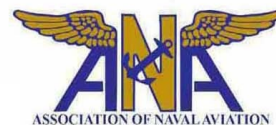




ANA **GRAMPAW PETTIBONE**  
**SQUADRON** INC.



**1 FEBRUARY 2017**

[www.gpsana.org](http://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, 9 FEBRUARY 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 6 February 2017

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

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



About our speaker's topic:

## **MCAS MIRAMAR STATE OF THE BASE**

About our speaker:

### **COLONEL JASON G. WOODWORTH, COMMANDING OFFICER, MCAS MIRAMAR**

Colonel Woodworth was commissioned in the Marine Corps upon graduation from Colgate University in 1993. He was designated a Naval Aviator in October 1996.

From 1998-2002 Colonel Woodworth served with Marine Fighter Attack Squadron 314, 3d MAW, MCAS Miramar, during which he made two CENTCOM deployments in 2000 and 2001 onboard USS Stennis.

Colonel Woodworth served as an instructor at MAWTS-1, MCAS Yuma, Arizona from 2002-2005; during this period he deployed to the Middle East.

In 2005 he transferred again to Miramar and was assigned to VMFA-323, where he served as the OpsO, AMO, and XO. In 2007, the Death Rattlers deployed onboard USS Stennis.

From 2008 until 2010 Colonel Woodworth was assigned to the Defense Threat Reduction Agency, Darmstadt, Germany where he served as an Arms Control Inspection Team Chief implementing the Treaty on Conventional Armed Forces in Europe and the Vienna Document 1999.

From Sept 2011 until Dec 2013 Colonel Woodworth commanded VMFA-323, during which the squadron deployed onboard USS Nimitz.

In 2014 Colonel Woodworth reported to the Royal College of Defense Studies in London, England for TLS.

Colonel Woodworth assumed command of MCAS Miramar in August 2015.

About our January luncheon:



## MARC LIEBMAN MILITARY SAVER

Article by Dick Fields  
GPS PAO

Gramps was especially honored to have Marc Liebman as our January speaker. Marc was an experienced search and rescue pilot who served in Vietnam, the tanker wars of the 1980s and the Desert Shield/ Desert Storm conflicts. He and his crews saved the lives of 26 men in battle. He served three decades with 3800 Navy flight hours and retired as a captain in 1993.

### Most of my Navy flight time is in two helicopters, the H-2 and the H-3

#### Kaman H-2 Sea Sprite

- Entered service in 1962
- Flown by U.S. and New Zealand navies
- 140 knots (on a good day)
- Crew - 4 - pilot, co-pilot, 2 air crewmen + 2 - 4 passengers
- Maximum take-off weight - 12,800 pounds
- Rotor diameter - 44 feet
- Endurance - 2.5 hours
- Missions/variants - SAR, logistics, ASW, mine hunting



#### Sikorsky H-3 Sea King

- Entered service in 1961
- Flown by 19 nations and built in U.S., U.K., Japan and Italy
- 140 knots (on a very good day)
- Crew - 4 - 5 - pilot, co-pilot, 2 - 3 air crewmen + 5 - 12 passengers
- Maximum take-off weight - 19,600 pounds
- Rotor diameter - 62 feet
- Endurance - 4.5 hours - 6.0 hours
- Missions/variants - ASW, SAR, logistics, VIP transport, air assault



and had limited endurance. Since it was armed with a mini-gun, it had ammunition containers in the cabin that limited the available room. Things got better with the HH-3 Sea King but nowhere good enough. The mini-gun would fire if the helicopter made a hard landing on the ship; that did not make the ship's crew smile at all.

### If you were on the destroyer or cruiser, this is what it look like



these problems! Due to weight and other considerations, the helicopters would lift off the ship and immediately drop to near sea level to gain speed for translational lift and ground effect for several miles: indeed not a comfortable operation. They did use in-flight refueling to avoid landing with the helicopter hovering and a hose lifted from the ship to pump fuel aboard. Their missions could last 2 hours unrefueled or 4 hours refueled. On one occasion Marc had a tailwheel attached and made a carrier approach, calling the ball and landed the helicopter on the carrier deck at the third wire.

### The Navy made about 24% of the total pick-ups and half the combat rescues

Service	# of Rescues	# Combat
USAF	680	135
USN	213	135
	893	270

Combat =  
Rescue  
made under  
fire

### The cost of to the rescuers was significant

Service	Material	Personnel Losses
USAF	39 Fixed wing, 22 helicopters	101 either KIA or POW
USN	1 H-2, 4 H-3s	6 KIA

Source: Tom Philips, co-author LEAVE NO MAN BEHIND



35

In Viet Nam in the Navy service, they flew at about 200 feet above the water and about a mile from shore as a way to evade the larger weapons that could not aim that low and were exposed only to smaller arms fire. When a pilot was forced to eject, there was an audible alarm transmitted that stopped all conversation and turned all to the rescue mode. The Navy rule was to never cross the beach. The USAF landed on shore and had a much higher loss rate of aircraft and personnel. Despite the rules of engagement (ROE), the Navy SAR made 29 of their rescues over North Viet Nam. The Navy made 24 percent of their rescues under enemy fire and had much better results than the USAF.

