

US Coast Guard Station Channel Islands Tour



On October 26th Wings Over Wendy's toured the USCG Channel Island facility. The event was hosted by Mike Brodey and Jeff Piolet of the US Coast Guard Auxiliary. Councilmember Mitchell Englander's office provided a bus for the trip. The 45 members taking the tour met in the Wendy's parking lot where we were treated to coffee and donuts provided by Lezar Saunders. The bus was very comfortable and although the driver was slowed significantly by traffic driving up from the City of Commerce to pick us up, the drive from West Hills to Oxnard was not as slow.

Mike Brodey greeted us at the station and lead us up to their briefing room where he told us that Coast Guard Station Channel Islands Harbor is a multi-mission unit that conducts Search and Rescue, Homeland Security, Maritime Law Enforcement, Counter Drug & Alien Migrant Interdiction Operations, Marine Environmental Protection and Boating Safety from Point Dume, CA to Point Conception, CA, and out 50 nautical miles. We were shown a video on "A Day In The Life of the Coast Guard". Mike then told us about the operation of the Auxiliary and the difference between their rules of engagement and the regular USCG, such as the Auxiliary are not allowed to carry weapons or detain boats. They are primarily in the search, rescue and "help out" operation. Around the station they assist in the administration of the unit. The station is manned by 168

persons.

Station Channel Islands Harbor is a designated Pursuit Station. Every year they conduct between 100 and 150 search and rescue cases and between 150 and 200 law enforcement boardings. The station is also homeport to the 87' Patrol boat USCGC Blacktip and ESD Detachment Oxnard.

After the video Mike introduced several regular Coast Guardsman followed by a lengthy question and answer session. We then were divided into two groups with one group visiting the station's Command Center where we were briefed on the operation of a typical rescue operation by seaman Kendall.

The other group then proceeded to the wharf where five boats were docked. They were given a tour of a 45ft Response Boat-Medium (RB-M). The RB-M is designed for multiple missions, including search and rescue; law enforcement; drug and migrant interdiction; and ports, waterways and coastal security. The boats feature increased speed, greater maneuverability, and a climate-controlled cabin and shock-mitigating seats to reduce crew fatigue on extended patrols.



Characteristics of an RB-M are:

- Length: 45 feet
- Beam: 14 feet, 7.75 inches
- Draft: 3 feet, 4 inches
- Displacement: 36,500 pounds
- Maximum Speed: 42.5 knots
- Range: 250 nautical miles at 30 knots
- Endurance: one day

Features include:

- Deep-V, double-chine hull for a balance of speed and stability in various conditions
- All-aluminum construction
- Twin diesel engines with waterjet propulsion, eliminating propellers beneath the boat to protect the engines from debris and make it safer to retrieve someone from the water
- Prominent fendering, which allows the boat to come alongside without risk of damage from bumping or shifting and frees the crew for other tasks
- Self-righting stability (intact)
- Port, starboard and aft recovery platforms
- Fore and aft weapons mounts
- Pilothouse with shock-mitigating seats for greater crew comfort and endurance
- Survivors' compartment with seating for five

The first group was also able to tour the 87' Patrol boat USCGC Blacktip which is a smaller patrol boat designed to replace the "Point" class boats in ports which cannot accommodate an "Island" class boat.



87-foot Patrol Boats specifications

- Displacement: 91 tons full load
- Dimensions: 87 x 17 x 6 feet/26.5 x 5 x 1.8 meters
- Propulsion: 2 diesels, 2 shafts, 2,680 bhp, 25 knots
- Crew: 10 + 1 transient
- Armament: 2 12.7mm machine gun
- A stern ramp for a small boat, rather than the traditional hoisting boom or crane



My favorite was the Panga which is a typical

smuggler's boat and the one at the station is used for target practice.

After each group received the tours in their initially assigned area they switched locations. Unfortunately, the second group to tour the boats was not able to tour the Blacktip because the Blacktip crew was undergoing a previously schedule training exercise.

