



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

**1 OCTOBER 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, 12 OCTOBER 12017**

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 October 2017

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

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

About our speakers topic:

**DISTINGUISHED**

## **NAVIGATOR, AVIATOR STRATEGIC THEATER COMMANDER**

About our speaker:

### **RADM DONIPHAN B. SHELTON USN(RET)**



Following boyhood in Missouri, Rear Admiral Shelton entered the Navy in 1939 as an enlisted man. He served in the battleships *New Mexico* (BB-40) and *California* (BB-44) before attending prep school and then the Naval Academy, from which he graduated in 1944. He had wartime duty in the light cruiser *St. Louis* (CL-49) before completing flight training. He was among the Navy's

pioneers in night fighter operations and later served as a test pilot. Squadrons over the years included VF-1E, VCN-1, VC-3, and VC-124. He commanded Fighter Squadron 92 and Carrier Air Wing 17; the latter was in the *Ranger* (CVA-61). He had a role in the introduction of the F7U Cutlass into the fleet. His ship commands during the Vietnam War were the ammunition ship *Paricutin* (AE-18) and the amphibious assault ship *Tripoli* (LPH-10). He attended the Naval War College and had several tours of duty on the OpNav staff. Included in the latter was work in the Politico-Military Policy Division, particularly in connection with Pan-American affairs. In 1973-75 he commanded U.S. Naval Forces Philippines and later served as director for plans (J-5) on the CinCPac staff before retiring in 1979. His tour in the Philippines was noteworthy because of the hosting of South Vietnamese refugees at Subic Bay after their country was overrun in the spring of 1975.



## SEPTEMBER LUNCHEON SPEAKER BRIEFING BY DAVID L. MALMAD – GPS PAO

On September 14, 2017, the Grampaw Pettibone Squadron was pleased to have as its guest speaker Mr. Dana T. Parker, author of Building Victory, Aircraft Manufacturing in the Los Angeles Area in World War II. In his presentation, Mr. Parker described the evolution of aircraft manufacturing in Southern California during WWII. At that time, LA aircraft manufacturers were engaged in the greatest effort in history to increase aircraft production from a handful to thousands.



In less than five years, aircraft manufacturing in the US climbed from 41<sup>st</sup> place to first place among American industries. This achievement centered in the LA area where companies such as

Douglas Aircraft Co. in Santa Monica, Hughes in Culver City, Lockheed in Burbank, North American Aviation near Inglewood, Northrop in Hawthorne, Vultee in Downey, as well as countless subcontractors who made a major contribution. In 1939, total US military aircraft production was less than 3000 aircraft. From 1940-45, the US produced nearly 300,000 planes total. This met the goal set by President Roosevelt who requested 50,000 planes per year.

Mr. Parker stated in his presentation that the war was won as much by machine shops as machine guns. Machine tooling and parts manufacturing broke all production records during the war years. More aircraft were manufactured in one year than had been manufactured in all of the pre-war years since the Wright brothers invented the airplane. In spite of the challenge laid out to meet war footing production with sometimes inexperienced personnel, productivity increased, doubled and doubled again between 1941 and 1944. It was double that of German counterparts and four times that of Japanese workers. By 1943, it exceeded the combined total production of both the UK and USSR. As a result of the war footing, as much as 40% of the workforce throughout many factories were women. Some draft age men with significant manufacturing skills were recruited to this effort and were prevented from enlisting or being drafted.

In order to meet the war demands, large assembly-line operations were required. Whereas pre-war builders would move from plane to plane in a batch process, in war time, the plane would travel to the builder. The approach would have equipment setup in one direction to receive raw material and



move the aircraft along the line to deliver a finished product. Some operations

would have multiple lines of production to build the fuselage as two separate parts and then assemble both sides as production progressed. Manufacturing was a 24 hour, 7 day a week, sometimes 365 day per year process. To protect plants in Southern California many were camouflaged to hide the operations from possible airborne attacks.

Many plants moved from manual operation to automated production without a break. It put a significant burden on personnel and equipment usage to maintain production requirements. Vultee Aircraft was the first company with an automated aircraft assembly line and the first to hire women on the assembly line. When interior factory space was not available, aircraft were finished outside taking advantage of fair LA weather. When subcontractors and parts manufacturers could not keep up with production, such as rubber for tires, wood was used as a temporary replacement. Other innovations in manufacturing included tubular steel and molten zinc.

Among the more noted achievements within the aircraft industry was the Lockheed Aircraft Corporation. With no previous military production experience, Lockheed produced the P-38 Lightning, the only aircraft to be produced throughout the entire war years of US involvement.

Mr. Parker provided photos of various aircraft manufacturing in the LA area and the evolution of the locations over the years. Most of the land used by the aircraft manufacturers has since been modernized and some continue to serve a roll in the aerospace industry while others were turned into shopping malls and apartment buildings. A few buildings have been recognized for their historical significance.



GPS OPS Cindy Macha thanks Dana Parker for his talk.

Mr. Parker concluded his presentation by discussing aircraft drone manufacturing during the WWII period. Southern California produced radio controlled models and full size planes to be used as drones for training gunnery teams as well as attacking enemy installations. A well-known company of the period, the Radioplane Company located in the Los Angeles area had an employee photographed by an army photographer as a publicity photo. The employee later went on to a modeling and acting career. Her name was Marilyn Monroe.





## CO COLUMN TIM BROWN

Votes are in: lunch costs you \$18 beginning this month! Don't forget, if you say, "keep the change" from your \$20 bill, you get on the "Great Guys" list and your name runs in the next OpPlan. In that regard, thanks to Dave Franzen for a very generous contribution at the last meeting. I think that I already acknowledged a generous contribution by former C.O. Denny Bowen, who sent a check in the previous month. And thanks to all the winners of the 50/50 who donate their winnings back to Gramps. We (and the SOQs) really appreciate your generosity.

