

## September Group Tour Reagan Ranch Center September 14, 2017

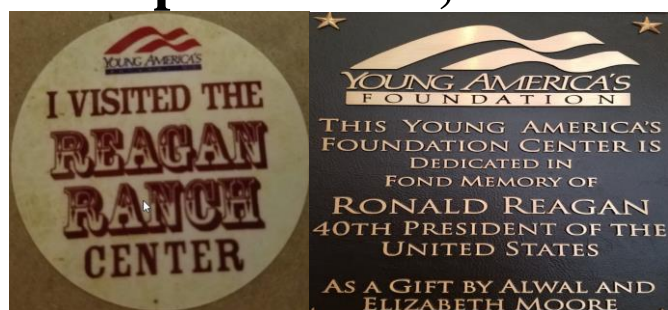


Photo by Richard Myers

On September 14, 2017 fifteen Wings Over Wendy's members toured the Reagan Ranch Center Galleries and Exhibits, Santa Barbara, CA, next to the Santa Barbara Amtrak station. The group car-pooled to the museum and was met by Ellen Withey and docent Paul Jepsens who guided the group through the Center. We were shown a :30 film on Ronald Reagan's philosophy and accomplishments, produced by Steve Bannon.

We learned that the road to the Ranch is difficult for tours, so the significant items (or replicas of items) are in the Center in downtown Santa Barbara. In addition to the film we could see shorter video clips highlighting President Reagan's activities and significant events that took place at the Ranch while he was President of the United States. Upon leaving Ms. Withly presented us with a bag containing pictures, a book (*Riding with Reagan From The White House to the Ranch* by John R. Barletta) and a small bag of jelly beans. Following the tour, the group ate lunch at the Enterprise Fish Company next door.

## Reel Cowboys 20th Annual Silver Spur Awards

### 2017 Silver Spur Awards Show



It was a packed house at the 2017 Silver Spur Awards Show on September 15th, 2017 at the Sportsmen's Lodge in Studio City, CA. Everybody had a wonderful time.

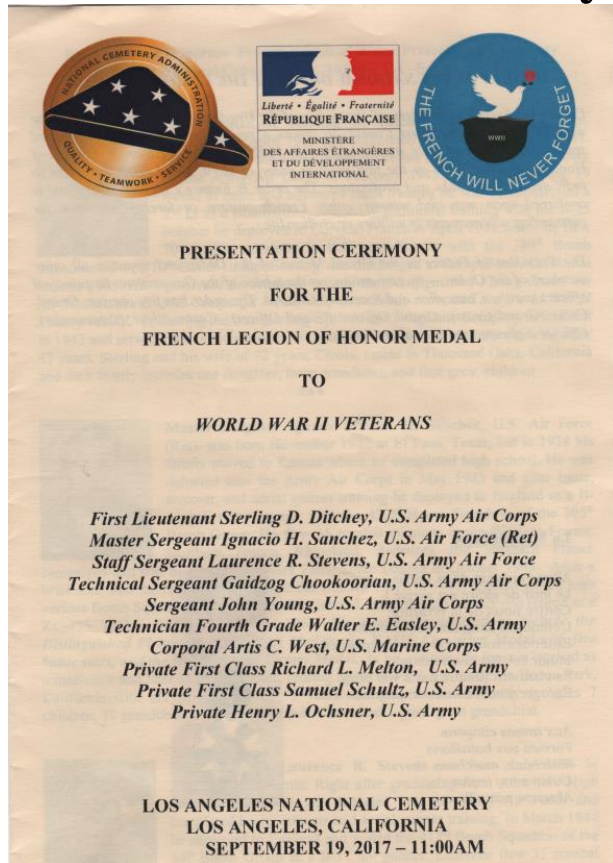
On Friday night, September 15<sup>th</sup>, the Reel Cowboys invited Wings Over Wendy's veterans and their spouses to be their guests at their 20th Annual Silver Spur Awards Show at the Sportsmen's Lodge in Studio City. The WOW members that attended were seated throughout the tables of celebrities which gave them a chance to share interesting stories with entertainment industry attendees.