Following the tours the groups reunited and boarded the bus for a short ride to a nearby iHop restaurant for lunch. There we were greeted by Jeff Piolet who would be our host for the Air Station tour. After lunch the group rode the bus about 10 miles to the Pt. Mugu Naval Air Station (NAS) and received a tour of the USCG Air Station. The unit is a satellite of the Coast Guard's San Francisco base and is named Coast Guard Forward Operating Base Point Mugu.

The unit moved from Los Angeles International Airport in May and has a small area of the NAS where they house two MH-65 the multi mission version of the Eurocopter HH-65 Dolphin. It is a twin-engine, single main rotor, MEDEVAC-capable search and rescue (SAR) helicopter and is a variant of the French-built Eurocopter AS365 Dauphin.



General characteristics

- Crew: 2 pilots and 2 crew
- Length: 11.6 m (38 ft 1 in)
- Height: 4 m (13 ft 1 in)
- Empty weight: 3,128 kg (6,896 lb)
- Max takeoff weight: 4,300 kg (9,480 lb)
- Powerplant: 2 × Turbomeca Arriel 2C2-CG turboshaft engines, 636 kW (853 hp) each
- Main rotor diameter: 11.9 m (39 ft 1 in)
- Main rotor area: 38.54 m² (414.8 sq ft)

Performance

- Maximum speed: 333 km/h; 207 mph (180 kn)
- Range: 658 km (409 mi; 355 nmi)
- Service ceiling: 5,486 m (17,999 ft)
- Armament
 - 1 x 7.62 mm M240 machine gun
 - 1 x Barrett M107 0.50 in (12.70 mm) caliber precision rifle

The WOW group had to leave their hats in the bus because hats are not allowed on the ramp. We were given a briefing alongside a MH-65 by one of the helicopter pilots on rotation from San Francisco and then inside the hanger on the overall operation and mission of the unit by a helicopter pilot stationed at Point Mugu. Following a question and answer session the group boarded the bus and returned to West Hills.



Photo by Howard Swerdlack

It was a great and very informative tour and we thank Warren Weinstein for arranging it and Councilmember Mitchell Englander's staff for arranging the bus.

Reported by Ed Reynolds

Councilmember Mitchell Englander's 5th Annual Welcome Back Workshop for Principals



Photo by Howard Swerdlack

On October 27th at 08:30 two dozen Wings Over Wendy's members attended Councilmember Mitchell Englander's 5th Annual "Welcome Back Workshop for Principals" at New Horizons: Sam Café in North Hills. Breakfast was provided by Nystrom Education. WOW had handouts and a table with sign-up sheets for the "Conversation with Hero's" service we provide to schools and other organizations. Nine schools signed our sheets for possible scheduling a member to tell their story at their school.

(Reported by Ed Reynolds)



Copy of flyer

Justice Armand Arabian Leaders in Public Service Awards Luncheon



Photo by Harvey Branman

Over 50 WOW members attended the 17th Anniversary Justice Armand Arabian Leaders in Public Service Awards Luncheon at the Warner Center Marriott Hotel on October 27th. Past recipients of the awards have included: in 2014: Wings Over Wendy's and member Lt. Col. Clyde East; in 2015: WOW honorary members; Mitchell Englander and Diane and Ron Ross; in 2010: WOW honorary member Dennis Zine and WOW supporter Karl Boeckmann, and in 2002: WOW honorary member Dennis McCarthy.

This year's recipients included WOW honorary member Steve Fazio; plus: Mike Feuer, Appo Jabarian, Tracy Nelson, Adam Schiff and Patti Jo Wolfson.