Speaking of money, I don't think that Hal has received one check for \$10 from anyone regarding continued mailed via USPS. If you wish to continue receiving your OpPlan in the regular mail you must send Hal a check for \$10, otherwise we will send it via email (electronically). Please make sure that we have a current email address. See also the "ballot" that is included with this OpPlan. Please send it in before 1 December.

I just learned that a well-known member of GPS passed away recently. Normally we do not publish a notice but I am making an exception in this case. CDR Willis E. Hardy, USN (Ret) passed away on 15 September. He was 97 years young and he was a regular at our meetings along with Fred Dungan, another Ace from WWII. He is going to be missed at the Speaker's Table.

Also missing, has been Andy Benjock who has had a few health issues recently. You might have noticed that Ed Mason has been handling the 50/50 chores all by his lonesome for the last two meetings. Ben's illness is the reason. If you want to help Ed, just contact him at his post. Thanks Ed for handling the two-man job by yourself without so much as a peep. And, Ben, get well and get back to your post – we miss you!

As I mentioned at the last meeting, Sel Ramsay, Dave Malmad and I went aboard the USS Pasadena (SSN-752) for a tour of the ship during Fleet Week. We were invited to attend by the NWSSB, but it was on short notice and we were limited to 3 slots. As you no doubt agree, those slots should be offered to our staff first and then the general membership. As it turned out, only 3 of us were able to go aboard on the appointed date. It was a very informative and interesting tour. I did not realize how small the hatches in a Los Angeles-class attack sub can be. I got more bruises than I ever expected...steel does not give. I also bumped my head a couple of times.

Thank you to the PAO at NWSSB, Mr. Gregg Smith. Remember, I will always offer tours and special items to staff members first, so if you want to guarantee early notice, volunteer as a staff member.

I attended Tailhook 2017 in Reno. Ray LeCompte usually travels with me but was unable to make it this year. Hopefully he will be up and around next year and makes it to Hook '18. I re-connected with a few old friends while there. Dave Thornhill who flew A-4's in Vietnam was there. As a result I was able to get his son, MAJ Alan Thornhill, USMC, to "volunteer" to come up and speak to us in October, barring changes in his schedule as XO of VMM-164 flying the V-22 Osprey.

On another personal note, I was able to get together with an old friend whose father (Gordon Cady) was my dad's CO at VF-11 "Sundowners" in WWII. Her father was killed in 1944, and her step father (Bill Gaiennie) was another Naval Aviator who, as it turned out, was a good friend of my parents. Lots more to that story but it was a wonderful set of meetings that benefitted Marcia and me immensely.

I also had a chance to renew old friendships. I had not talked to Rear Admiral Don Shelton for a couple of years so it was gratifying to see him again. Don has some good stories, and some of them even appear to be true. On that note, I asked him whether he would like to come up and talk to us and he said "yes". That is how Admiral Don Shelton, test pilot and former Cutlass pilot, got to be our speaker this month. I am hoping for a very large crowd. Did you know that Admiral Shelton served on battleships before WWII? Of course he soon got out of that line of work to attend the Naval Academy, graduating in 1944. Then it was back to surface ships, a CL this time, when he served aboard the USS St. Louis (CL-49), and was an eye witness to 4 Kamikaze direct hits on his ship! Finally he finally got orders to flight school. See his short bio for more on his duty stations and billets. Come on down to hear about a very interesting career path.

Please attend our luncheons when possible and volunteer to help run your organization.



From the  
**FLIGHT SURGEON**  
Dr Bob Helton

### PROSTATE CANCER

Although about one in 7 men will eventually be diagnosed with prostate cancer, the warning signs are often vague and may be confused with other

conditions especially benign prostatic hypertrophy (BPH).. Prostate cancer is serious but not always fatal. Men should talk with their doctors about getting screened, as screening can have side effects. Not every man with prostate cancer needs to have surgery. If the cancer is not the aggressive type, it may possibly be watched. Prostate cancer symptoms may include: Trouble starting the urine; Weak or interrupted flow; Urinating more at night; Trouble emptying the bladder; Pain, burning, or bleeding during urination; Painful ejaculation; Chronic pain in back hips or pelvis. Prostate cancer is rare under 40, but at 50 the risk increases. Nearly 6 of 10 men with prostate cancer are over 65. Black men are most likely to develop prostate cancer. Genetics may play a role. Educate yourself about the issue of screening; not all men with prostate cancer need surgery! discuss with your doctor/Urologist.

*(by I PEE Freely- joke)*



FROM THE  
**CHAPLAIN**  
by Bill Thompson

**WORTH REPEATING**

Many years ago, Alexis de Tocqueville, the famous French political philosopher, visited America. He came here when this nation was very young to find the secret of our greatness. He traveled from town to town, talking with people and asking questions. He examined our young national government, our schools and centers of business, without finding the reason for our strength.

Not till he visited the churches of America and witnessed the pulpits of this land "afame with righteousness" did he find the secret of our greatness. Returning to France, he summarized his findings with this word of warning: "America is great because America is good, and if America ever cease to be good, America will cease to be great."



**GRAMPS' SEPTEMBER LUNCHEON**

## 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](mailto:hmcddonnelz@yahoo.com) to change to email.

**VINCE VAN DEN BRINK**  
**TIM BROWN**  
**DAVID FRANZEN**  
**BOB HELTON**  
**CHUCK JONES**  
**CHRIS KRETSINGER**  
**RAY LECOMPTTE**  
**CINDY MACHA**

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