Reel Cowboys is a "not for profit" that provides funding to worthy charities and individuals who benefit from a special "grass roots" helping hand such as:

- Boys (& Girls Town)
- The Burbank Temporary Aid Center
- The John Tracy Clinic
- The Let 'em Run Foundation (Lacy Dalton, Country & Western Artist)
- The MVAT Foundation
- The National Day of the Cowboy
- **National Veterans Memorial**
- Special Equestrian Riding Therapy
- Tierra Del Sol
- United Cerebral Palsy
- **United Veterans Memorial & Patriotic Association**
- Women's Care Cottage
- YWCA Domestic Violence Program
- and countless others.

# Wings Over Wendy's in the News

## French Legion of Honor Presentation Ceremony



Last month we reported that Guy Chookoorian and Sam Schultz were designated to receive the French Legion of Honor Medal. The ceremony that awarded them the medals took place at the Los Angeles National Cemetery on September 19, 2017



Photo by Bruce Schultz

## The Weekly Valley Vantage

Volume 33, Number 32

A Compensious Source of Information

September 21, 2017



**Chargers Hero of the Week** Ed Reynolds, right, and Wings Over Wendy's members Bob Donovan, Barney Leone, Ed Reynolds and Howard Swerdluck.

### Wings Over Wendy's Member Named "Hero of the Week"



Lt. Colonel Edward "Ed" Reynolds, Jr, USAF retired, was nominated by Councilman Mitch Englander for the Los Angeles Chargers "Hero of the Week" Award. LTC Reynolds had a long and varied career. For 22 years his service included navigator on air refueling tankers, Air Operations Staff Officer, Missiles Targeting Officer, Intelligence Advisor to the Vietnam Air Force and Action Officer at the Pentagon. There he introduced computer terminals to the air staff and managed the USAF aircraft inventory database. He has 5,000 flying hours including 640 combat hours in 147 combat missions. Following his service, he worked as an international IT management consultant at United Airlines, SRI International, and other defense contractors. He currently leads a Monday morning meeting for Wings Over Wendy's, where 100 of the over 300 veterans meet weekly.

It was Barney Leone's first professional football game. As the picture above shows the group had a great time before the game touring the "Tail-gate" parties in the parking lot. They were offered many drinks and food before they even entered the stadium.

Ed was honored at the second time-out in the second half with his picture displayed on the Jumbotron and his bio recited.



# Councilmember Mitchell Englander's 6th Annual - Welcome Back Workshop for Principals

## September 28, 2017

A dozen Wings Over Wendy's members attended the Welcome Back Workshop for Principals on September 28, 2017 to promote our **Conversations with Heroes** Program. We obtained several leads to talk at the schools. Thank you to Earnest Dutcher for manning our booth.

## August Speakers

### September 4, 2017

#### Steve Zapka

Steve Zapka, Chief of Community Engagement, 412<sup>th</sup> Test Wing/Public Affairs, Edwards AFB, CA visited our meeting on September 4, 2017 and addressed the crowd with a description of our planned tour scheduled for October 19<sup>th</sup>. He talked about the base museum and the areas of the flight line that we will be visiting. We are limited to just 42 people because of the size of the USAF Bus we have to ride in while on the base.

#### Barbara Shultz

#### The Story of Pancho Barnes



Photos by Harlis Brend

Our guest speaker on September 4, 2017, was Barbara Schultz who gave us a presentation on the life of Florence "Pancho" Barnes, one of the early and great female aviators. Barbara has documented Pancho Barnes' life in a biography book. Her presentation was very informative and timely since we had just heard from Steve Zapka who

will be our guide when we tour Edwards AFB on October 19<sup>th</sup>, and so much of Pancho's life revolved around the Edwards AFB area where she owned the "Happy Bottom Riding Club", an unofficial debriefing room in the 1950's.

Pancho was born on July 22, 1901 into wealth as Florence Lowe in San Marino, CA. She was a rebellious child and switched schools to stricter and stricter environments, finishing high school in the very religious Bishops School in La Jolla, CA.

