



ANA **GRAMPAW PETTIBONE**  
**SQUADRON** INC.  
**1 NOVEMBER 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 NOVEMBER 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 NOVEMBER 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 speaker's topic:

### **PUTTING MARINES ON POINT V-22 OSPREYS**

**GET THE TROOPS WHERE AND WHEN THEY ARE NEEDED**

About our speaker:

**MAJOR ALLEN B. THORNHILL**  
**EXECUTIVE OFFICER**  
**MARINE MEDIUM TILTROTOR SQUADRON 164**



Major Thornhill was commissioned a 2nd Lt in June 17, 2002 after graduating from the United States Merchant Marine Academy with a Bachelor of Science in Maritime Operations and Technology. Then 2nd Lt Thornhill reported to The Basic School in

Quantico, VA, where he graduated with A Company in June of 2003. He then reported to MATSG-21 in Pensacola for Naval Flight School. After completing training at NAS Whiting Field, then 1st Lt Thornhill became a winged Naval Aviator in November 2004, and was selected to fly the CH-46E Sea Knight.

1st Lt Thornhill headed to Camp Pendleton, CA to begin training in the CH-46E helicopter at HMMT-164. In April 2005, he checked into HMM-166 aboard MCAS Miramar, CA. 1st Lt Thornhill served with HMM-166 from April 2005 to March 2009, deploying twice in support of the 11TH MEU in support of Operation Iraqi Freedom. He was promoted to Captain in December 2006. During his tour with HMM-166 Capt Thornhill held the billets of Flight Line Officer, Current Operations Officer, and Ground Safety Officer, and earned the flight qualifications of Division Leader, Terrain Flight Instructor, Functional Check Pilot, and Night Systems Instructor.

In April 2009, Capt Thornhill checked into 3d Battalion, 9th Marines aboard Camp Lejeune, NC, and attended Tactical



Air Control Party Course to train as a Forward Air Controller. During the summer of 2009 Capt Thornhill deployed with 3/9 to Iraq's Al Anbar Province attached to India Company. Then in January 2010 Capt Thornhill temporarily transferred to 3d Battalion, 2d Marines as the Battalion Air Officer. Here he deployed with the 22D MEU in support of the humanitarian assistance mission Operation Unified Response in Haiti.

In August 2010, Capt Thornhill executed orders to MAG-26 aboard MCAS New River, NC, and served as the MAG-26 Current Operations Officer until March 2011, and then completed MV-22 transition flight training at VMFT-204 in July of 2011. Capt Thornhill then executed orders to VMM-166, MAG-16 aboard MCAS Miramar, CA.

Major Thornhill served with VMM-166 from September 2011 to February 2015, where and held the billets of Quality Assurance Officer and Maintenance Officer, and earned the flight qualifications of Section Leader and Functional Check Pilot. He was promoted to Major in August 2013, and deployed with VMM-166 (REIN) in support of the 13TH MEU from August 2013 to April 2014.

Major Thornhill then reported to I MEF to serve as the Assistant Fires Officer for Task Force Al Asad 15.2 from February 2015 to May 2016. There Major Thornhill served as the Air Officer and lead JTAC during a nine-month combat deployment to Al Asad, Iraq. In May of 2016, Major Thornhill reported to VMM-164 at MCAS Camp Pendleton. Here he has served as Logistics Officer, Operations Officer, Executive Officer, and attained the qualification of Low Altitude Tactics Instructor.

His personal awards include the Navy Commendation Medal with gold star in lieu of third award, the Navy and Marine Corps Achievement Medal with gold star in lieu of second award, and the Humanitarian Service medal with gold star in lieu of second award.

## **ACTION REQUIRED**

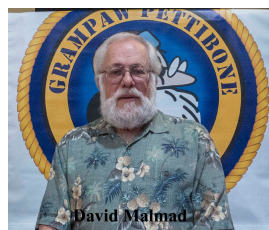
### **OP PLAN MAILING AND E-COPY**

By Tim Brown

Hal mailed a ballot with the last OP Plan. It asked

whether the recipient wanted to continue receiving a mailed copy of the OP Plan, and if so, to please send \$10 to cover the printing and mailing cost for one year. So far, Hal has received replies from less than 20 people. Some have sent their \$10 and some have said that they would be happy receiving electronically rather than by USPS. We appreciate those responses. Hal is concerned that only about 20 people are actually reading the OP-Plan and I know this to be incorrect. I need each of you who is receiving the OP Plan electronically to send an email to Hal to assure him that you would like to continue to receive his excellent work product electronically. Make him feel appreciated, will you please! If you want to continue to receive the OP Plan via USPS you must send the \$10 to him before the end of the year. After 31 December we will only mail copies to members who have paid their share of the mailing costs. By the way, Hal's email is [hmcddonnellz@yahoo.com](mailto:hmcddonnellz@yahoo.com). Don't forget the "z" at the end of his name! If you need his address, either text or call me at (562) 547-0780. Tim Brown.