Reported by Ed Reynolds

Speakers

October 3, 2016

(We were treated to 3 speakers)

Marion Lovelace For: Sonja Telias



Photo by Harlis Brend

At the request of our September 26th speaker, Sonja Telias, Marion Lovelace added to Sonja's story. Sonja had told us she had spent three years hiding from the German's in Dutch family's house from the age of 3 to 6 years old without venturing outside. The mother of the family hiding her eventually was concerned that Sonja was becoming quite emaciated and needed to go to a doctor. Sonja had blue eyes and blond hair and looked a little like one of the family children. So, a daughter took Sonja to the doctor for treatment and passed her off as a sister. What Sonja wanted Marion to tell us was that recently Sonja's children searched and found the daughter living in Europe and thanked her for protecting their mother during the war.

Reported by Ed Reynolds

Barney Leone



Picture by Harlis Brend

Next up was Barney Leone to introduce the next speaker but first he told us about an invitation in 2014 he received from Leon Waldman to attend Leon's Bomb Group's annual reunion in New Orleans.

Barney had been drafted in WWII and had wanted to join the Army Air Force but was assigned to the Navy. After training he was sent to New Orleans to board his first ship which was brand new having been built in Minneapolis, MN and sailed down the Mississippi to New Orleans. Assigned to the first crew on a new ship, Barney is a "plank owner" of the ship and to the best of his knowledge one of only two still alive. With this memorable event in his life, Barney accepted Leon's invitation to revisit New Orleans (*find his old girl friends and show them his pictures*) and see if he would be accepted by Leon's Army Air Corps unit. He was accepted (*after showing them his pictures*) and attended this year's reunion in Denver.

Leon Waldman



Picture by Harlis Brend

Leon Waldman spoke to us about this year's annual reunion of his WWII unit, the 483rd. The 483rd Bombardment Group (H) Association was formed in 1979 and has held a reunion every year since that time.

This year's reunion (the 38th) was held in Denver, CO. Leon told us that 17 veterans and 60 family members attended. They had accepted Barney into the organization (*after he showed them his pictures*) when he told them his

ship transported aviation fuel during the war.

In a surprise to this year's group Barney conducted a wedding during the reunion. Leon then told us that the group toured many sights in the area. At the USAF Academy, they visited the Chapel and toured the campus. The Denver Mint where pennies are produced and packaged in 6,000 pound packets; Peterson Air and Space Museum; and the Colorado Railroad Museum.

One of the attendees was a retired Lt. Col USA Nurse. When he talked to her he mentioned that the year before he talked with a USA Major Nurse and wondered if she knew her. Her reply was that was her the year before.

Leon finished his talk by describing the welcome he and Barney received on the flight home by the Stewards on the flight. *(After Barney showed them his pictures)*

Reported by Ed Reynolds

October 10, 2016

Larry Powell



2nd Lt. Larry Powell

On October 10, Larry Powell, returned as our featured speaker this time to tell us about the three crashes he had during his years of flying. The first crash occurred on January 14, 1945 in Holland and he landed safely. He was the flight commander that day, and his flight was chasing a locomotive. He was down on the deck and didn't see a wire until it was too late. Instead of snapping, the wire tore off some of his control surface. He survived the crash, evaded the Germans for a few days but eventually was captured and sent to a POW camp. He had given us the details in his earlier talk on June 13, 2016 (July 2016 Wings News).

His second crash was in a P-51D at the Van Nuys Airport, March 26, 1948 that occurred during landing. A

private plane taxied on the runway as he touched down so he attempted to hop over the plane and ended upside down off the runway. He survived to fly again. David Timmerman had created a display board that showed pictures of the accident with one picture where Larry was still in the cockpit with the plane on top of him.

His last crash occurred on May 10, 1962 when Larry was working for Skyways Aircraft Ferrying Services of Sherman Oaks, Calif., an aircraft delivery company, and was delivering an F-84F Thunderflash when he had an engine failure and fire. The aircraft had tip tanks that were empty so Larry decided to perform a wheels up landing on the tip tanks and the tail dragging. He turned the fuel off and landed. The fire spread to the liquid oxygen and severely burned his face and lungs. He received second and third degree burns over 15 to 20 per cent of his head and face. He had to be cut out of the cockpit by a Cannon AFB fireman in an asbestos suit within seven minutes of his landing. The crash crew had to race across the runway, smash through a fence and a barbed wire fence to the plane 400 yards off the base. A C-131 Air Evacuation aircraft flew him to the USAF Burn Unit at Kelley AFB, TX. He had his nose, lips, eye lids replaced over 7 years and 150 different procedures. When a young lady kisses him on his cheek he tells her she just kissed his belly.



