



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

**1 JANUARY 2018**

[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, 11 JANUARY 2018**

AT THE

## **GARDEN GROVE ELKS LODGE**

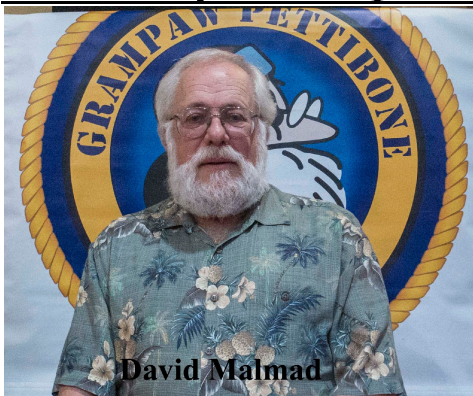
LOCATED AT 11551 TRASK Ave., GARDEN GROVE

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

Please make reservations before 9 PM on Monday 8 January

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:

U.S. NAVY

### **UNMANNED AERIAL VEHICLES**

**UAV Naval History (1911 to 1945)**

**Design, Development, Use**

During the subject era, there were many attempts by many nations to develop weapons that could operate autonomously thus shielding human operators from the necessity of going in harm's way. A few, however, were spectacularly successful, most of which were developed by Nazi Germany prior to and during WWII. This is a fascinating subject whose roots extend far earlier than most people had previously known.

About our speaker:

## **DAVID MALMAD**

**GPS PUBLIC AFFAIRS OFFICER**

David Malmad, Grampaw Pettibone Squadron Public Affairs Officer, joined the squadron in February 2017. Shortly after coming onboard, he was recruited and accepted the post of PAO for the squadron.

David holds a Bachelor of Science in Aviation Management from Embry-Riddle Aeronautical University and an MBA from Claremont University. David retired in November 2016, after 25 years as an IT Systems Consultant specializing in Human Resource Management Systems. Prior to his consulting career, David worked nearly 15 years in the Aviation/Aerospace Industry as a safety specialist, recruiter and systems analyst. This industry experience included over 4 years working in Iran for Bell Helicopter International as a Flight Line and Ground Safety Specialist.

In addition to his professional experience, David has held a number of staff and support positions in aviation related organizations. Past activity included Civil Air Patrol for over 15 years, including staff positions as Squadron Personnel Officer and Wing IG. As a member of the Fullerton Airport Users Task Force for more than 10 years, David participated in development of the airport master plan as well as participating in hangar development and use requirements. An active member in the Commemorative Air Force since 1992, David has participated as the Personnel Officer for the squadron, compiled and created the unit library and is active in the Aircraft Marshalling program at air shows for local as well as nation-wide CAF facilities. David has presented talks on various historical records related to aviation history with particular emphasis on WWII era aircraft and events.

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## DECEMBER LUNCHEON SPEAKER BRIEFING RETELLING THE SPACE RACE

Article by David Malmad

On Dec 14, 2017, the Grampaw Pettibone Squadron welcomed back as its guest speaker, Michelle Evans. Our speaker is the author of *The X-15 Rocket Plane, Flying the First Wings Into Space*. The presentation was about USAF Major Michael J. Adams, the twelfth and final pilot selected in the X-15 flight test program.



Our speaker read excerpts from a chapter about Major Adams in her book, his life and role as a test pilot in the X-15 program. Long before Major Adams became a pilot and flew the X-15, his character and motivation was shaped

by his childhood years. Born 5 May, 1930 and growing up near Sacramento, California, Mike Adams grew to love the outdoors. Working in a local hardware store, developing a life-long love for shooting and hunting, working on cars and acting in plays became the foundation for shaping the man.

After graduating high school, Mike entered and completed his Associate degree from Sacramento City College. Shortly after graduating he received notice from the US Army, but enlisted in the US Air Force instead. He completed basic, applied for OCS and completed pilot training on 25 October 1952.

1Lt Adam's first assignment after training was in April 1953 to an F-86 squadron in Korea, where he flew 49 missions earning an Air Medal. Upon completing his tour in Korea he was assigned in February 1954 to England Air Force Base, Louisiana and stationed for almost 3 years.

During his tour in Louisiana he met his future wife Frieda Beard, whom he married in January 1955. Shortly after he married, Mike was sent to Germany for a 6 month tour.

