



ANA **GRAMPAW PETTIBONE**  
**SQUADRON** INC.  
**1 APRIL 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, 13 APRIL 2017

AT THE

## GARDEN GROVE ELKS LODGE

LOCATED AT 11551 TRASK Ave., GARDEN GROVE

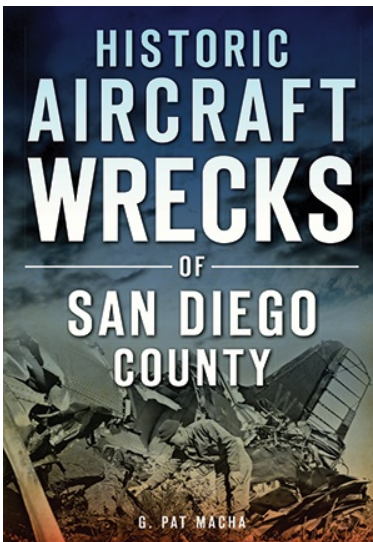
Hangar doors open at 1130, Luncheon is at 1200, secure at 1330.

Please make reservations before 9 PM on Monday 10 April 2017

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

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

About our speaker's topic:



Clear weather and a natural harbor made San Diego an early aviation hub, but success in flight came with devastating tragedies. The remains of more than four hundred aircrafts lie scattered across the county's deserts and mountains. Experts estimate that dozens more are on the ocean floor off the coast. In 1922, army pilot Charles F. Webber's DeHavilland biplane went missing over Cuyamaca Rancho State Park. In 1978, Pacific Southwest Airlines Flight 178 collided midair over San Diego and crashed in the residential North Park neighborhood, claiming the lives of 144 people in what was the worst airline disaster of the era. Author and aircraft accident research specialist G. Pat Macha recounts these and other stories of astonishing survival, heroism and heartbreaking fatality.

About our Speaker:

### G. PAT MACHA, AUTHOR AVIATION ARCHAEOLOGIST

G. Pat Macha is a retired high school history and geography teacher who has explored the mountains and deserts of the western states for 54 years in search of aircraft wrecks.



He has authored six books in the field of aircraft archeology, produced a video on wreck finding and hosted the History Channel program, "Broken Wings". He is a noted public speaker lecturing on aviation safety and archeology to a wide range of audiences. Pat has been the coordinator since 1997 in the search for missing Women Airforce Service Pilot (WASP) Gertrude "Tommy" Tompkins Silver. Pat is a member of the American Aviation Historical Society, San Diego Air & Space Museum, and the Western Museum of Flight. For more information concerning Pat's work in the field of aviation accident history and archeology and Project Remembrance, see [www.aircraftwrecks.com](http://www.aircraftwrecks.com).

About our March luncheon:

## LANDING ON A PITCHING DECK

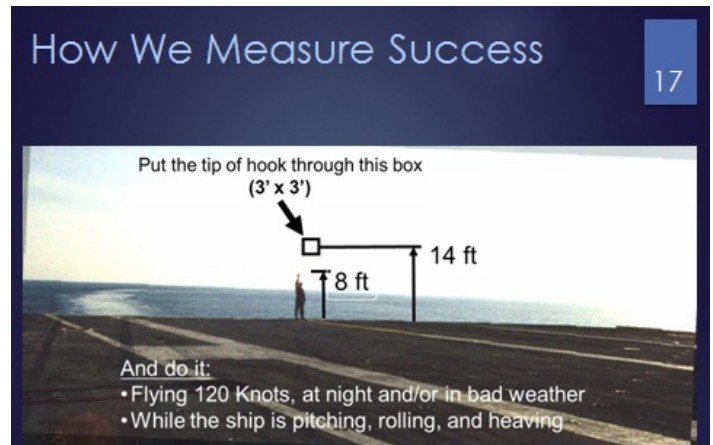
Article by Tim Brown

Colonel Wayne R. Scott, USAF (Ret.), was the speaker at our meeting in March. After 29 years of service as an Air Force officer, Wayne joined Raytheon and is now Senior Program Manager, JPALS TSS ATS. Before starting his brief, Wayne introduced his father and mother, Robert and Marilyn; his wife, Cindy; and their good friend Bill Baribault who is the President and CEO of the President Nixon Foundation. Wayne's dad was a pilot with VF-31 "Tomcatters" in the early 1950's and flew off a carrier in the Korean War. After learning of Wayne's lineage, I was not surprised by his excellent grasp of the challenges presented when landing an aircraft on the moving deck of an aircraft carrier.



This system is for use in the F-35 JSF and other unmanned platforms and is testing today. The system is designed to give aircraft returning to the carrier precision guidance back to their landing position regardless of weather conditions, sea state (5 or less) or availability of other outside navigational aids. JPALS is a military aircraft landing system planned to support landing aircraft aboard aircraft carriers and amphibious assault ships. It is GPS-based while current landing systems are radar, radio or visual-based. It is very

accurate: typically 50 cm. or better at touchdown.