*HAL's address is GRAMPAW PETTIBONE SQUADRON, 860 MORNINGSIDE DR APT C407, FULLERTON CA 92835-3565 editor*



## **OCT 12, 2017 LUNCHEON SPEAKER BRIEFING**

Article by David L. Malmad PAO

On October 12, 2017, the Grampaw Pettibone Squadron was honored to have as its guest speaker, Doniphan (Don) B. Shelton, RADM, USN (Ret.). ADM Shelton shared a portion of his experience as a 40+ year U.S. Navy professional, both as a shipboard enlisted man and pilot.

Admiral Shelton began his talk describing his early navy career beginning when he first enlisted in August 1939 under a six-year enlistment, with expectation for US Naval Academy appointment. Boot camp was in the San Diego area and initial assignment as a Seaman was aboard the battleship USS New Mexico. Subsequent assignment to the USS California would have resulted in being present at Pearl Harbor on December 7, 1941. This did not occur due to his transfer to the US Naval Academy Prep Class in October 1940.

The admiral described his early shipboard experience as an enlisted sailor polishing teak decks with a pumice stone and salt water known as 'holystoning' to the culinary experience during breakfast meals of baked beans and fried eggs. After graduating from the US Naval Academy in 1944, he was assigned to the Light Cruiser the USS St Louis as a Turret Officer. During his tour, the ship participated in the Leyte Gulf campaign and was attacked by 13 enemy aircraft, four of which struck the St Louis in a Kamikaze attack resulting in considerable damage,



injuries and loss of life by fellow crew members.

Coincident with the war ending, the admiral requested and was granted approval to detach from his shipboard assignment in August 1945 and report for flight training. Overcoming some delay release was granted just before the end of that month.



F6F-5n Night fighter

After completing flight training in June 1947, our speaker was assigned to a naval night fighter unit flying F6F-5N. This unit was the first night fighter unit to deploy after the war on a carrier and participated in the "Around The World Cruise" on the

USS Tarawa.

Subsequent night fighter assignments included flying the F4U-5N in Korea. His flying skills paid off upon returning from a mission when engine failure forced a dead-stick landing aboard ship. The admiral described a second dead stick landing while flying an F3H at Patuxent River, MD which occurred when a portion of the protective heat shielding failed during a flight test causing a total engine failure.



F7U-3 Cutlass

Beginning in 1951, our speaker was assigned to Navy Test Pilot School followed by assignment to the Service Test Division and then as project officer on the Cutlass

F7U-3 at the end of 1953. This aircraft had a highly unusual semi-tailless design. Records show and our speaker confirmed one of the toughest problems pilots encountered during testing was the aircraft nasty stall characteristics which included a yaw, side-ways movement and post-stall gyration leading to a very dangerous ride, where some pilots chose an ejection when unable to recover. Our speaker noted that the recovery technique once the gyration began was to put the stick just a bit aft of neutral—no lateral or rudder input—hang on and the aircraft would recover nicely.

When the project officer assignment occurred, our speaker was assigned to test the F7U-3 at NAS Miramar. During that time one of his test pilot team members was Wally Schirra, later to become an astronaut. Following Miramar, the admiral transferred to Moffett Field as team leader in TTU-3 (Transitional Training Unit) where a 50

hour syllabus for four pilots and maintenance personnel was created.

While the aircraft configuration during flight test included a rocket pod and onboard cannon, neither system was tested during flight. This decision was timely, due to the fact the firing of the cannon would have resulted in the spent shells being ingested into the engine intake, since no protective shielding was in place.

In response to questions, the admiral indicated the F7U could have become an acceptable aircraft if the engines

were improved which were subject to failure, the stall characteristics corrected and the nose strut design changed to reduce the danger of landing fatalities due to the strut location on hard landings penetrating the cockpit.

In conclusion, our speaker described his choice of favorite aircraft as the F4U-5N,



GPs C.O. Tim Brown(L) thanks RADM Sheldon(R).

F7F and his all time favorite the F8F-1 Bearcat.

## CO COLUMN

Tim Brown



Last month there was a bit of confusion on staff's part with respect to the increased cost of the lunch. The electronic announcement said \$15 and the mailed copy of the OP Plan said

\$18. Ray decided that there was a conflict, we would charge the \$15 for October. Hopefully we will all be in synch this month lunch will cost \$18!