Upon returning and after reuniting with his new wife, he focused on his Air Force career and continued his studies.

Mike entered the University of Oklahoma and completed his BS degree in 1958 in Aeronautical Engineering. After completing his undergraduate degree, Mike went on for graduate work in Astronautics at MIT. Upon completing his advanced studies 18 months later he was assigned to Chanute Air Force base in Illinois as a flight instructor. He was also selected as a student at the USAF Test Pilot School at Edwards AFB.

Coincident with his duty assignment in Germany and during his studies, Mike's family grew and by the time he completed his graduate studies; in addition to his wife, he had 3 sons.



Major Mike Adams Awarded Honts Trophy For Academic Excellence and Flying Skill

Captain Adams graduated from Test Pilot School in 1962 as the outstanding student and pilot in his class. For this he was awarded the Honts Trophy. He was then selected to attend the Aerospace Research Pilot School, known as ARPS and graduated with honors in class 4, December 1963.

Along with his classmate Dave Scott, Captain Adams applied for selection in the fledgling Astronaut program, travelling to Brooks AFB for testing. Upon returning to Edwards AFB, their F-104 fighter experienced an engine failure and Captain Adams ejected injuring himself during the process. Had he stayed with the plane, he would have been killed. Dave Scott did remain with the aircraft and survived the crash. Dave Scott did go on to join the astronaut program in Gemini 8 and Apollo 15. However, due to the injuries sustained in the crash, Captain Adams did not join the scheduled astronaut program at that time.

In November 1965, Mike was selected to be an astronaut in the USAF Manned Orbital Laboratory (MOL) program. Due to program administrative and technical delays, in July 1966, Major Adams joined the X-15 program and made his first flight at Edwards AFB on 6 October 1966 in plane 001. There were a total of 3 aircraft in the program.

Between October, 1966 and November, 1967, Major Mike Adams flew a total of 7 flights. A few cut short due to early engine shut down or faulty start. One flight achieved a top speed of Mach 5.59.

Even while participating in the X-15 program, Major Adams was still looking at opportunities in the space



program. Though the Major was involved with flight test, he still provided time for his family and shared his enjoyment of the outdoors in the area surrounding Edwards, travelling to the local deserts and mountain, to explore and enjoy what was offered.

Major Adams final flight on 15 November, 1967 in aircraft 003 – tail number 66672 launched at 9:15 AM. At 10:30:07, Major Adams released from the B-52 and throttled up to 100% thrust. The aircraft for the flight was equipped with 2-6 foot pods at the end of each wing, one to collect data on micro meteorites and the other to take solar spectrum readings. The right pod configuration contained a probe that had not been tested in an altitude chamber to determine it's impact on aircraft performance in a vacuum. During the flight, the probe began to arc causing electrical malfunctions on a number of onboard control systems. Distracted from the flight, Major Adams attempted to reset the instruments. Among the instruments manually set was a dual purpose display that read Yaw or Roll. Distracted, the Major set and misread the display as Yaw when instead it was switched to Roll. Peak altitude was 266,000 feet (50.3 miles) and due to the aircraft Yaw, heading was off by 18 degree to the right of flight path. Instrumentation in the Control Room on the ground did not include any monitoring of the flight path deviation. Upon heading back down, the Yaw increased to 28 degrees, 90 degrees and then a full 180 degrees. The aircraft was placed into a hypersonic spin, the first of its kind in the X-15. Coming out of the spin at 120,000 feet but in an inverted dive and experiencing severe oscillation, the aircraft continued to descend and at approximately 80,000 ft with a severe G-load of over 15 Gs began to break apart. Total separation occurred at 62,000 feet. At 10:35:20, Number 003 impacted the desert. Major Adams did not survive.

While the accident investigation concluded that Major Adams failed to interpret his heading indicator correctly, the addition of devices not fully tested which created the distraction leading to misreading the instruments was an added factor. The lack of heading indicators in the Control

Room to aid the flight test team in assisting the pilot in any deviation from planned flight was also noted.

Our speaker's research referred to team member attitudes and events of the X-15 program and subsequent Space Shuttle program, events that may have contributed to the losses in both programs.

As a result of the altitude achieved above 50 miles on the flight, Major Mike Adams was posthumously awarded US Air Force Astronaut Wings.



