

Accolades Continue

Following Wings over Wendy's celebration of Art Sherman's 95th birthday in July accolades keep coming in. His birthday was featured in the local Valley News – People in the News section; **Carolyn Blashek, Operation Gratitude Founder & CEO donated \$50 to WOW in honor of Art and Steve Politis** and then on August 29 he was awarded the title of “**Leader Emeritus**” by the WOW organization team.



Photo by Harlis Brend

Howard Swerdlick was also recognized for his service to the organization by Art Sherman awarding him with the rank of “**Honorary Private**” and a medal in a military style presentation conducted by Bob Donovan.



Photo by Harlis Brend

71st Anniversary of the Ending of WWII

The LA County Dept. of Military & Veterans Affairs in conjunction with the US-China Forum conducted a Symposium on August 12th. Ernest Dutcher and his son Ross attended and Ross reported on the event during which Earnest was awarded a Peace Medallion.



Earnest Dutcher with Peace Medallion.

Photo by Harlis Brend

While Earnest was in LA, Barney Leone was in San Diego where he was interviewed by ABC Channel 10.



It's not just a Video Game, WWII was Real!

(Continued on page 2 column 1)

Barney told the reporter: "I want them (the kids he talks to) to understand that the freedom we have didn't come free. I tell them right off that I consider myself not a WWII hero, but a WWII survivor, because in my eyes the real heroes gave their lives and sacrificed, and the freedom we and myself included are enjoying at this moment is because of what they paid for."

Speakers

August 1, 2016 Maurice Portnoy



Photo by Harlis Brend

On August 1st, Maurice Portnoy continued his story from his talk on July 18th when he ran out of time. Maurice, was born and grew up in Argentina to Russian born parents, started his talk by telling us he initially did not think he would ever belong in a group like WOW. However, after years of traveling in and out of the US on business for DuPont, he received a notice from the Selective Service Administration telling him in 1970 he either had to register for the draft or leave the country. As he told us "he came to the US to stay", so he registered. He was a little surprised when they gave him credit for his service in the Argentina Air Force as a combat instructor and classified him as a veteran. Now he is one of the many WOW veterans and we are proud to have him.

He then switched to tell us about his Argentine flying experience. He flew a US built spray plane; a British plane nicknamed the "Widow Maker"; Italian Fiat G-46 and an Argentine aircraft the I.Ae. 22 DL.



The I.Ae. 22 DL was a development of the I.Ae. D.L. 21, which itself was itself developed from the North American NA-16, at that time in service with the Argentine military. Argentine experience with the NA-16-4P and

deteriorating political relations with the US led to the local development of the I.Ae. D.L. 21, which shared the NA-16 fuselage structure. However, it proved too difficult to produce and an entirely new design (the I.Ae. D.L. 22) of similar configuration, but structurally different and optimized to available materials was built instead. It had a wooden structure, and a nine-cylinder 450 HP radial engine (I.Ae. 16 El Gaucho) with a Hamilton Standard 2M-D-30 metallic propeller. The prototype flew in 1944, and approximately 200 aircraft were built.

Maurice told us that the history of Argentina during World War II was a complex period of time beginning in 1939, following the outbreak of war in Europe, and ending in 1945 with the surrender of Japan. German influence in Argentina was strong, mainly due to the presence of a large number of German immigrants, and Argentina's traditional rivalry with Great Britain furthered the belief that the Argentine government was sympathetic to the German cause. Because of the close ties between Germany and Argentina, the latter stayed neutral for most of World War II, despite internal disputes and pressure from the United States to join the Allies. However, Argentina eventually gave in to the Allies' pressure, broke relations with the Axis powers on January 26, 1944, and declared war on March 27, 1945.

After the war the Argentine Air Force hired the German ACE Lt. General Adolf Galland to teach combat operations. Maurice joked that if he was airborne at the same time as Galland he would have shot him down. He then told us the story of the German cruiser Admiral Graf Spee that was damaged off the coast of Argentina and Uruguay and scuttled by its Captain Langsdorff. Later in his room in a Buenos Aires hotel, Langsdorff shot himself in full dress uniform.