Our speaker this month will be the Executive Officer of VMM-164 (A V-22 squadron), MAJ Allan Thornhill, USMC. Allan started in the CH-46 (Battle Frog) community but has transitioned to the V-22. He will be talking about his experiences on deployment with the Osprey. MAJ Thornhill is the son of Dave Thornhill, a

friend of mine whom I see every year at Tailhook. The senior Thornhill flew A-4's in Vietnam. Found at the Skyhawk Association website: "August 1, 1967: A-4C Skyhawk BuNo. 147670 was shot down by North Vietnamese Triple A fire. Lieutenant D. W. Thornhill was recovered. Lieutenant Dave Thornhill straps on his trusty A-4C Douglas



Skyhawk BuNo. 147670 for a mission to Hon Gai, North Vietnam. During this mission North Vietnamese Triple A fire got lucky and managed to bag Dave. After an "interesting" ejection and subsequent "interesting" rescue - the Jolly Green dropped Dave on the PIREZ ship --- the frigate FOX.

The FOX then began delicate negotiations with INTREPID for the amount of ice cream Thornhill was worth. Finally the FOX and INTREPID agreed on the trade and sent a helicopter. It is party time! During the dickering with the FOX the INTREPID Mess managed to bake a cake saying: "Welcome Home Thorny." and the Flight Sturgeon managed to find a bottle of medical brandy for the happening. Lieutenant Commander Jerry Tuttle, (the rescue on-scene-commander) presented the cake to Dave. Unfortunately, FOX got all the ice cream so there was just brandy to wash the cake down with."

Last month we had RADM Don Shelton, USN (Ret), as our speaker. See Dave Malmad's write-up elsewhere in the OP Plan. Coincidentally, Admiral Shelton just happened to have an article published in the current issue (Fall 2017) of *Tailhook* magazine. The article is a discussion of post stall gyrations of the F7U-3 Cutlass. Don touched on that issue during his presentation. Note the model of the F7U in my hand when I am making the certificate presentation to Admiral Shelton. Thank you, Don, for a very well-received brief.

We will be presenting the awards for Sailor of the Quarter at this month's meeting. Please take the time to talk to the outstanding sailors and congratulate them on their superior performances. Elsewhere in the OP Plan I am going to make a point of requesting responses to a question about the mailed copy of the OP Plan. Please respond. See you on 9 November.



From the  
**CHAPLAIN**  
Bill Thompson

Let's celebrate in November- take your pick: Marines Birthday, Nov. 10; Veterans Day, November 11; and/or Thanksgiving, Nov. 23. Let me start with Thanksgiving and tell you about a story that someone shared from his

college days.

"One day at the house where several students were renting, an old man showed up at the back door. As the door was opened just a little, we saw that his eyes looked glassy and his beard was a silvery color. He was holding a wicker basket with a few very unappealing vegetables, and he offered his produce for sale. He made us both fearful and full of pity. The next week he came back. This time he introduced himself and told us he lived in the shack down

the road. We got close enough to him this time to see he had not been drinking but had cataracts that marbled his eyes. On later visits we realized he was completely blind. When he appeared one day with two unmatched shoes on, we decided to get a bagful of shoes and put them on his porch. The next morning when he stopped by, he exclaimed, "The Lord is so good! I came out of my shack this morning and found a bag full of shoes and clothing on my porch."

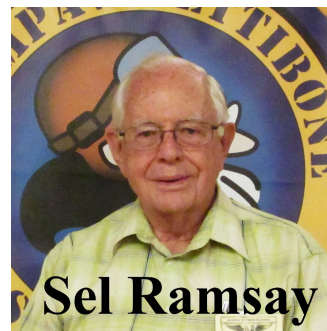
That's wonderful, Mr. Roth," I said. "We are happy for you."

"You know what's even more wonderful?" he asked. "Just yesterday I met some people that could really use them." Did this very poor, blind man experience the true spirit of Thankfulness that we all would like to have?

## The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in October. These guys and the members who attend the monthly luncheons are the ones who make possible Gramps' Sailor of the Quarter program. Gramps and his staff thank them all and hope to see your name here.

**Richard Allen, Vince van den Brink,  
Tim Brown, Bob Fuhrmann,  
Ray LeCompte, Cindy Macha,  
James McMath, Bob Olds  
and Larry Woodruff**



## MEMBERSHIP

By Sel Ramsay

Not all of our ANA members are Veterans, but a lot of us are, and it feels good to speak up for someone who gives Veterans a little "thank you" for their services rendered in uniform. In recognition of Veterans Day this month,

Knott's Berry Farm in Buena Park is giving away free admission to the Park to Active Duty Military/Retired/Veterans and spouse (or 1 guest) starting Wednesday, November 1 to Thursday, November 16. A maximum of 2 complimentary admissions will be issued. Additional tickets for \$35 each may be purchased for up to six persons. Valid proof of military service and photo I. D. are required. Eligible person must be present.

According to Becky, at Knott's, a similar admission period will occur between November 27 and December 15, with cost of the up-to-six additional tickets at \$40 each.

**Thank you, Knott's!**