In 1920 she agreed to an arranged marriage to the Reverend Rankin Barnes and they married on January 1, 1921. Ten months later she gave birth to her only child, William. Initially she tried to be a good minister's wife. She took a cruise to South America.

Florence (which means flower) acquired the nickname "Pancho" on an adventure in Mexico, escaping bandits on mules with Roger Chute. When the sun came up in the morning she looked at Roger on his tall white mule and she was on a small brown mule and she said, "You look like Don Quixote and Rosinante." He replied, "Then you must be my servant Pancho." (not knowing it was Santo Panza) and she kept that name because punctuality translated in English it means: 'Frank, someone totally uninhibited' and to her it described her better than the flower.

Returning from her adventure her cousin introduced her to flying at West Bloomfield which is now Santa Anita Racetrack.

She loved to fly and purchased many airplanes and set many records. She hung around with many famous people such as President Roosevelt, General George Patton, Billy Mitchell and Hollywood actors, producers and directors.



Pancho and her Travel Air R the "Mystery Ship" R613K

Pancho ran an ad-hoc barnstorming show and competed in air races. Despite a crash in the 1929 Women's Air Derby, she returned in 1930 under the sponsorship of the Union Oil Company to win the race – and break Amelia Earhart's world women's speed record with a speed of 196.19 mph (315.7 km/h). She broke this record in her Travel Air Type R Mystery Ship. (Continued Page 4)

After her contract with Union Oil expired, Barnes moved to Hollywood to work as a stunt pilot for movies. In 1931, she started the Associated Motion Picture Pilots, a union of film industry stunt fliers which promoted flying safety and standardized pay for aerial stunt work. She flew in several air-adventure movies of the 1930s, including Howard Hughes' "Hell's Angels" (1930).

Barnes lost most of her money in the Great Depression. By 1935, she had only her apartment in Hollywood left. She sold it, and in March 1935 bought 180 acres of land in the Mojave Desert, near the Rogers dry lake bed and Muroc Field, which became Edwards AFB.

On her land, Pancho Barnes built the Happy Bottom Riding Club, also known as the Rancho Oro Verde Fly-Inn Dude Ranch, a dude ranch and restaurant which catered to airmen at the nearby airfield and her friends from Hollywood. Pancho became very close friends with many of the early test pilots, including Chuck Yeager, General Jimmy Doolittle, and Buzz Aldrin. Pancho's ranch became famous for the parties and high-flying lifestyle of all the guests. After successful flight trials, the test pilots often enjoyed some good times at the Happy Bottom Riding Club. As proprietor, Barnes would offer them a customary free steak dinner for breaking the sound barrier.

She was married four times and died on April 5, 1975 and her ashes were spread over the remains of the Happy Bottom Riding Club.

## September 11, 2017



Flag courtesy of Bill Wentz

Photo by Ed Reynolds

The attacks on the World Trade Center and the Pentagon by al-Qaeda fell on a Tuesday. It has been 11 years since 9-11, and this year it fell on our Monday meeting day. Bill Wentz, LTC USA (Ret.), a retired school teacher who normally attends the WOW Tuesday meetings in Tarzana, brought a flag he used to fly on this occasion in his classes to our meeting. Thank you, Bill, it set the tone for the meeting and the scheduled speaker: Jim McMichael.

## Jim McMichael



Our featured speaker on September 11, 2017 was Jim McMichael, LTC USAF (Ret.). Jim was an F-16 pilot in the USAF Reserves. He was working for Accenture as a consultant at TXU Energy, Dallas, TX when at 08:25 he was 'paged' by the 457<sup>th</sup> Fighter Squadron Operations to report to NAS FTW JRB (former Carswell AFB) as soon as possible. Jim had his flight gear in his car and drove the 40 miles in less than 40 minutes (do the math) and was able to attend the 301<sup>st</sup> Fighter Wing briefing at 09:15.

For the first time in his career he flew CAP (Combat Air Patrol) over the CONUS. There was concern, since the President was in the air and that the President's Texas "White House" in Crawford, Texas could be a target. Jim's orders were to get all of the following planes in the air to land or be shot down.