Next Maurice talked about Brazil. He told us he had read that ISIS was planning to do something in Rio during the Olympics and he feels sorry for ISIS if they try because he thinks the Brazilians are tough.

Maurice then told us about his two aircraft crashes. The first one occurred when he flew from an airport with a light to control the traffic and right after taking off at about 140 feet he saw another plane landing and they were on a collision course so he deliberately crash landed. He found out the name of the pilot in the other plane and ran into him at the bar. He asked him: "What happened? Didn't you see me taking off and the landing light was red?" The pilot was a Major and Maurice was only a Lieutenant and replied "that he didn't care". Maurice punched him out!

Maurice's second crash occurred when he flew into ice and before he could turn on the heat his engine quit.
(Continued on page 3 column 1)

He looked around and saw a nice green field to land on only to find when he touched down that it was an alfalfa field and not as firm as he expected. He bent his prop on landing. After replacing the prop he was able to fly the plane out. That completed Maurice's talk and he transitioned into a Q&A period answering questions about the ethnicity of Argentine's population. He answered that there are natives in the country but in 1890 there was a Jewish migration and then between 1915 and 1925 an immigration of Russian Jews. British also immigrated to build the railroads. That is why Maurice learned the Rugby he talked about in his previous talk. Italians also immigrated to build the buildings in Argentina.

He was asked about the race driver Juan Fangio. Maurice told us that Fangio's family had a tractor repair shop that Maurice's father used to have his tractors repaired at their shop.

Reported by Ed Reynolds

August 8, 2016 Don Ray, Fritz & Michael Ellington



Photos by Harlis Brend

We were treated to a performance on August 8th by Don Ray, his dog Fritz and Michael Ellington.

Don Ray is a Vietnam veteran (K-9 Handler), journalist, producer, author and news consultant. He has worked for NBC, CBS, PBS and other television outlets and has written for dozens of newspapers and magazines. He has reported from or trained journalists in more than two dozen countries and has written books on investigations, public records access, writing, interviewing, privacy, document interpretation and checking out lawyers.

The subject of his performance at WOW was "The Rumor That Just Won't Go Away". Don was fascinated by rumors concerning August Furst and his restaurant "The Old Vienna Gardens". Was August a Nazi spy and was the restaurant a meeting place for Nazis? Being an investigating reporter he contacted the FBI under the FOIA to obtain their files on the subject.

At our meeting he, Fritz and Mike performed a theatrical style reading of the files. Our microphone was acting up but the three of them (yes, Fritz had a speaking part) moved around the room reciting letters and reports from the file.

In the end we were left with the question: **Was it true? Was it hysteria? Was it a combination of both?** August Furst was never charged by the FBI as a spy but the facts make intriguing thoughts and Don Ray is writing a book on his investigation and established The Endangered History Project, Inc., a tax exempt 501(c)(3) non-profit to publish the book as well as the video and audio documentaries.



The Old Vienna Gardens, Shadow Hills, CA
Reported by Ed Reynolds

August 15, 2016 Lee Auger



Photo by Harlis Brend

Lee attended this year's Experimental Aircraft Association (EAA) AirVenture Oshkosh 2016, Fly-In, Convention and Air Show the last week of July. Every year about 500,000 people and 10,000 airplanes attend the week-long event. Lee told us he had wanted to go for many years but was concerned that it was difficult to find a place to stay. At a WWII unit reunion, he met a couple from Green Bay, Wisconsin that invited Lee and his daughter to stay with them. Since it was just an hour drive between the two cities Lee and his daughter took them up on their offer.