Michelle Evans – Speaker,  
Cindy Macha – GPS OPS

A memorial was erected at the crash site on 9 May, 2004. Records achieved by the X-15 between June 1959 – August 1968;

Total Pilots – 12

Total Flights - 199

Highest Altitude – Flight 91 - Joe Walker, August 1963 –354,200 feet – 67 miles

Fastest Speed – Flight 188 - Pete Knight, October 1967 – 4520 mph – Mach 6.7



From left to right: Chaplain Bill Thompson, MNC David Rojas, CMA Michael Pesicka, MN2(SW) Keith Young, MA3 Johnathon Lewis, MA2 Jason Turner, MA1 Steven Jacks, CAPT Noel Dahlke, Sel Ramsay--GPS Membership

## SAILORS RECOGNIZED FOR OUTSTANDING SERVICE

By Bill Thompson

At the regular meeting of the Grampaw Pettibone Squadron Thursday, December 14, sailors from the local Navy Base at Seal Beach were our special guests. They had been selected by the base as Sailors of the Quarter. Those honored from the Naval Weapons Station were: Senior Sailor of the Quarter--MA1 Steven Jacks; Junior Sailor of the Quarter--MA2 Jason Turner; and Bluejacket of the Quarter--MA3 Johnathon Lewis. Other honorees came from the Navy Munitions Command Pacific CONUS West Division Unit at Seal Beach Weapons Station. Honorees were: Senior Sailor of the Quarter--LS1(EXW) Lila Dowell (not able to be present because of a required class that she was attending); and Junior Sailor of the Quarter--MN2(SW) Keith D. Young. Other persons from the base participated in the presentation of certificates and gifts from the community. Chief Master at Arms Michael Pesicka and Chief MW David Rojas introduced the sailors. Captain Noel Dahlke, Commanding Officer of the Naval Weapons Station, presented the certificates.

We greatly appreciate the gift certificates made available by local restaurants. In Seal Beach we thank Avila's El Ranchito Mexican Restaurant, Finbar's Italian Restaurant, Glory Days Beachside Grill, Hennessy's Tavern, O'Malley's on Main, Rivers's End Café, and Yucatan. In Long Beach, we thank Beachwood BBQ at 210 East 3<sup>rd</sup> St., Mimi's at 6670 E. Pacific Coast Highway. In Newport Beach, we thank The Crabcooker at 1025 Newport Blvd. Beautiful plaques were presented to the SOQ'S by the USAA Insurance Company.

# The GREAT GUYS

Here are some of the Great Guys who have made contributions to Gramps in November. 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.

**Chris Kretsinger, Tim Brown, Ray LeCompte,  
Dennis Zager, Bill Pridemore, Cindy Macha,  
Bruce Guberman, Bob Helton, Jim McMath,  
Bob Furhmann, Check Stilwell, David Malmad,  
Vincent van den Brink, Larry Woodruff,  
Chuck Jokela, and Rafi Rahamim**

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## CO COLUMN

Tim Brown

I do hope that everyone had a wonderful holiday season. Have I told you what an outstanding job that Bill Thompson is doing? You all know that he is our Chaplain and delivers the Invocation at nearly every meeting. But, did you know that he also handles the SOQ/SOY Awards Program. I was at Polly's Pies today and a lady brought in the 28 December issue of "*Sun Newspapers*". Lo and behold, there, on the front page, was a photo of the SOQs from our 14 December meeting along with a very long article (written by Bill) that reported on the meeting. In addition, the newspaper that serves Seal Beach, Los Alamitos and other beach communities, ran a photo of the SOQs from our August meeting in their "... Year in Review..." pictorial. I know that Bill spends a significant amount of time gathering gift certificates from local restaurants, writing these articles and working with the command at the Weapons Station to make this program great. Thank you Bill.

While I am at it, I am reminded of the efforts of Dolores Hardy and Fran and Paula Pieri on behalf of GPS. Dolores was our Treasurer for many years after Andy Andresen retired. She really did not so much volunteer as get shanghaied. Notwithstanding how she got bamboozled, she did a wonderful job for many years until getting Ray LeCompte (with lots of help from Joy) to take over. It is always nice to see Dolores at our meetings... she is the sweetest person! Fran and Paula had to give up their position(s) as Membership Officer(s) when they moved to Oceanside. It is just too far to travel for Staff Meetings and Luncheons. They were fixtures at the front desk, handing our membership applications, taking orders for pins and badges and answering questions of all sorts. Thank you all for your service to GPS. We will not forget.