Photo by Ed Reynolds

Larry is still going strong at 93 years old. He drives during the day and has four children in their 60s and 70s, 11 grandchildren and 9 great grandchildren. It is always a pleasure to hear his stories and give a special thank you to David Timmerman for encouraging Larry to speak to our group and for putting together a display board for this talk.

Reported by Ed Reynolds

October 17, 2016

Mike LaVere



October 17th we modified the meeting format and spent the first half hour watching a video of Mike LaVere and Anarg Frangos' Honor Flight trip to Washington, DC.

Honor Flight is a non-profit organization dedicated to providing veterans with honor and closure. The Honor Flight Network recognizes American veterans for their sacrifices and achievements by taking them to Washington, DC to see the WWII, Korean and Vietnam memorials at no cost to the veteran. Top priority is given to WWII and terminally ill veterans from all wars. Honor Flight has expanded to include Korean and Vietnam veterans. For Honor Flight to achieve their goal, guardians fly with the veterans on every flight providing assistance and helping veterans have a safe, memorable and rewarding experience.

Mike's video started with his and Anarg's arrival at LAX where they were greeted by the Honor Flight Guardians. The flight on Southwest took them to Baltimore's BWI airport where they were greeted with rousing applause before loading on a bus to Washington, DC. He then showed scenes of the many memorials the group visited including the ceremony of the changing of the guard at the Tomb of The Unknown Soldier in Arlington National Cemetery. From there he showed scenes of the World War II Memorial, the Korean War Memorial and the Vietnam Memorial.

Another highlight of the video was the welcome that greeted the veterans on their arrival back at LAX. It is a wonderful program and if you have not already taken advantage of it you are encouraged to fill out an application. They are available on line at <https://www.honorflight.org/veteran-application/>. Or can be obtained from Art Sherman or others that have taken the flight.

October 24, 2016

Jack Norris



Photo by Ed Reynolds

Jack Norris gave us an incisive lecture on the current economic crisis in America. He traced the history of the world to show us how we have arrived at the modern world of wealth creating, full employment creating, engineered, manufactured, very desired products and arrived at the current jobless economic trouble we are now in.

Man, has existed for 62 million years in the present form. During the first 50 million not much evolved but after the ice age, 12 million years ago, when the kiln was invented and man started to produce pottery, the Cooper age, Bronze age, Iron age, then Egypt, Greece and Rome in the next 1000 years from 500BC to 500AD, followed by the Dark ages.

Jack's insight is that as our "conscious level" increased, (that is how well we are thinking) we finally entered the 1600's where science developed, the 1700's with intellectual development and then in the 1800's where England started the modern industrial revolution. The British developed the railway, steam engine and use of coal and exported the industries to their colonies making the United States the economic world leader.

Science created the modern world of desired wealth creating products that put everyone to work. In the United States, the workers created a prosperous middle class and a \$17 trillion economy that for the first time in history put everyone to work in a prosperous 'buying' middle class, a booming economy that worked for everyone. Stupidly we gave away the wealth creating manufacturing and full employment jobs. Since we failed to learn from the British, we now are giving away our jobs and industry to countries with cheaper labor. We purchase goods for less but are losing our jobs in the process and find ourselves in an economic recession. Our Presidential candidates do not sufficiently recognize that we must generate more jobs for the middle class, but Jack does not think they fully understand how we got where we are and how they must remedy the situation. He has a paper on the subject for those interested in his thoughts and solutions.