They flew into Chicago and rented a car for the week and drove the three hours up to Green Bay. He made daily trips to attend the show and spent two days just visiting the museum. (Continued on page 4 column 1)

On other days he went in search of Clyde East's old plane and met with the current owner who flies it in air shows around the country. On another day, he searched for Doug Rankin's son's AT-17. He found the plane but not Doug's son. When the plane was scheduled to fly in the air show it had starter problems and had to cancel. The Cessna AT-17 was a twin-engined advanced trainer aircraft designed and made in the United States, and used during World War II to bridge the gap between single-engined trainers and twin-engined combat aircraft. The AT-17 was powered by two Jacobs R-755-9 radial piston engines. Cessna called it the "Bobcat". It was called the "Bamboo Bomber" by the pilots that flew it because it was constructed of laminated spruce spar beams with spruce and plywood ribs.

In Lee's mind one of the highlights of the show was the Canadian "Snowbird" demonstration team of 9 small aircraft (Canadair CT-114 Tutor jet trainers) that fly very close formations. At one point one of the planes was hit by a bird, it landed was checked as OK and took off and rejoined the demonstration.

Another memorable event were the two nights of the airshow where the aircraft had sparklers on their wing tips. Lee also told us about the Martin Mars flying boat. It is the world's largest flying water bomber and the last of its kind. To demonstrate its capability a fire was set in the airport infield and the plane dumped 7,000 gallons of water on it in one pass, extinguishing the fire. The plane flew out of Lake Winnebago just a few miles east of the airport. On its flight back to the lake it hit a bird that broke the windshield and then on landing it taxied into a submerged tree stump.

Lee was also impressed by a presentation by Lt. Col Dick Cole, who at 100 years old is the last of the Doolittle Raiders. Colonel Cole sat on the stage in the museum while a video was shown. He then answered questions from the audience after it was finished. Doolittle's granddaughter was there selling her book.

The Ford Tri-motor was in the air daily providing rides for a fee. Rides were also available in the B-17G "Yankee Girl"

Lee told us a lot of things were happening every day and night. He could not have had a better experience.

As an aside – on his trip from and to O'Hare IAP he drove past the highest flagpole in the US at the Acuity Insurance Co., Sheboygan, WI. It is 400 feet tall flying a 60 by 120 foot American flag.

Lee's daughter took many pictures and presented Lee with a nice photo album of the trip, which he was able to show WOW members.

Reported by Ed Reynolds

August 22, 2016

Masse Bloomfield

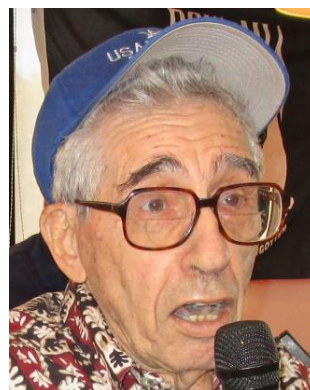


Photo by Harlis Brend

Masse Bloomfield joined WOW in July and told us his story of his WWII experience. At the age of 19 he was a sophomore at the University of New Hampshire when he decided to enlist in the USAAC Aviation Cadet program. He signed up with 25 men. Only 10 passed the written test and four the physical test. He was one of two that signed up. Masse was assigned to Navigator training at Selman AAF, Monroe, LA and was awarded his wings and commission as a 2nd Lt with 300 others. He is bitter that he was one of only 4 to be assigned to Troop Carriers while the others all were assigned to the Air Transport Command (ATC). He felt that ATC was plush duty flying milk runs over friendly territory while Troop Carriers flew missions over enemy territory. The "Judge" Don Foster took offense and told the crowd that there was also danger flying ATC missions and he lost a number of colleagues and had several near misses himself. Masse apologized but told us he still was bitter that he had not been assigned to ATC.

He then told us about several of his missions. On many, they encountered anti-aircraft fire but survived without damage. On another, he dropped leaflets over a town in Yugoslavia. He was asked if he knew what the leaflets stated and he remarked, "that he was not told and did not read the language". Bob Donovan told us that the practice was still in use during the Vietnam War but on the leaflet drop missions he participated in, he was told what was printed on the leaflets before he had to kick them out the door.