After reviewing what JPALS is and does, he educated us on what JPALS is not. JPALS is not a flight controller or an autopilot, it does not send control commands to the aircraft. It is not the same system that is currently being integrated into the fleet for use with F/A-18s. It is not what is called, "Magic Carpet". At this time, JPALS is being updated to support unmanned aerial vehicles (UAVs). It still provides navigation to the UAV pilot who uses the data to land the aircraft. It is a very accurate system as demonstrated by the videos that Wayne provided.

The bullet points on the key features of JPALS from Wayne's presentation are:

- \* FMS Community – Exportable
- \* Interoperable – designed to work in a variety of applications
- \* Supports hover points for rotary aircraft and SOVApproach(F-35B)
- \* Secure/Ant-Spoof/Anti-Jam
- \* 2-way data link supports surveillance without airport radar
- \* One system can support all runways/airfields in a 20 NM radius
- \* Interactive Electronic Technical Manual for maintainers

It was an excellent brief by Col Scott and everyone present walked away with a much better understanding of what JPALS is, what it currently provides to the fleet and what it holds for the future of Naval Aviation.

Our speaker's last slide:

## NAVAL AVIATION

So you want to understand an aircraft carrier? Well, just imagine that it's a busy day, and you shrink San Francisco Airport to only one short runway and one ramp and gate. Make planes take off and land at the same time at half the present time interval, rock the runway from side to side, and require that everyone who leaves in the morning returns that same day. Make sure the equipment is so close to the edge of the envelope that it's fragile. Then turn off the radar to avoid detection, impose strict controls on radios, fuel the aircraft in place with their engines running, put an enemy in the air, and scatter live bombs and rockets around. Now wet the whole thing down with salt water and oil, and man it with



20-year-olds, half of whom have never seen an airplane close-up. Oh, and by the way, try not to kill anyone.

**By Unknown Senior Office, Air Department**



Our speaker's family and friend join him at Gramps' March luncheon. L to R: Bill S. Baribault, President Nixon Foundation; Robert Scott, Naval aviator(50-54); Wayne Scott, our speaker; Marilyn Scott, Wayne's mother; Cindy Scott, Wayne's wife.



## **C.O. COLUMN**

**Tim Brown**

It is with great sadness I have to announce that on March 24<sup>th</sup>, LtCol Melvin E Locke, USMC (Ret), took his last cut. Mel was

C.O. of Grampaw Pettibone Squadron (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.

**Tim Brown, Ray LeCompte,  
Cindy Macha, Ed Mason & Bob Olds**



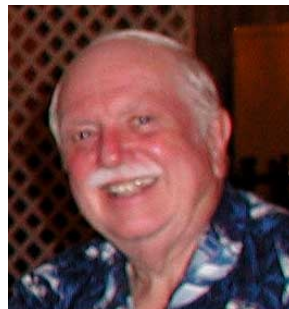
Dennis Zager(L) is welcomed aboard by Sel Ramsay

## **MEMBERSHIP**

**By Sel Ramsey**

### **NEW MEMBER**

We welcome Mr. Dennis Zager as our new member this month. And we thank Bill Pridemore for bringing him to us! Dennis served in the Navy in Aircraft Maintenance, including duty in Japan and Australia. He resides in Fountain Valley. **WELCOME ABOARD!**

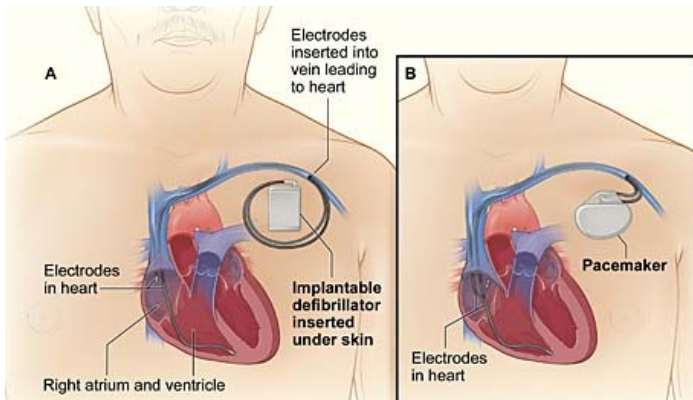


## **From the FLIGHT SURGEON**

**Bob Helton MD**

**PACEMAKERS and Implantable Defibrillators:** An arrhythmia is any disorder of your heart rate or rhythm. It means that your heart beats too quickly, too slowly, or with an irregular pattern. Most arrhythmias result from problems in the electrical system in the heart. If your arrhythmia is serious, you may need a cardiac pacemaker or an implantable cardioverter defibrillator (ICD). They are devices that are implanted in your chest or abdomen. A pacemaker helps control abnormal heart rhythm. It uses electrical pulses to prompt the heart to beat at a normal rate. It can speed up a slow heart