October 31, 2016

Open Mic

On Halloween, we had a no show of the scheduled speaker so we opened the floor to jokes and then stories about Bob Hoover. Bob Stiles, Harlis Brend and Don Eisenberg all had personal stories about the legendary pilot. (See 'In Memorial' on page 10)

The meeting was concluded with a visit from the West Hills area LAPD Senior Lead Officer (SLO) Brent Rygh. SLO Rygh had been asked by his Captain to make sure the people in his area read and understand the arguments and rebuttals before they vote on Proposition 57. He also wanted us to know that the "COPS Voter Guide" that we recently received in the mail is deceptive because Police Departments state-wide do not endorse the Proposition. SLO Rygh did not tell us how to vote on the issue but to carefully read and understand the pros and cons of a favorable vote.



Senior Lead Officer Brent Rygh

Member Profile

Richard "Dick" Guyer



An Alamo Scout

By Ed Moreno

After we received our drinks we ordered chicken pot pie and a salad with a free piece of pie. Dick ordered cherry pie and I selected the sugar-free apple pie. Dick began talking about his life in Minneapolis, Minnesota. He most enjoyed working with his father and fishing on the frozen lakes. Then as Dick ate his salad he spoke about his career in the service.

In 1942 after graduation from high school he enlisted. He hoped to be trained as an aerial photographer. Dick was assigned to Morse Code school in Northern California (now UC Davis). He graduated at the top of his class understanding 25-30 words per minute. I remarked that I had mastered eight words after two weeks, but in 1947, when I was in the code school, the Chinese and Russians were sending messages at 300 words per minute. We just taped those messages.

After his training Dick Guyer traveled across Canada to the East Coast. He then sailed to Brisbane, Australia. He was a radio operator in the 6th Army, close to General MacArthur's headquarters. His reconnaissance unit, the 16th Special Operations Battalion, became the Alamo Scouts in 1945. The missions of the Alamo Scouts involved going into the jungles to locate Japanese troop activity and inform the 6th Army. An article written by Dennis McCarthy about another Alamo Scout states: "Bill and his men lived in trees and sometimes ate dogs to survive on long missions that lasted weeks. Their lives were in constant danger."

Opening a 2" thick history book that was 8"x10", Dick pointed to stories, maps, and photographs plus the many places where he landed in Japan.

As we started to leave, he adjusted his cap and I noticed about a dozen ribbons. Many ribbons had bronze stars. The bronze stars were for his landings on the east coast of New Guinea, on Leyte, and on Luzon.

After the hostilities, the USS Auburn took them to Kyoto, Japan. There T/Sgt. Dick Guyer configured radio stations in Japan.

He got out of the service after the war and married Mary Lamb in 1950. They had two boys and two girls but she has since passed away and Dick remarried but that marriage didn't last long and he is now single.

Using his military electronics training he worked for Honeywell in Minneapolis. When his wife wanted to move to California, he got a job in Burbank for Coast Wholesale supplying electronic equipment to the US Government. A friend of Leo Vera (survivor of two ship wrecks) told him about Wings Over Wendy's and he has been a regular attendee when his health permits since 2012.

I enjoyed my lunch with a true living hero.

Famous People (and things) I Came Across During the War

By Bruce Monkman

Episode 1

I was in WW II during the entire war, one year in training, three years (about) in the ETO, (European Theater of Operations). My first acknowledgement of a famous person was shortly after landing in Morocco. It was a pretty quick mop up there as most of the bigger fighting was easterly, (Algeria-Tunisia), and we were still receiving all our equipment and supplies .

Anyway, one day most of the soldiers in our outfit, regardless of rank, were instructed to load into a truck along with our firearm, we had carbines in the artillery. The convoy proceed from our area, Casablanca, in the direction of Rabat, the capital. Every so often the truck would stop and a soldier would get off with orders to stand guard by the side of the road. We were strung out for miles.

After a while a short convoy came whizzing thru. It was President Roosevelt meeting Churchill in Rabat.