In answer to questions on how he obtained the rank of Lt. Colonel, Masse told us that 18 months after he was commissioned he was promoted to 1st Lt and after the war when he left active duty he was promoted to Captain. The promotions to: Major and Lt. Colonel were achieved in the USAF Reserves.

Reported by Ed Reynolds

August 15, 2016

John Helm

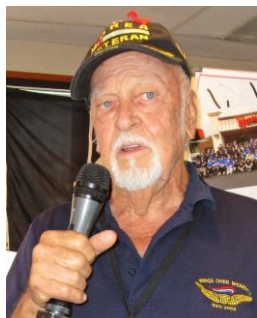


Photo by Harlis Brend

John added a short adjunct to the Don Ray's story about the WWII German spy paranoia. His father was in the Canadian Royal Northwest Mounted Police (RNWMP) during the period of WWI. The RNWMP was charged with not only federal law enforcement but also national security and counterintelligence. During WWI they worked closely with the FBI monitoring the activities of Germans residing along the Canadian-US border. Many of the RNWMP wanted their units to serve on the battle lines in Europe. Due to the perceived German spy threat the Canadian government would not call them up until near the end of the war. Finally, they had units deployed to Europe with one unit traveling from Europe across Russia to support the Eastern Front. In those days they took their horses with them. When they finally reached Vladivostok the Russian Revolution had started so they took a ship back to Canada and had to leave their horses behind.

August 29, 2016

Air Show Video; Art Sherman & Jimmy Weldon



Photo by Harlis Brend

On August 29th we had a surprise visitor in Jimmy Weldon, voice over artist who provided a rousing pledge of allegiance to the flag to start the meeting.

Following the Newcomers Welcome, announcements and raffle, Mike LaVere showed a 15-minute video of the 2016 Wings Over Camarillo Air Show, August 20th and 21st. We had over twenty members work or display at the show. As usual, Bill Blair demonstrated his Norton Bombsight on both days in the "Welcome Veterans" tent and hanger.



Photos by Avery Willis

Others with displays included: Barney Leone with his model ship and flag; Mike LaVere with his Navigation display; Warren Weinstein with artwork; Ed Reynolds with a display of his USAF career; (Continued page 6 column 1)

David Timmerman with a panorama display of a B-24; Kent Killegrew with his display of medals; Don Foster with a display of models of aircraft he flew in WWII; Elmo and Tom Maiden with a display of a model of the aircraft Elmo flew in WWII.



David Timmerman's Panorama
Photo by Howerd Swerdlick



Don Foster Display

Elmo Maiden Display

Photos by Mike LaVere

Working in support of the show and WOW displays were: Howard Swerdlick; Harlis Brend; Avery Willis; Franz Lopez, Kurt Rademacher, and Neil Houston, to name a few. Fred Kaplan and Neil Baliber attended on Sunday.

Art Sherman – War Stories



Following the video and the raffle, Art Sherman spoke about his war experience including a display of the helmet he was wearing when shrapnel penetrated the helmet and his head ending his combat flying days. Art continued on to tell us about the survival training he attended in the Pentagon and displayed some of the survival items issued to aircrews during the war

Member Profiles

Neil Baliber



Neil – Then -& - Now (next to a copy of the first Wings News)

Tin Can Sailor

Reported by Fred Kaplan

Neil Baliber came to the West Hills Wendy's in 2004 with Howard Swerdlick for lunch and WW II stories.

He was born at Hollywood Presbyterian Hospital in August 1941, grew up in Los Angeles, attended Marvin Elementary School, Louis Pasteur Junior High School and Los Angeles High School. During his junior year, he joined the Naval Reserve, before graduating from high school in the spring of 1959. During his high school Christmas break in 1958, he attended Boot Camp in San Diego.