- Airlines
- Business jets
- Helicopters
- Corporate aircraft (KingAirs, etc.)
- Private aircraft including ultralights

To assist the fighters with their mission a KC-10 Tanker and an E-3 AWACS (Airborne Warning & Control System) were launched from Tinker AFB, Oklahoma.

After the Mission briefing, Jim had to don his flight gear, test everything, load sortie data, obtain a weather briefing, review the radio frequencies and codes to be used on the mission and preflight his aircraft which had been loaded and armed with "hot" weapons.

Jim taxied out of his F-16 shelter at 10:55 and showed us a picture of a crew chief in Levi's who had not even had time to put on his uniform. His flight was airborne by 11:00. Jim told us: "This was really tough knowing we may be ordered to auger a Boeing full of civilians."

(Continued Page 5)



He showed us the Interception patterns for identification of intercepted aircraft and the “Follow me” procedures. After intercepting an aircraft, he was to circle an airport, lower his landing gear as he overflies a runway in the direction of landing. (This means to the intercepted aircraft: “Land at this airport”.) The intercepted aircraft was to lower their landing gear and land if the runway was safe. Jim displayed the following:

In the Event of Interception ICAO Annex 2 – Rules of the Air <small>International Civil Aviation Organization</small>			
Signals Initiated by Intercepting Aircraft			
Intercepting A/C	Meaning	Intercepted A/C	Meaning
Rocking Aircraft & Flashing Navigational Lighting – after acknowledgement, slow level turn to desired heading	Intercepted follow me	Rocking Aircraft & Flashing Navigational Lighting – and Following	Understood will comply
Abrupt break-away by intercept aircraft – climbing turn of 90 degrees w/o crossing line of flight of intercepted A/C	You may proceed	Rocking the Aircraft	Understood will comply
Lowering landing gear, showing steady landing lights and overflying runway in use	Land at this aerodrome	Lowering landing gear, showing steady landing lights and following the intercepting aircraft – proceed to land	Understood will comply

Jim had 12 intercepts that day and two inflight refuelings to stay airborne. He finished his presentation by telling us that two years later he deployed to Afghanistan in Operation Enduring Freedom and had the privilege of administering some payback for the 9-11 attack.

## September 18, 2017 USAF 70<sup>th</sup> Anniversary



Photos by Harlis Brend

On another rare Monday occasion September 18, 2017, we had a cake to celebrate the 70<sup>th</sup> Anniversary of the creation of the United States Air Force as a separate service.

Sixteen of the members of Wings Over Wendy’s who served in the USAF (That is after 1947) were on hand for the celebration

## September 25, 2017 Jim McMichael



Photo by Harlis Brend

Jim McMichael returned as our featured speaker on September 25, 2017 with a briefing he presents at Joint Officer Professional Development Seminars (JOPDS).

RESERVE STRENGTH.  
RESERVE LIFE.  
RESERVE OFFICERS ASSOCIATION

DEPARTMENT OF THE GOLDEN WEST

# AIR SEA BATTLE CONCEPTS (ASBC)

## WINGS OVER WENDY’S

Jim “Gweed” McMichael, LtCol USAF (ret.)

JOINT OFFICER  
PROFESSIONAL  
DEVELOPMENT  
SEMINAR

[www.roa.org](http://www.roa.org)

Classification: Unclassified  
Caveats: None

25Sept2017@1000 Hrs.

The Air Sea Battle Concept (ASBC) that he tailored for Wings Over Wendy’s is a very shortened version of the one-week course taught at the Air War College and a two hour version lecture at the JOPDS.

Jim started by setting the tone and relevance by repeating current events in North Korea and China. The ASBC is derived from the Air Land Battle that was developed in the 1970s and 1980s to counter Soviet backed combined arms attack in Europe. The ASBC is similarly designed to attack-in-depth, but instead of focusing on the land domain from the air, ASBC integrates operations across all five domains of: air, land, sea, space, and cyberspace to create advantage. . (Continued Page 6)

What our adversary attempts to do is termed: **Anti-Access (A2)** – (Action intended to slow deployment of friendly forces into a theater or cause forces to operate from distances farther from the locus of conflict than they would otherwise prefer.), **A2** affects movement to a theater. Also our adversary attempts: **Area-Denial (AD)** – (Action intended to impede friendly operations within areas where an adversary cannot or will not prevent access.), **AD** affects a maneuver within a theater.