This month we will honor the Sailors of the Year from NWSSB and Navy Munitions Command, CONUS West Division. I hope to have Jim DeLozier, Force Master Chief/E-9(Ret), USN, who is USAA Military Affairs Representative/Field Operations West Region, say a few words about the prestigious SOY award before participating in our ceremony. I do hope to see many of you who have not attended in a while show up and support our program. Bill Thompson and Sel Ramsay work very hard to make this a worthwhile program for the active duty personnel and your attendance adds to the moment.

Last week I received my copy of the Fall/Winter 2017 issue of *Wings of Gold*. Our PAO, Dave Malmad, has a really nice write up on pages 48 and 49, plus nice photos. Dave is doing double duty at the January meeting: he is acting as PAO and making the luncheon presentation on a very interesting subject, early efforts to fly drones. Great results with WOG and "break a leg" on 11 January!

And for those of you who have not received your copy of WOG, that means that you have either let your membership lapse; have moved without telling HQ; or are, God forbid, not members of ANA but attend our meetings to support our programs and Mission. In any event, think about joining or renewing but please make the meetings. Please recruit new members too.

USNL Imperial Valley Council will be hosting its annual fundraiser (Desert Outing) on 23-24 February, 2018. This event established in 1985 is held at NAF El Centro. There will be an opportunity for guests to watch flight training from a secure location on the flight line. Funds raised from this event support the servicemen and women of the Council's adopted commands, ships, squadrons and their families. Space is limited, and reservations are accepted through 5 February. Information is available on the council's website at [www.ivnavyleague.org](http://www.ivnavyleague.org).

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## MEMBERSHIP

By Sel Ramsay

As we start a new year, we welcome our new members and look forward to new programs and events in the months ahead. We meet the second Thursday of each month for lunch and program at the Elk's Club in Garden Grove, from 1130 to 1330.

OUR NAME

"Grampaw Pettibone" was essentially the "Dear Abby" of the magazine *Naval Aviation News*, written and published by the Navy at Naval Air Station Anacostia, in Arlington, Virginia. People, mostly Naval Aviators, would write in describing their adventures (or often, misadventures) and "Gramps" would answer with his admonition about what could, or should, have been done. Sometimes these were not just anecdotes of interest, but poignant lessons to the rest of us to help us avoid loss or injury. Grampaw Pettibone was like a coach.

Come join us for lunch. Now and then some of these interesting tales get told.

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## FROM THE CHAPLAIN

Bill Thompson

### Happy New Year

Yes, the stress of the busy Christmas Season is over. A little rest is certainly in order for most of us. How about a joke? "Three friends decided to go hunting together. One was a lawyer, one a doctor, and the other a preacher. As they were walking, along came a big buck. The three of them shot simultaneously. Immediately the buck dropped to the ground and all three rushed up to see how big it actually was. Upon reaching it they found out that it was dead but had only one bullet hole. Thus a debate followed concerning whose buck it was.

Five minutes later a game officer came by and asked what the problem was. The doctor told him their reason for the debate. The officer told them he would take a look and tell them who shot it. Five seconds later he said he knew who shot the buck.. He said with much confidence, The pastor shot the buck." They all wondered how he knew that so quickly. The officer said, "Easy. The bullet went in one ear and out the other"

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## FROM THE FLIGHT SURGEON

Bob Helton MD

### PARKINSON'S DISEASE

Parkinson's disease is a disorder of the Central Nervous System. The symptoms vary from person to person and in the early stages may be mild and unnoticed. Parkinson's disease (P D) is a progressive disease and does get worse over time. PD affects an important brain chemical, reducing the brain's production of dopamine- a chemical that sends signals that control movement. The cause of PD is unknown, but genetics and exposure to toxic chemicals may play a part. There are two types of P D symptoms: Motor symptoms as muscle tremors, slowness of movement, rigid muscles, balance problems,; also non-motor symptoms such as anxiety and depression, loss of mental acuity, insomnia with vivid dreams, constipation and impaired bladder control, drooling, impaired taste and swallowing, sexual dysfunction, vision problems and dizziness, sweating and body odor . PD gets worse over time. Not everyone experiences the same symptoms, but the symptoms they do have become more frequent for both motor and non-motor symptoms, Hallucinations and delusions may occur.