On October 16, 1959, he was stationed aboard the USS Hull DD945, home ported in San Diego, CA and then on Oct 3, 1960 transferred to Electronics Technician "A" school training, on Treasure Island. He graduated on April 28, 1961.

In 1962, Neil was aboard the USS Hull conducting "Formosa Patrol" in the straits between Communist China and Nationalist China. Their mission was to get as close to the Communist China shore as possible in order to read their radars with equipment that could read the frequency and wavelength of the radars. While Neil was operating the equipment, he counted more than 20 radar stations locked on his ship. If each radar site had only one cannon that targeted the ship and fired on the ship it would have been sunk.

In August of 1958, Neil was transferred to the Nuclear Weapons Training Center (NWTCP), Naval Air Station North Island, CA, for duty in the maintenance department as an Electronic Technician Second Class. He was released from the Navy on August 16, 1963.

He attended LA City College, and then received a BA from Redlands University. Following graduation, he worked at several different companies and then at Rocketdyne for 27 years.

He married Ramah in 1970. They have two children and two grandchildren and live in West Hills, CA.

Neil and Fred created the *Wings News* in May 2014. Neil published it for two years before health issues caught up with him.

Dave Steinbacher

From Cold War Warrior to Street Warrior

Reported by Ed Moreno



Photo by Ed Reynolds

Once upon a time a 17-year-old student attending Notre Dame High School in Sherman Oaks decided to enlist in the U.S. Army Reserves on Feb 23, 1955. He took basic training at Fort Ord, Calif. in June of 1955. David Steinbacher chose Anti-Aircraft Artillery (AAA). His unit was "C" Charley Battery, 374th AAA Bn. 61th Army, North Hollywood, Calif. Their mission was guarding around Burbank Airport and Lockheed Corp.

The unit was armed with a 90 mm AAA gun. David would train with regular Army units based near oil refineries in the L.A. area. Within a year the unit transferred to the 75 mm AAA mounted gun called the "Skysweeper." The 75 mm mount was hydraulically operated and self-contained with a computer and a radar unit attached to the gun. Its mission was to track low flying strafing aircraft and trained with the regular Army at March AFB.

He was promoted to S/Sgt in 1957 and assigned as a gun section leader. At Fort Irwin Training Center, his unit trained with live fire by shooting down remote controlled "Aircraft" that flew at over 350 mph.

In 1960 the Pentagon decided that AAA units were obsolete and the men were transferred to an infantry unit which Dave did not care for. While still a reservist Dave worked for Lockheed Aircraft and Rocketdyne and with these experiences it help him qualify for the USAF National Guard. He was accepted into the 1461h CAMS. In August 1961 the 146th was activated due to the "Berlin Wall Crisis." Dave was a crew chief on a C-97.

His worldwide adventures continued when he was selected to go TDY for a SEATO exercise in Bangkok, Thailand. He flew there in a Pan-Am 707 from San Francisco to Honolulu via Wake Island and a stop in Tokyo

and then spent a night in Hong Kong before continuing on to Bangkok. At the Bangkok International Airport, he serviced C-97's. Concurrently, the U. S. Navy was flying VC-121 aircraft from Moffett Field to nations in the Pacific and Middle East that had an American Ambassador and staff. These aircraft were flying with USAF markings. On August 1962 the 146th was deactivated to guard status.

