



ANA **GRAMPAW PETTIBONE**
SQUADRON INC.
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www.gpsana.org

Editor Hal McDonnel

THE GPS LUNCHEON MEETING

WILL BE HELD ON

THURSDAY, 13 OCTOBER 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 10 October 2016

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

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

About our Speaker's topic:



JIM JONES
MISSILE SUBMARINE
EXPERT



THE FIRST 5

THE BIRTH OF THE

SUBMARINE NUCLEAR

DETERRENT

Throughout the Cold War, and on into the present day, America's most powerful and effective deterrent against nuclear attack has been the Triad system, consisting of land-based strategic missiles, manned long-range bombers, and submarine-launched nuclear missiles. The latter leg of the triad was the bailiwick of today's speaker. As a naval engineering duty officer, Jim Jones played a major role in development of the submarines that carried this vital segment of our national defense. After many years working for the US Navy, both in uniform and as head of his own engineering company, Jim decided to retire. And, of course, he wanted to put all that expertise to work. So, naturally, he became a musician and band leader, along with a variety of other civic activities. Clearly a man of many parts, he has agreed to talk to ANA about the fascinating world of our nation's protective umbrella that operates from under the sea.

OUR SPEAKER JIM JONES WAS AN ACTIVE DUTY
LIEUTENANT IN THE USNR

About our September luncheon:



FLYING INTO THUNDERSTORMS

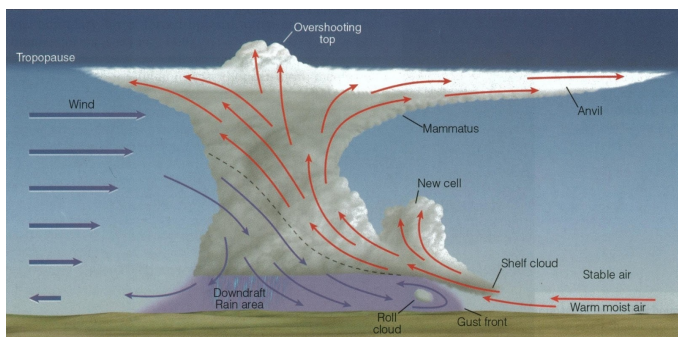
By Dick Fields
GPS PAO

Gramps was delighted to have our GPS member CDR Bob Johnson address the issue of flying into thunderstorms. This was particularly important for those of us who are actively flying at the present time. As it turns out, there has only been one detailed study of flying into thunderstorms in all of aviation history. This was done by Lt. D. Z. Skalla, USN. He is the only thunderstorm expert resulting from his over two hundred thunderstorm penetrations in 1960-1961 in an F-3H Demon fighter jet aircraft with the advanced Allison J-71 engine.



Bob was moved to create this presentation as a result of the Air France Flight 447 that went into a thunderstorm after departing from Brazil and crashed into the Atlantic Ocean.

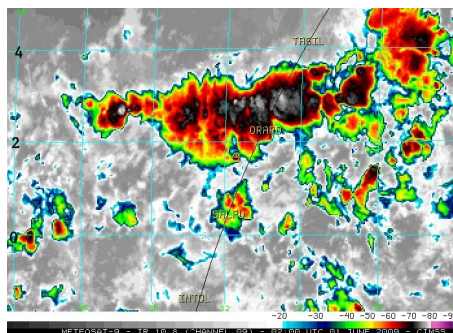
He was particularly bothered by the quality of the report following the investigation of the "accident". Other recent events involving flight into thunderstorms have also occurred.



Some of the facts that he related are that the maximum precipitation occurs in the formation period of the storm before the anvil forms. Ozone is produced by the lightening. Super cooled water is a major issue since it can condense and freeze instantly.

Bob was flying an A-3D Sky Warrior in a storm and was struck by lightning. All the instruments remained effective except for the attitude indicator. The radome was missing, having been blown off by the blast.