rhythm, control a fast heart rhythm, and coordinate the chambers of the heart. An ICD monitors heart rhythms. If it senses dangerous rhythms, it delivers shocks. This treatment is called defibrillation. An ICD can help control life-threatening arrhythmias, especially those that can cause sudden cardiac arrest. Most new ICDs can act both as a pacemaker and a defibrillator. Many ICDs also record the heart's electrical patterns when there is an abnormal heartbeat. Getting a pacemaker or ICD requires minor surgery. You usually need to stay in the hospital for a day or two, so your doctor can make sure that the device is working well. You will probably be back to your normal activities within a few days. Dr. Bob



From the  
**CHAPLAIN**  
Bill Thompson

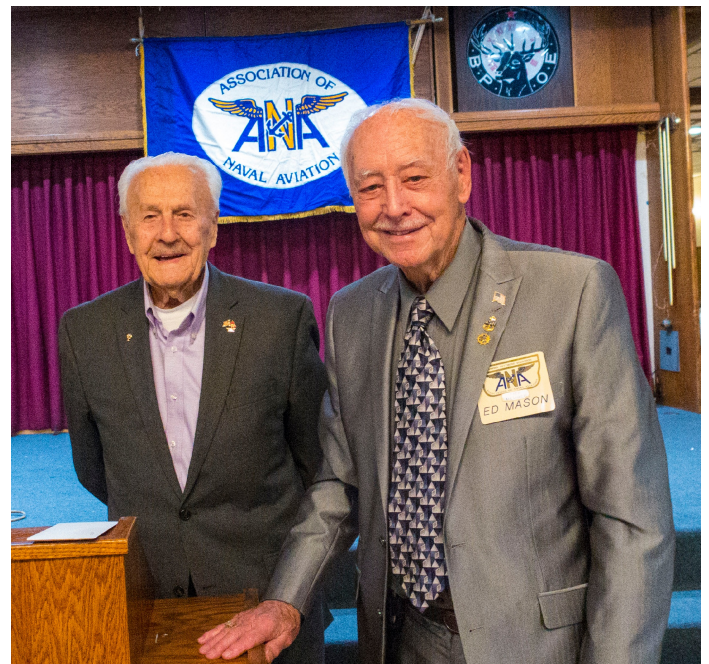
### **SEXISM, RACISM, and OTHER PREJUDICES**

It's sad to note that in our time many people feel free to act out their prejudices regardless of who may be harmed. How do we begin to get a handle on the harm that is being done to people because of someone's ignorance and/ or self righteousness? Where do we begin if we desire to curb such undesirable behaviors? I remember an AP article, I think in 1994, that really caught my attention. It was about farmers in India who were angry with their government. It seemed that the government tried to improve farm conditions by importing dung from another country. I think it was England. When the Indian farmers learned what was being done, they were furious. They argued that they did not want the dung from England because, as they said, "Our dung is much better than their dung!". And so they refused to accept the plan of the government. There must be a simple message in that report that will be a place for us begin to get rid of our self-righteousness and prejudices against people we feel are different and inferior from us. Let's explore the things we have in common. Prejudices may fade as we recognize the things we have in common.

## **GRAMPS 2017 STAFF**

C.O. Tim Brown - timb53@hotmail.com  
X.O. Vincent van den Brink - vincentvdb1@yahoo.com  
OPS Cynthia Macha - cm@wmof.com  
Membership Sel Ramsay - ramsayengineeringco@cs.com  
Treasurer Ray LeCompte - raylecompte34@gmail.com  
Public Affairs – Dave Malmad – dmalmad613@gmail.com  
Admin. Hal McDonnel - hmcddonnelz@yahoo.com  
Flt.Surgeon Bob Helton MD - bobby726921@gmail.com  
Chaplain Bill Thompson - chapbillt@aol.com  
Audio/Visual Affairs - Dick Fields - t6pilot@gmail.com  
Trips Officer Vincent van den Brink - vincentvdb1@yahoo.com  
OP-Plan Editor Hal McDonnel - hmcddonnelz@yahoo.com  
Web Editor Ray LeCompte - raylecompte34@gmail.com  
Greeters/Raffle Andrew Benjock - abenjock@cox.net  
Greeters/Raffle Edward Mason - chirpy26@sbcglobal.net  
Greeter Carol Fields - t6pilot@gmail.com

## **MARCH LUNCHEON PICTURES**



Gramps staff, Andrew Benjock(L) and Edward Mason in action funding Gramps' Sailor of the Year program. Ed won the draw and donated to the fund. He is a GREAT GUY.

**REMEMBER  
EASTER SUNDAY  
16 APRIL**