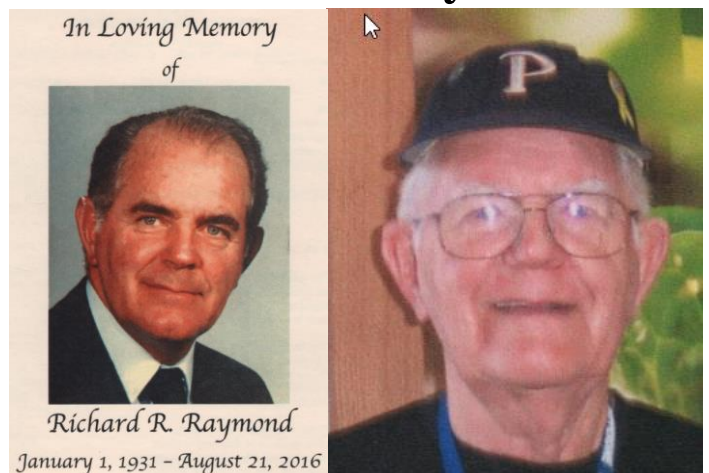
After completing his eight-year military obligation, David returned to North American Rocketdyne at the field test lab. Engines were tested for the Atlas and Thor. During a lay off David also worked for General Dynamics at Vandenberg AFB at the Atlas Missile sites.

From a Cold War Warrior to a Street Warrior, Dave joined the LAPD for more adventures in October, 1966. As a LAPD Street Warrior for 28 years, he served at the West Valley Patrol and Detectives; West LA Patrol; Van Nuys Patrol and plain-clothes crime suppression unit and Detectives; the 77th Division Detectives and the Hollywood Detectives. In 1995 he retired as a Homicide Detective after 28 years as a Street Warrior.

By the way, David married Barbara, a hospital administrator, in 1961. Their grown children are Robert, Laura, and Dana plus eight grandchildren. During his Street Warrior years, he made time to attend UCLA and Valley College. He is a native born "Valleyite" having lived all his 79 years in the San Fernando Valley.

In Memorial

Richard R. Raymond



Nineteen WOW members attended Rich Raymond's funeral at St. Stephen Presbyterian Church on August 27, 2016. Rich was one of our most faithful members and a member of the pre-meeting setup crew. He passed away after a short but advanced case of leukemia. He will be missed.

A Few Words About the F9F Panther

By Peggy Jean Basset



In our August Wings News there was an article about Ted Williams (the great Red Sox baseball player) crash landing an F9F aircraft, avoiding death by a margin.

This inspired me to write about the F9F Panther. It was Grumman's first jet fighter with its first flight on November 21, 1947.

The F9F Panther was used extensively by the US Navy and the US Marine Corp Squadrons, during the Korean War. It saw its first combat on July 3, 1950. The Panther was used primarily in strike roles as a fighter-bomber.

It was one of the US Navy's first successful carrier-based jet fighter. Said Ted Williams "It was easy to fly; easier than props; no torque, less noise."

The F9F Panther was a single turbojet engine straight winged day fighter. It was configured with four 20mm cannons mounted in the nose; two vertical airbrakes and a strong tail hook (so strong that because of its high landing speed caused at least two tails ripped off on landing).

It was the first jet used by the Navy's "Blue Angels" demonstration team from 1949 to late 1954. The Panther was used in the movie "The Bridges at Toko-Ri".

The Panther suffered instability problems, which were never entirely cured. With the hydraulic control boost inoperative, aileron stick forces were very high.

Signing off, Plane Peggy.

A Brief History of "Doc" - the B-29 "Superfortress" flies again!!

By Peggy Jean Basset

This B-29 Superfortress "Doc" was one of a squadron of eight B-29 planes called "Snow White and the Seven Dwarfs" based at Griffiss Air Force Base, Rome, New York in the 1950's.

"Doc" is the only survivor of that squadron. It was rescued by Tony Mazzoli in 1987 from a Mojave Desert Airfield at China Lake, Naval Air Weapons Station where Doc and the rest of the squadron were targets for bomb training. The B-29 had sat there for 42 years.

A group of aviation enthusiasts known as "Doc's Friends", led by Jeff Turner, purchased the B-29. They have spent the last 16 years restoring the Superfortress, and have fitted Doc with new versions of the four 3350-57's radial engines.

The plane was taken to Wichita, Kansas in 1998 in sections on flatbed trailers. Then in May of 2000, they began restoration in a hanger near where the plane was originally built. The restoration kicked into high gear in 2013 when a 501c3 corporation was established to raise funds for its completion.