Jim went on to say: “Forewarned is Forearmed”.

1 - adversary will initiate military activities with little or no indications or warning.

2 - given the lack of indications or warning, forward friendly forces will be in the A2/AD environment at the commencement of hostilities.

3 – adversaries will attack U.S. and allied territory supporting operations against adversary forces.

4 - all domains will be contested by an adversary; space, cyberspace, air, maritime, and land.

5 - no domain can be completely ceded to the adversary.

He then told us The Air Sea Battle Concept has been renamed to: Joint Concept for Access and Maneuver in the Global Commons, (**JAM-GC**) which includes a force that is: networked, fully integrated, and capable of cross-domain attack and defense in depth by U.S., allied and coalition forces in the global commons.

The central idea of the JAM-GC’s solution to the A2/AD challenge in the global commons is to develop: networked, integrated forces capable of attack-in-depth to disrupt, destroy and defeat adversary forces (**NIA/D3**).

JAM-GC’s vision of (NIA) operations requires the application of cross-domain operations across all the interdependent warfighting domains (air, maritime, land, space, and cyberspace) to disrupt, destroy, and defeat (D3) the adversary’s A2/AD capabilities and provide maximum operational advantage to friendly joint and coalition forces: Disrupt adversary: Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR or C4I); destroy the adversaries A2/AD platforms and weapons systems and defeat the adversaries employed weapons and formations.

Jim then listed what is considered the “Actors” in the US eyes:

- North Korea (DPRK)
  - Nuclear capabilities – Yes
  - Nuclear weapons delivery - ?
- China (PLA)
  - Nuclear capabilities – Yes
  - Nuclear weapons delivery - Yes
- Russia
  - Nuclear capabilities – Yes
  - Nuclear weapons delivery - Yes
- South Korea (ROK)
- Japan (JSF, JDF or SDF)

- United States of America

He showed several slides on the current situation in the China & North Korea area which were not comfortable to the audience and concluded with the following Warriors Words:

*The object of war is not to die for your country but to make the other bastard die for his. - General George S Patton*

*A good plan violently executed right now is far better than a perfect plan executed next week. – General George S Patton*

*Be polite, be professional, but have a plan to kill everybody you meet. – General James Mattis*

*I come in peace. I didn’t bring artillery. But I am pleading with you, with tears in my eyes: if you fuck with me, I’ll kill you all. – General James Mattis*

*Any threat to the United States or its territories, including Guam, or our allies will be met with a massive military response, a response both effective and overwhelming. – SecDef James Mattis Sept 2017*

## PROFILES

### Daniel H. Pemberton a Career Pilot and Leader

By Ed Moreno

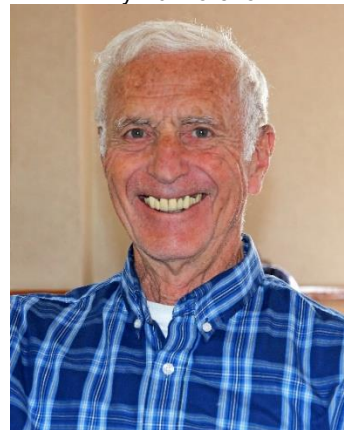


Photo by Harlis Brend

Once upon a time after World War II the Pemberton family left California and moved to Livingston, Montana. Daniel grew up in the 1950's fishing, hiking, hunting, and camping. His interest in aviation came from activities in the Air Explorer Scouts. His high school counselor suggested a military academy because his college expenses could not be met by his family. Daniel applied to the Air Force Academy in 1958. He was selected and graduated in 1962 in the fourth graduating class of the Academy with a BS in Science and commission as a USAF Second Lieutenant.