As their meeting was for several days, we were gathered up and returned to our outfits.

Episode 2

Upon leaving North Africa, our second big “adventure”, the invasion of Sicily on the south, the Third Infantry Division that I was in had taken Palermo which is on the north side of the island. I had a short rest there and information was given about a show we could go to, a live performance near Trapani, a town west of Palermo.

Many of us went to the show to find a very large audience to see some comedian that most of us had never heard of before. I was not very impressed by his act, but who am I? Later we found out, I believe, it was Bob Hope. At this period, we were just getting over the great depression of the 30’s, and I don’t remember ever hearing of any comedians on the radio, so I was not familiar of any of the names.

A little checking records today, Hope started entertaining in the USO (United Service Organization) in 1941, so it could of been Bob Hope that we saw. Anyway, we enjoyed it somewhat as the government was trying to keep our feelings in good spirits. This is just one of the famous people I had the ‘pleasure’ of seeing during the war.

Episode 3

One day I volunteered to help a friend with one of his duties, which was putting empty 5-gallon water cans in the back of his truck and going to where our engineers were and fill the cans for use in our unit. As info, the engineers would find a place where there was some local water supply and they proceeded to chlorinate it for better purity. Sometimes we had to put halozone in our canteens. At times, it did not taste good but we never got sick from it.

Anyway, one day in helping him in Sicily, in the middle of nowhere, using a narrow dirt road to the water supply area, we heard some horns and sirens blaring away. “What in the world?” Soon approaching us was several motorcycles, then jeeps, three command cars, more jeeps and motorcycles. In the middle command car was a soldier standing up in the from seat area, his left hand holding on the windshield for stability, and his head held up high, looking around, a haughty face, but not at us just looking straight ahead. Several us were asking each other - who is this guy? – With the horns and noise to alert for no one to block this narrow road and delay the advancement of this person, we presumed.

After a short while, someone mentioned he knew who it was. No other than General Patton. We didn’t know too much about him as the only communication we had about what was going on was getting the newspaper, Stars and Stripes, occasionally. Naturally, our impression of him was not very good.

Episode 4

I happen to view for a while on TV this morning an interview of Sophia Loren, the Italian actress. She is still beautiful. But every time I hear her name or view her, it brings back a memory of incidents that I viewed during WW II in Italy. She grew up in a town called Pozzouli, a suburb near Naples. The Army unit I was in was bivouacking (camping) in that town for a short period. We were getting ready to make our landing at Anzio.

Every day we naturally had our three meals a day at our outdoor living quarters, what food we did not eat we would dump in a large metal can for eventually throwing away in a dug hole. Any food particles the cooks had also went into that can.

As those towns of Italy at that time were in pretty poor shape of them acquiring food, every meal time people, old timers, young ones and kids would come around with containers begging for some of that throw away food. Naturally, it was given to them as it help them from starving.

Years later after getting home from the war, I read or heard an interview of Sophia Loren, who was a little girl at the time of the war, commenting on begging for food from the American soldiers who were living in her town. The beggars would go from Army unit to Army unit doing their begging until they had enough for a meal of two. I have often wondered if she was one of them who came to our camp area to do that begging. If so, it kept her and others alive and she went on to become famous and well off. Good for her.

Episode 5



This looks like the railroad gun that kept shooting at us on the Anzio Beachhead. I've seen one of them at the Aberdeen Proving Ground several years ago, and it is big!

Episode 6

I left America on Dec. 12, 1942 and on Jan 1944 I and some others ran across a public bath in Naples, Italy. Naturally we took advantages of it. Just think, a little over a year without a tub or shower. Good thing we lived outdoors then.

But anyway, on with seeing famous people during WW II. On Jan. 15, 1944, the entire division was assembled for a dress parade. We had been in a rest period after about 6 month fighting ending on the Cassino front. We were ready to start out again with an amphibious landing, our third, at Anzio, Italy, about 30 miles from Rome.