On July 17, 2016 the largest WW II bomber, the B-29, took to the sky. The first flight, post restoration was in Wichita, Kansas at McConnell Air Force Base, where "Doc" is now based.

The pilot was Charlie Tighman, and the co-pilot was David Oliver. The B-29 took off smoothly and flew several circuits of the field. "Oh, man, how exciting was that!" Doc made friendly Warbird History.

Before "Doc's" restoration "Fifi" was the only flying B-29 in the world. I took a flight on her out of the Van Nuys Airport in 2015. It was a great thrill for me. Now we have "Doc", the second flying Superfortress in the world.

In the story "Snow White and the Seven Dwarfs", the dwarfs were little men, with beards of white, except Dopey, who was bare faced - they were: Sneezy, Sleepy, Happy, Grumpy, Bashful, Dopey and "DOC".

Anyway, "Fi-Fi", the B-29, is no longer alone. I think she has a boyfriend: "DOC."

New Members

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

Christina Irons
David Greenberg
Dick Bubnitz
Gary (Rocky) Rocklin
Joe Linett
Simon Diaz
Judy Reynolds (wife added to the roster)
Marce Rankin (wife added to the roster)

September Birthdays

Kent Kellegrew	September 5, 1923
Max De Pedro	September 7, 1952
Sid Maiten	September 9, 1925
Louis Marini	September 10, 1926
Jerry Beushausen	September 11, 1930
Jim Rodgers	September 11, 1934
Carl J. Schena	September 13, 1921
Stanley Olivier	September 14, 1931
Dale Edmundson	September 16, 1932
Ethel Margolin	September 17, 1922
Nicholas Daniloff	September 17, 1924
George Jacobs III	September 19, 1935
Dov Landau	September 21, 1948
Barry Chapman	September 22, 1943
Jack Kennedy	September 23, 1924
Barney Leone	September 25, 1924
Neil Houston	September 26, 1931

Wings News Staff

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Alternate Publishers:	Neil Baliber & Fred Kaplan
Editor:	Judy Reynolds
Reporters:	Ray Rosenbaum Ed Moreno Peggy Jean Bassett
Photographers:	Harlis Brend Mike LaVere Howard Swerdlick Ed Reynolds
Birthday List:	Connie Hein
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	Art Sherman
Bill Blair	Bob Bermant
Bob Donovan	Bob Stiles
Chip Stevens	Dave Steinbacher
David Loppnow	David Timmerman
Dick Edwards	Dick Guyer
Don Foster "Judge"	Doug & Marce Rankin
Ed Moreno	Ed Reynolds
Eli Baker	Elmo Maiden
Ethel Margolin	George Musser
George Stone	Howard Swerdlick
Jack Taube	John Helm
Judy Reynolds	Karen Vegtel
Leon Waldman	Lezar Saunders
Malcolm Dipperstein	Marion Lovelace
Mike LaVere	Boots LaVere
Morris Litwak	Patric Daly
Paul Boghossian	Peggy Jean Bassett "PJ"
Peter Helm	Phil Aune
Ray Rosenbaum	Richard Gross
Richard Hernandez	Richard Jeffress
Richard Ruby	Roscoe Frazier
Shirley Andrews	Sid Maiten
Steve Politis	Ted Davis
Tom Villanueva	Toni Mattlock
Tony Velarde	Warren Weinstein

REMINDERS

- **WOW's monthly food drive is Monday September 5th**
- **Visit the Wings Over Wendy's Facebook Community page for current information between Monday meetings.**
- **Skirball Cultural Center Tour is September 22, 2016 (Sign up with Warren Weinstein)**

We all want raffle prizes!

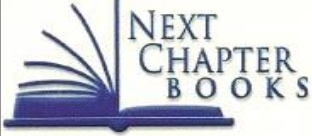


Please search your closets and garages and bring your items to the next "Wings Over Wendy's meeting!"


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