In the Air France flight 447 event they had the pitot tube freeze over with an inexperienced pilot in the left seat and the real pilot in the passenger compartment. They encountered turbulence, passed through it but received no



weather radar warning of the massive storm ahead, apparently because the radar was on standby! They continued on into the major storm and with the pitot out of

service they had to fly by hand since the computer had given up and the man flying pulled back on the side-stick and held it until and after the aircraft stalled and settled into the ocean. Both the tail and wing surfaces were stalled and the plane descended at a rate of 10,000 feet per minute.

A Northwest flight asked for deviance for weather and was refused by Chinese ATC. They encountered severe downdraft and turbulence that damaged the aircraft so that it was unusable. The pilot complied with ATC rather than placing the safety of the aircraft first.



OPS Cindy Macha(l) and XO Vince van den Brink(r) thanks Bob Johnson

The bottom line is that most aircraft are not structurally strong enough to withstand the turbulence in a thunderstorm and any means to avoid it is the pilot's first responsibility. This is insight that should be seen by any pilot flying today! It is not taught to this extent in pilot flying lessons and should be known by all pilots in the air. Fortunately Bob has agreed to make this presentation to our SoCal Pilots Assn. meeting. We are very grateful for an excellent and critical lesson in air safety.



CO Column

Tim Brown

As those of you who attend our luncheons know, Vince van den Brink, our XO, handled the responsibilities of running the meeting on 8

September while Ray LeCompte and I were at Tailhook. Thanks again Vince. And, to the other staff members who stepped up and handled Ray's responsibilities, thank you, especially Cindy Macha, Dick and Carol Fields and Dolores Hardy. I know that you all appreciate what your staff does on a regular basis but I really can't say enough about their willingness to do what needs to be done to put on a "good show" for our members.

It is with great sadness that we must all say goodbye to our long-time Membership Officer and his sidekick of so many years, Fran and Paula Pieri. Fran and Paula are moving farther south to San Diego county in order to be closer to their kids and grandchildren. I completely understand but we will miss their company immensely. Those of you who attend our luncheons will remember them as the "second" welcoming committee at every meeting. Right after you pay for lunch (Carol and Dolores), you look to your left and there are Fran and Paula to greet you. Great people who have worked very long and hard in the background for many years. Thank you guys for great work for so long a time. We hope to see you every so often...it is a long drive from San Diego but you have friends here who would love to have lunch with you.

As I mentioned above, Ray and I attended the Tailhook Reunion. Again, great symposia, food and camaraderie. We missed seeing old friends like Col Marv Garrison (former Gramps CO) and RADL Don Shelton (an old friend), both of whom were under the weather and unable to attend. We did see a number of old friends and I did spend some quality time with the Editor of WOG, Captain Zip Rausa. We talked about a multitude of issues and some history too. Great visit. As we always do, we wandered through the industry displays and renewed old acquaintances with potential speakers. We are hoping that some of these conversations result in speakers at future meetings.

This last weekend I took my 5-year old grandson down to the Miramar air show to introduce him to Naval Aviation. He had a great time and has not stopped talking about the Osprey, the helicopters or the Harrier. He also thought that the MAGTAF demo was really cool too! And, the Blue Angels are about the most awesome thing ever. He has no words to express his excitement in that regard. He was just

so positively impressed. I think that he is leaning towards Coast Guard aviation though. I am not too worried at this point, as long as he doesn't go Marine, there is hope.

Please try to attend our luncheons. Cindy works very hard to get speakers with interesting stories to tell. All of your staff works hard to set up the meetings and keep you informed of squadron events. Please reward their efforts by attending the luncheons, or maybe by sending a contribution of money so that we can continue our support of the SOQ program at NWSSB. Finally, please work on getting new members. Nothing more needs to be said on that issue. Hope to see you on 13 October.

The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in September. 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 to change to email.

**Vince van den Brink,
Cindy Macha, & Bob Olds**

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**NAVY BIRTHDAY
OCTOBER 13 1775
HUNTINGTON BEACH AIR SHOW**

October 21-23

Article by Tim Brown

The USAF Thunderbirds and the Breitling Jet Team will be the show highlighters when many different aircraft fly over the beach in Huntington Beach. Of significance to Navy folks, an F/A-18E Super Hornet, from VFA-122 will also do a flight demo. To get more information, go to the airshow website at <http://www.hbairshow.com>.