The gathering was to award medals to those who earned them and to give us the pep talk to go after the enemy. General Clark was first then, Eisenhower and am sure our general, Truscott gave one also. The last one given was a general who used all the dirty words to go after the Nazis in his high-pitched voice. Mumbling could be heard all thru the ranks of 'who is this guy', the someone commented it was General Patton. Even though a lot of us used the same dirty words but not in public, just among ourselves, why would he talk in such a manner. This was my second and last time to see this guy. He might have been the good military person that I had read about in the Stars and Stripes but as a human person, no way.

An Invitation to Pomelo Community Charter School



Photo by Peggy Jean Bassett

We have had several invitations to attend and be honored at schools and other organizations in the area leading up to and on Veteran's day. but, the most popular event occurs after Veteran's Day and we were honored by an in-person invitation by third grade teacher Judy Saute and her children on October 3 to attend and be 'Guests of Honor' at the "Hero's Feast Event" at the Pomelo Community Charter School, 7633 March Avenue, West Hills, CA, on Tuesday, November 15 at 10:00 a.m.

If you attended this event in the past and signed the register and included your address, you would have received an invitation via U.S. mail. ("How nice is it to get actual paper mail".)

The event will be attended by local law enforcement and firefighters – and perhaps a helicopter flyover. Highlighting this event will be the students showing in sign language The Pledge of Allegiance, a brass band of high school students playing and a medley of patriotic songs with students singing. Closing this event will be "The Hero's Feast", donated by local fine restaurants. There will be several long tables, buffet style, loaded with fabulous food dishes, a Thanksgiving menu and more. "Seeing is believing, eating even better".

Please attend and honor all their preparations with your attendance. Reported by Peggy Jean Bassett.

In Memorial

Robert "Bob" Hoover



Photo by Harlis Brend (Continued page 10)

January 24, 1922 – October 25, 2016

The aviation world has lost what I consider the best acrobatic pilot I ever saw. At multiple airshows, I have attended he did unbelievable flying in P-51 and an Aero Commander. (Publisher comments)

Robert A. "Bob" Hoover, WWII Army Air Forces pilot, test pilot, and legendary airshow performer, died Oct. 25 at the age of 94.

Hoover, a young "flying sergeant" in WWII, was shot down in 1944 and interned at Stalag Luft 1 in Germany. Sixteen months later, he escaped, stealing a German FW 190 fighter and crash-landing it in the Netherlands. After the war, Hoover was a test pilot, chosen as the backup for the X-1 flight that broke the sound barrier; he flew chase on Chuck Yeager in a P-80 during the mission. He continued test flying after leaving the Air Force, working for the Allison Engine Company and then North American Aviation. During the Korean war, he taught US pilots deployed to Korea how to better handle the North American's F-86; particularly how to dive-bomb with the jet, and later tested the F-100 Super Sabre. He became famous in the flying community for his ability to recover aircraft that had suffered midair calamities, once landing dead-stick in fog after his engine blew up.

After he left North American, he began to fly a P-51 Mustang and an Aero Commander at airshows, winning fame and accolades for performances that others did not attempt to copy, such as engine-out aerobatic maneuvers. Hoover continued to perform into the 1990s and wrote an autobiography, Forever Flying. During his career, he amassed an impressive number of records for time-to-climb, speed, and transcontinental speed, and accumulated an extensive list of awards, some of which were later named for him. (Air Force Magazine)



New Members

We welcomed the following new members during the month of October:

Bob Peters

Karen Velarde

REMINDERS

**WOW's monthly food drive is
Monday, November 7th**



VOTE on Tuesday, November 8th

November Birthdays

Ray Rodriguez	November 09, 1939
Bill Blair	November 10, 1922
Sam Schultz	November 11, 1923
Skip De Young	November 11, 1946
Guy Chookoorian	November 15, 1923
Rudy Hernandez	November 19, 1928
Eli Baker	November 20, 1920
Richard Stilling	November 23, 1922
Clyde Reynolds	November 24, 1923
Glen Sherman	November 24, 1928
Gerald Detamore	November 29, 1947

Wings News Staff

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Photographers:	Harlis Brend Mike LaVere Howard Swerdlick Ed Reynolds
New Members:	Marion Lovelace Shirley Andrews
Reminders:	Connie Hein

Wings News Patrons

The following is a list of WOW members who have contributed \$10 to fund the publication of the Wings News for 12 months.

