO

Retired Navy Captain Dave Leue' was our speaker for the December meeting. He is a 32 year veteran of the Navy who started as a senior in high school and worked his way from apprentice seaman to Captain, with a long history of Naval combat and commands. He received flight training and was assigned to fly Corsairs.

On one occasion he was flying and pulled 5 g's with the resulting vapor formation off his wingtips and remarked that it looked like war. He had believed that there would be no more wars after what had been experienced in WW-II, but was immediately informed that we were at war again. This time it was the Korean conflict. Prop aircraft were needed so his unit was engaged. They fought for 3 years with most of the pilots being Ensigns. Now that has changed and most pilots are at least Lieutenants. They did lack experience but that came with their participation, and the quality of their performance improved. Their first strike was at Inchon in September of 1950. This was the event that established the Pusan Perimeter that began to limit the ability of the North Koreans to freely invade South Korea. Shortly after the Pusan victory, the Chinese became very active, aggressively supporting the North. Dave commented that it was the Chinese who killed most of his squadron buddies. We took little action against them.

As things lead up to the Viet Nam conflict, he was aware of the coming conflagration. He was flying the A-4 Skyhawk, a light weight and very nimble attack jet. He stated the tremendous frustrations that arose from the

political control of the war rather than military control that we have all heard about. They were forbidden to attack the Russian ships that were delivering supplies and munitions to the north as well as other restrictions that severely compromised the war. He discussed the torture and killing of Americans in Hai Phong and then the pulling out of all troops: a real disaster! After his military career, he went to school in science and engineering and ran a very successful business in the field of solar energy.



After his talk, Dave's wife Stella spoke about his past and present including having been recently diagnosed with mesothelioma, presumably from the asbestos used for insulation on the Navy ships. We were delighted to hear from Capt. Leue' and Stella and many of our members spent a

great deal of time asking questions and discussing his career at the table where his two books were available for sale. They are "Korean Conflict" and "Viet Nam Conflict"

. Editor's note: CAPT Leue' and I were part of the Naval Aviation Midshipman program that was started in 1946 and was to supply the Navy with college trained aviators. The program included an Annapolis-like collage at Pensacola. Congress didn't fund the program after the third year. Leue' and I earned our wings in November of 1949. That left us out in the fleet on pay of fifty dollars per month plus \$25 flight pay for eight months until we were appointed ensigns in June of 1950. My mess bill was \$42 per month!



CO'S COLUMN

By Tim Brown

First, I would like to thank your Staff Officers for a job well done for another year. I would also like to again ask our members to step up and offer your services as a staff member. You do not have to volunteer to take over as Commanding Officer but I am sure

that Hal, Dick, Dolores, Ray, Carol, Fran and Paula, Vince, George, Sel and Bob would either like some help or a relief. As for Doc Helton and Chaplain Bill Thompson, I am not sure that any of our current members are qualified to take over for those two. That also goes for Andy Benjock and Ed Mason who surely know how to improve our cash flow. Thanks again, for being such a great group to work with for so many years.

Second, I want to remind each and every one of you that we need new members to join the Association of Naval Aviation. Although we, as Grampaw Pettibone Squadron, receive none of the dues paid to the national headquarters, the name recognition gives us some power to entice active duty military personnel to brief our group at the monthly luncheons. What also attracts the speakers is the number of folks who are attending the luncheons. The larger the number of attendees, the higher is the likelihood of getting a flag officer to brief our group. It also helps our treasury since we have a small mark-up in the cost of the lunch which helps support the SOQ Awards Program.

And finally, I want to thank all of those members and friends who support our SOQ Awards Program through the Great Guys donations and through the efforts of Ben and Ed. We should be very proud of the support that we give to the personnel who serve at the Weapons Station. Those Sailors work hard to attain those awards and they deserve whatever awards we can give them.

With that, I wish you all well and of course I wish you continued good health throughout the coming year. See you soon.

GRAMPAW PETTIBONE SQUADRON'S STAFF CHRISTMAS MEETING



Every December Gramps Staff who have contributed to success of the squadron for the year and their guests gather for a dinner meeting. This year the Manhattan restaurant in Orange, provided the good food. The picture above was taken by Dick Fields. If you want to get into the camaraderie, volunteer to be on Gramps' Staff.



Above three groups are shown with Gramps' Commanding Officer Tim and Julie Brown. From the left: Andrew Benjock and guest, Julie and Tim, Shirley and Ed Mason, Bob and Peggy Ancia, Julie and Tim, Paula and Fran Pieri, Bob and Marty Olds, Julie and Tim, and Audrey and Dave Newbro.

The GREAT GUYS

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

**BOB BELL, VINCE VAN DEN BRINK, TIM BROWN,
MARV GARRISON and BOB OLDS**



MEMBERSHIP

By Fran Pieri

Our next luncheon will be Thursday, January 8th. Hope you all had a Merry Christmas and are enjoying the New Year. 2014 was a good year for the ANA and the Gramps Sqdn. I signed up six and I know that some of you sent in your applications to ANA Headquarters. Thank you for that and welcome aboard to all of you. We still need more people at the luncheons. Try to bring someone just for the numbers. As always, carpooling is a must for those of us who cannot drive. Also mention that we have never had a bad meal at the lodge and our speakers have always been interesting. Fran

PLANES OF FAME

By Fran Pieri

The next event in 2015 will be Saturday, February 7th. The theme will be "LOCKHEED SKUNK WORKS" featuring the P-38 Lightning. For this event the hanger doors open at 9:00am and the seminar at 10:00am. Come early to take some photos and get a good seat. We usually have about 200 people come to these events every month. The museum's P-38 is usually in good flying condition, so there will be a flight demonstration of the P-38 following the seminar. There is always a raffle after the seminar for a free ride in one of the vintage aircraft. The museum is located at the Chino Airport in Chino, Cal. As you turn off Euclid on to Merrill go 1/2 mile to Cal Aero Dr. there is a B-17 parked in the front. The address is 7000 Merrill Ave, #17, Chino Cal. 91710. For more info, www.planesoffame.org. Keep the blue side up. Fran

dementia's risk factors, not smoking, eating more healthily, getting some exercise,, and having a good education, together with challenging your brain to be sure it is kept active, can all play a part in minimizing your chances of developing dementia! Those who already have signs of dementia can also do these things, which may help slow the progression of dementia. Quitting smoking has a strong link with a reduced risk for developing dementia.

People with more education are also at a lower risk for dementia. Although education itself doesn't affect the brain changes that lead to dementia, it can reduce their impact on brain function. Most of the risk factors for dementia overlap with those for the other major non- communicable diseases. In high-income countries, there is an increased focus on healthier lifestyles. Implementing effective public health campaigns may help to reduce the global risk of developing dementia.



Tim has great Association of Naval Aviation T-Shirts
\$.15 helps Gramps pay the bills.



FROM THE FLT SURGEON

BOB HELTON

Healthy Lifestyle Changes Linked to Reduced Risk for Dementia Managing diabetes, quitting smoking, controlling high blood pressure, exercising, and maintaining a healthy weight can reduce the risk for dementia, even late in life!

Diabetes can increase the risk of dementia by 50%. Obesity and an inactive life style are key risk factors for diabetes and also high blood pressure. It is never too late to make healthy life style changes. While age and genetics are part of



The winner
Bob
Cashman
with
Treasurer
Doloris
Hardy