His first duty assignment was Undergraduate Pilot Training at Williams AFB, Arizona, where he trained in the T-37 and T-38. (Continued Page 7)



After pilot training, he was assigned to the Strategic Air Command at Mt. Home AFB, Idaho, as a copilot in the B-47. When the B-47's were phased out of the active inventory in 1966, he transitioned to the Tactical Air Command at Dyess AFB, Texas as a copilot in the C-130E. A year later he was selected for the discrete C-130 Hercules modification tests conducted by the 1198th Operational Evaluation and Training Squadron at Norton AFB, CA, operating highly classified C-130E(I) special operations testbeds. The aircraft electronics suites were developed for and identical to those of that would be called MC-130 Combat Talon aircraft. Test missions were flown out of Takhli Royal Thai Air Force Base, Thailand, under project "Heavy Chain", with the aircraft painted all-black. [Publisher note: As an Air Staff Action Officer in the Pentagon, I was the creator of the "M" prefix to designate special aircraft with a multi-mission role.]

The "Heavy Chain" program was completed in 1969 and Dan elected to resign from the USAF and accept a civilian flying job with Continental Airlines in October 1969. His initial qualification was as a second officer in the B-707. He also continued his military career by joining the Air National Guard at Van Nuys ANGB to fly the C-97.

After being furloughed from Continental in December 1970 Dan had the opportunity to fly for Air Micronesia and moved his family to Guam. For 2 years he flew from Guam to Rota, Saipan, Yap, and Palau in a DC-6, starting as flight engineer and eventually flying as a Captain.

Upon returning to domestic flying with Continental in 1973, he checked out as copilot in the B-727. He also resumed his Guard career and immediately upgraded to instructor pilot in the C-130A. As the unit transitioned to newer aircraft he was an instructor and flight examiner in the C-130A, B, and E models. In his airline career Dan worked in the Training Department at Continental as a simulator instructor in the B-727 and DC-10. In September 1983 Continental declared bankruptcy and terminated most of their pilots, and Dan thought his civilian flying career was over.

In 1984, he was hired by the Guard as a full-time technician and became the Squadron Operations Officer. In 1987, he was selected as the Air Commander and moved to the Operations Group Commander position. In 1989 he was named Wing Vice Commander and in 1991 was selected as Wing Commander and promoted to Brigadier General. Dan retired from the Guard in July 1993 after a military career spanning 35 years and 6,500 hours in military aircraft.

He still loved to fly so in he resumed his civilian flying career and was hired by American International Airways to fly a DC-8. In 5 years, he progressed from copilot in the DC-8 to captain to check airman to simulator check airman while flying trips throughout the world. Upon reaching age 60 in December 1999 he retired from flying with a total of

16,000 military and civilian flying hours.

In 2009 Daniel recorded in 3 hours the career and adventures of fellow pilot Clyde East for the Library of Congress. That was for the Veteran's History Project supported by the Military Order of the World Wars. Dan has continued to record other World War veterans' careers and adventures. To date, General Daniel H. Pemberton has recorded over 50 stories of veterans including many from Wings Over Wendy's members.

## Rose Was Valley Dentist and a Lot More Before Joining Wings

By Ray Rosenbaum & Ed Reynolds



Photos provided by Bob Rose and Harlis Brend

Bob Rose, a member of Wings Over Wendy's for several years, has had an interesting career. He was a Junior Navigation Officer aboard the USS Shangri La during the Korean War (Is it over yet?).

Serving on that historic aircraft carrier, Rose was involved in its last deployment before it went east from San Diego.

His real fame came, however, came through his activity with the Tuskegee Pilots, a group of 992 aviators, all black like himself.

In those days, one tenth of one percent of the Navy was non-white, but times have changed, thank God. "Today a large part of the military is comprised of blacks, going all the way up to admirals and generals," says Rose.

(Continued Page 8)

*controversy and misunderstanding surrounded the role of the black man in the Army Air Corps.*

Oh, did I mention in addition to being a skilled dentist, an author, historian, old car restorer, model builder, friend to our members, he is a jazz musician playing the alto sax! He is one very talented man!