The military aircraft, F-16's and F/A-18, will stage out of JFTB Los Alamitos. All civilian aircraft will stage at the Long Beach airport. My guess is that the Thunderbirds will do their normal military honors before and after flying which means that they will probably "walk the line" after the shows to shake hands and give autographs. My inclination is to walk down to their area when they return from flying on Sunday. We will already be there with a "recruiting" booth at Wings, Wheels and Rotors Expo so it will be nothing to walk east over to their area on the tarmac to see what happens.



From the **FLIGHT SURGEON**

Bob Helton MD

Balance Disorders

What is a Balance Disorder? A balance disorder is a condition that makes you feel unsteady or dizzy. If you are standing, sitting, or lying down, you might feel as if you are moving, spinning, or floating. If you are walking, you might suddenly feel as if you are tipping over. Everyone has a dizzy spell now and then, but the term "dizziness" can mean different things to different people. For one person, dizziness might mean a fleeting feeling of faintness, while for another it could be an intense sensation of spinning (vertigo) that lasts a long time. There are many causes of balance disorders, such as medications, ear infections, a head injury, or anything else that affects the inner ear or brain. Low blood pressure can lead to dizziness when you stand up too quickly. Problems that affect the skeletal or visual systems, such as arthritis or eye muscle imbalance can also cause balance disorders. Your risk of having balance problems increases with age. Your otolaryngologist (ENT specialist) may ask you have a hearing exam, blood tests, an electronystagmogram which tests eye movements and the muscles that control them, or imaging images of your head and brain. Another test is posturography. Your doctor will determine if another health condition or a medication is to blame. Stopping smoking, anti-vertigo or anti-nausea medications may help, but may cause drowsiness. In severe cases of Meniere's Disease, surgery on the vestibular organs may be needed. GENTAMYCIN and CORTICOSTEROIDS may help. Some people with a balance disorder may not be able to fully relieve their dizziness and will

need to find ways to cope with it...talk to your doctor whether it is safe to drive, as well as ways to lower your risk of falling and getting hurt during daily activities, like walking up or down stairs, use the bathroom, or exercise. Avoid walking in the dark, wear low-heeled shoes, use a cane or a walker, add handrails at home and at work. Studies are being done on stem cells, and vestibular prosthesis.



From the **CHAPLAIN**

Bill Thompson

"WE THE PEOPLE".....reminds us immediately of our own Constitution. Recently, I heard of a history professor who told his students "The question for the 19th century Americans was how do we

define the circle of we?" Good question! How do we define our circle of *we*? Early Americans included men who owned property in their circle of *we*--but they didn't want to include property-less men. What about the four million slaves owned before the Civil War? What about free black members of society? It was in 1848 that a convention was convened in Seneca Falls, NY in order to question whether or not women belonged within the circle of *we*. Women continued to struggle for the right to vote until 1920. Poll taxes and literacy tests sought to keep black Americans from voting for more than half of the 20th century. In our century we are still struggling with who ought to be included within our circle of *we*. History shows us that we are not perfect and that we today have made mistakes when it comes to defining our circle. It's a lot easier to be like a mule with blinders pulling its plow who knows that anything out of its limited range of vision is unimportant. Who among us has the faith and the courage to expand our circle of *we*? Surely we have seen the problems related to a too small circle of *we*. My prayer for myself and you is that we may define our *circle of we* with grace and love rather than fear, hatred, and selfishness.

WINGS WHEELS & ROTORS EXPO OCTOBER 23, 2016

JFTB Los Alamitos Some of Gramp's staff members will be attending the annual WWRE at JFTB Los Alamitos. The show runs from 0900 to 1700. The show website is <http://www.wwrexpo.org>. As mentioned above, the Thunderbirds and an F/A-18 from VFA-122 will be staging out of JFTB Los Alamitos for their performances in the inaugural Breitling Huntington Beach Air Show. We usually meet for breakfast at a local greasy spoon and go in together at an early time to set up the booth and to get good parking spots. If you cannot help but want to attend WWRE, the show and parking are free. In any event, please stop by and visit.