Al Lewis
Bill Blair
Bob Donovan
Bruce & Sam Shultz
Claude Maugein
Dave Steinbacher
David Timmerman
Dick Guyer
Doug & Marce Rankin
Ed & Judy Reynolds
Ernest Dutcher
Ethel Margolin
George Stone
Jack Taube
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Marion Lovelace
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Phil Aune
Richard Gross
Richard Jeffress
Roscoe Frazier
Sid Maiten
Ted Davis

Wings Over Wendy's-East, or Det. 1, Wings Over Wendy's, or Det.1, WOW, or WOW 2

By Lou Kridlebaugh

What ever we are called, we are the Veterans group that meets on Tuesday mornings and following the protocol of the original "Wings", we have coffee and donuts and tell stories. We are a smaller group because our meeting space is much smaller than the Wendy's on Platt. The Tarzana Community Center was once a family home. We also get a little exercise on Tuesdays in that our snack and meeting area must be set up with chairs and at the end of the meeting all the chairs must be removed and stored.

We discuss many topics such as: active military and veterans pay, evaluations of charitable organizations, earthquake preparedness, and stories of member's activities while in the military. We kid Art Sherman about serving in every military action since the Civil War.

Some memorabilia that I dug out of my collection was pay schedules from 50 years ago when I was in the Air Force. I just singled out an E-4 with over 2 years service, monthly pay:

1967 - \$223.20; 1969 - \$268.50; 2016 - \$2,150.40

The monthly pay has gone up quite a bit - but prices of goods have also gone up. In the 1960's and 70's gas was around 30 cents a gallon, cigarettes were 25 cents a pack, a pound (16 oz.) of coffee was less than \$1.00. Now gas is \$2.60+ a gallon, Cigarettes now \$5.00 pack, coffee, not sold by the pound anymore, you get an 11 to 12 ounce can for maybe \$3.00.

The only thing that is constant is change. I first heard that over 50 years ago in a business class. I wasn't sure what it meant. I think I know now. Stay well - keep telling your stories..

NOVEMBER EVENTS

St. Martin Episcopal School

7136 Winnetka Ave. **Wed Nov-02: 08:30**

Canoga Park Woman's Club Lunch

7401 Jordon Ave, **Sat Nov-05 11:00**

Castlebay Elementary School

19010 Castlebay Lane, Porter Ranch

Veteran's Assembly: **Tue Nov-08 08:20**

North Valley Military School Veterans

Honor Wall **Wed Nov-09 10:00**

Carlos Santana Arts Academy, North Hills
9301 Columbus Ave, **Thu Nov 10 08:00**

Lawrence Middle School Thu Nov-10 10:00

Canoga Park Elks Lodge Dinner
20925 Osborne St, CPK **Thu Nov 10 6pm**

SFV Veterans Day Parade: Fri Nov-11 08:30

Ronald Reagan Library Fri Nov-11 10:00

Malibu Cof C Fri Nov-11 11:00

Oaks Christian School Fri Nov-11 09:15

Fairwinds Fri Nov-11 11:00

Tony Cardenas Forum: Fri Nov-11 4:00pm

Temple Aliyah Shabbat Morning Service
Sat Nov-12 09:15

Pomelo Community Charter School
Conversations - Hero's **Tue Nov-15 10:30**

NOTE: New events are in yellow

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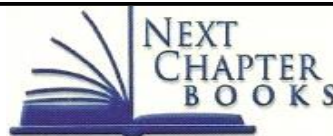
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