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He described the Ho Chi Minh trail in detail. It was a very complex and sophisticated route from North Vietnam and China that was used to supply their troops in South Vietnam. On one occasion a U.S. pilot was shot down in the Haiphong Harbor area. There was fire from a Russian ship but the M-79 and the mini-gun allowed them to make the rescue despite the violation of the ROE. Liebman was confined to quarters for a week as a result but the pilot survived! We are extremely grateful to Marc Liebman for his risk taking and thus success in rescuing our downed comrades. We are grateful for his presentation to GPS and for the books he has written to disclose the realities of the Vietnam War.



## CO's COLUMN TIM BROWN

We had a great speaker at the meeting in January. Captain Marc "Mad Marc" Liebman related his experiences as a helicopter pilot during the Vietnam War. Marc gave us the background on SAR activities during his two tours operating mainly from the USS Sterrett (DLG-31). I have already read his first two books and have purchased 3 and 4. I am looking forward to having the time to enjoy the reading. Cindy is in discussions with Marc to return to tell us about his experiences as a helicopter pilot participating in "Special Operations" in Vietnam and Operation Desert Storm.

This month we have Colonel Jason "Woody" Woodworth as our speaker. I believe that Woody has spoken to our group before, when he was C.O. of VMFA-323, many years ago. After he talked to us he took the Snakes on deployment and then went off to England to get more highly educated. Now he is the C.O. of MCAS Miramar. At the time that I am writing this column I do not know what subject Woody is going to cover but I do know that it will be an interesting story. We might also be presenting awards to the SOQs for NWSSB at this meeting and if we do, please take time to introduce yourself to the sailors. You will find that they are quite sharp.

The latest issue of *Wings of Gold* should be coming out soon. I do hope that we get some "ink" this time. The folks at the "Head Shed" know that we are a very active group but I like to advertise that fact to the rest of the ANA squadrons and to the world with articles in WOG. There should be something in this next issue so watch out for it!

Thanks to all of our members and their guests who continue to participate by attending the luncheons. So long as we keep our numbers up we will be able to get speakers of note. I long for the days when we had over 100 attendees. Those were the days! Anyway, just keep on coming and Cindy will keep lining up great speakers who present subjects of interest that stir memories and/or questions of "how (or why) did they do that?" Come join us and also please volunteer to work on the staff. See you soon.

## The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in January. 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 hmcddonnellz@yahoo.com to CHANGE TO EMAIL.

VINCE VAN DEN BRINK,  
RAY LECOMPTE,  
CINDY MACHA and BOB OLDS

## MEMBERSHIP

By Sel Ramsay

### NEW MEMBER



David Malmad

David Malmad is the latest member to join the Grampaw Pettibone Squadron of the Association of Naval Aviation. . Originally from New York, David has been a resident of Orange County since 1979. He recently retired from the Information Technology industry, having worked as an IT systems consultant and project manager in various industries.

Prior to his work in the IT industry, David worked for more than 20 years in the aerospace industry as a recruiter, safety specialist and systems analyst, including a 4 year assignment in Iran. He began flying in 1966 and with this knowledge became an active participant in the CAP and CAF. His primary hobby is competitive shooting.

### WEST 2017



Sel Ramsay

Coming up February 21 – 23, 2017 is the WEST 2017 Conference in San Diego, sponsored by the U. S. Naval Institute and AFCEA. This is one of the major Navy attractions in our general neighborhood that we can all attend. Look up [www.WEST2017.org](http://www.WEST2017.org) to see the program and speakers (ComNavAir ADM "Shoe" Shoemaker and DepSecDef Bob Work are among those expected), and to see if admission is free.

### From The CHAPLAIN

Bill Thompson



I recently heard a preacher say that our nation no longer worshiped God but worshipped money instead. I was reminded of a poem in Calvin Miller's book *A Requiem for Love*.

Here is the poem:

A beggar asked a millionaire,  
"How many more dollars  
Would it take to take to  
Make you truly happy?"  
The millionaire,  
Reaching his gnarled hands  
Into the beggar's cup, replied,  
"Only one more!"

# GRAMPAW PETTIBONE

**NAVAL AVIATION** News  
November 1994



In 1943, Lt. Robert Osborn, in collaboration with Commander Seth Warner, created the “sage of safety” character for a column in the *BUAER News Letter* produced by the Bureau of Aeronautics to address the increasing aircraft mishap rate. Osborn’s illustrations commingled with

Warner’s narrative accounts of aircraft accidents. Following a description of a mishap, the old curmudgeon aviator railed at young fliers for making stupid mistakes. More than one aviator caught in a pinch in the sky has suddenly remembered a timely pearl of wisdom from Gramps that helped the flier avoid a costly- and perhaps fatal-error.

Osborn is also the creator of more than 2,000 of the famed “Dilbert the Pilot” and “Spoiler the Mechanic” posters. These safety gems were liberally displayed in hangars and aboard ships during WW II and into the 1950s. In addition, he produced “Sense” pamphlets, which gave WW II fliers common sense safety rules on aviation subjects, such as “Flight Deck Sense.”

In 1977, Osborn’s dedicated service to Naval Aviation was recognized when he was designated No. 14 in the elite group of Honorary Naval Aviators. This honor was one of his most cherished.

Recognized as one of America’s great satirists/artists, Osborn’s works have been published in prestigious magazines, newspapers and books. Naval Aviation was only one of his many subjects, but Osborn had a special place in his heart for the Navy. It helped give him his start and he had great admiration for the people he knew in the service.

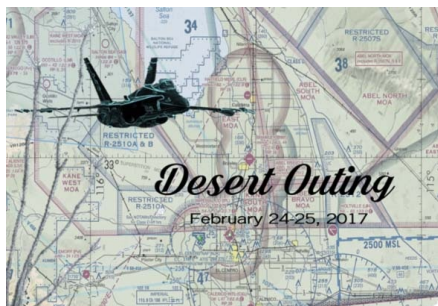
At age 89, the artist stepped down as the illustrator of “Grampaw Pettibone” for 51 years in *Naval Aviation News*-from the 15 January 1943 issue to May-June 1994. No one has had a more remarkable and productive tour of duty in service to Naval Aviation than Bob Osborn.

There have been 13 Gramps writers, including Cdr. Warner, who gave the character his “voice.” Fortunately, when Osborn retired he wanted “Grampaw

Pettibone” to live on, and the column has continued to appear in *Naval Aviation News* with illustrations by retired Navy captain and well-known artist Ted Wilbur. *From Naval Aviation News website.*

## GRAMPS 2017 STAFF

C.O. Tim Brown - [timb53@hotmail.com](mailto:timb53@hotmail.com)  
X.O. Vincent van den Brink - [vincentvdb1@yahoo.com](mailto:vincentvdb1@yahoo.com)  
OPS Cynthia Macha - [cm@wmof.com](mailto:cm@wmof.com)  
Membership Sel Ramsay - [ramsayengineering@cs.com](mailto:ramsayengineering@cs.com)  
Treasurer Ray LeCompte - [raylecompte34@gmail.com](mailto:raylecompte34@gmail.com)  
Public Affairs Dick Fields - [t6pilot@gmail.com](mailto:t6pilot@gmail.com)  
Admin. Hal McDonnell - [hmcdonnellz@yahoo.com](mailto:hmcdonnellz@yahoo.com)  
Flt.Surgeon Bob Helton MD - [bobby726921@gmail.com](mailto:bobby726921@gmail.com)  
Chaplain Bill Thompson - [chapbillt@aol.com](mailto:chapbillt@aol.com)  
Trips Officer Vincent van den Brink - [vincentvdb1@yahoo.com](mailto:vincentvdb1@yahoo.com)  
OP-Plan Editor Hal McDonnell - [hmcdonnellz@yahoo.com](mailto:hmcdonnellz@yahoo.com)  
Web Editor Ray LeCompte - [raylecompte34@gmail.com](mailto:raylecompte34@gmail.com)  
Greeters/Raffle Andrew Benjock - [abenjock@cox.net](mailto:abenjock@cox.net)  
Greeters/Raffle Edward Mason - [chirp26@sbcglobal.net](mailto:chirp26@sbcglobal.net)  
Greeter Carol Fields - [t6pilot@gmail.com](mailto:t6pilot@gmail.com)



The Navy League's Imperial Valley Council is hosting the Desert Outing 2017 on February 24-25. We'll be watching some incredible Blue and Gold jets

over Imperial Valley’s blue skies, and of course we’ll be serving those incredible 20-oz. juicy T-bone steaks, fun and camaraderie. You don’t want to miss it! Tim Brown and Ray LeCompte will be attending the event. Registration and credit card payments are accepted through our website.

The deadline to submit your Desert Outing reservation is February 8, 2017. Call Lisa Gallinat, Chairwoman Desert Outing 2017 Imperial Valley Council, Navy League of the U.S. [ivnavyleague@yahoo.com](mailto:ivnavyleague@yahoo.com) (760) 791-7345.

## DAYS TO REMEMBER

**LINCOLN’S BIRTHDAY 12 FEBRUARY**  
**VALENTINE’S DAY 14 FEBRUARY**  
**PRESIDENT’S DAY 20 FEBRUARY**  
**WASHINGTON’S BIRTHDAY 22 FEBRUARY**