## Peggy Jean's Hanger

**A monthly column by Peggy Jean Bassett**

pjbflyer@gmail.com



# Oldest Surviving U.S. War Veteran



Bob is very active in Wings Over Wings both at the meetings, after and between meetings when he would visit members that were either home or retirement home-bound. He was close to Clyde Reynolds before he passed away and now visits Guy Chookoorian and sometimes brings Dick Kinder to meetings. **He is faithful to all.**

But his real love is for those Tuskegee men who broke the color barrier while winning fame for their aerial exploits in World War II. He has other loves and talents. As a Dentist that is skilled at small places and exacting work he is a very detailed model builder. Using his skills on larger things he has a love of old cars. He has owned and restored 9 cars over his lifetime including an Indianapolis 500 1957 Chevrolet Pace Car. (Sam Hanks, the 1957 Winner, is a personal friend.) [This publisher is very jealous of three of his early cars which were 1941 Ford convertibles, dual spot lights, fender skirts and dual exhaust. Oh, how I wanted one of those when I turned 16! Bob has owned three, 3!!! Can you imagine three 1941 Ford Convertibles, plus three, yes 3, Ford T-Birds! I should have been a dentist.]

The following is from the back cover of his book, *Lonely Eagles*. Robert A. Rose, D.D.S. has been involved in various phases of aviation since his days as a lieutenant, USNR stationed in San Diego, California. Aside from an active practice of dentistry in the San Fernando Valley section of California, he finds time to devote himself to World War I and II aviation history. As a former book reviewer and associate editor of the Journal of the American Aviation Historical Society, plastic modeler, and model kit reviewer for Sentry Books, his interest was further stimulated to do the Tuskegee story upon discovering so little had been written on the subject, and considerable

He is the oldest living man in the United States. Richard Arvin Overton was born May 11, 1906 in Bastrop County, Texas. Richard turned 111 on May 11, 2017.

Richard served in the South Pacific Theatre 1940-1945 with the 1887th Engineer Aviation Battalion (Colored) with the U.S. Army. The battalion was responsible for building, maintaining and patrolling runways throughout the Pacific Theatre during WW11 until the end of the war. "111 that's pretty old, ain't it?" Overton said. "I can still see, I can still get around, and my secret to long life is cigars and whiskey. They still keep me alive. I take no medicine."

Mayor Steve Adler declared May 11, 2017 Richard Overton day in the city of Austin, Texas.

His awards were the Meritorious Unit Commendation ribbon, Good Conduct medal, American Campaign medal, Asiatic Pacific campaign medal marksman Sharp shooter badge. His rank was: Technician Fifth grade. His unit: 1887th Engineer Aviation Battalion (Colored).

Richard Overton was honored by President Barack Obama in 2013. He is at this writing home after being hospitalized with pneumonia in both lungs August. 21, 2017. We wish you a speedy recovery and God Bless you, Richard. Salute!

Reported by Plane Peggy.

(Continued Page 9)



[Editor's note: During WWII, the use of the designation "Colored" after Unit designations was used to identify units made up primarily of African-American soldiers, who by federal law were not permitted to serve alongside white troops; the military did not officially desegregate until after World War II.]

## The Best Medium Bomber



The North American B-25 was one of the most versatile and widely used aircraft and was considered the best medium bomber of the Second World War with over 11,000 warbirds conducting a variety of missions from bombing the Bridge Busters and railways, from photo reconnaissance to submarine patrols, and the historic raid over Tokyo.

The design was named in honor of Major General "Billy" Mitchell, a pioneer of U.S. military aviation. The B-25 served in every theatre of WWII, and produced many variants, including the PBS-1, a patrol bomber, and we now have our own PBS at Camarillo Airport, part of the fleet of the Commemorative Air Force.

The B-25J could be called a cross between the B-25 D and the B-25H. It had a transparent nose (like the AAF's Executive Sweet at Camarillo Airport.)

Many of the delivered aircraft were modified to have a Strafer nose (J2) with 14-18 machine guns forward-facing, including two guns of the forward located at the dorsal turret. Many U.S. Allies around the world ordered the B-25J with all its attributes. It is not surprising that the Mitchell remained in service for many years after the war ended, serving both military and civilian needs. The J Series was the last factory series production of the B-25s.

Reported by Peggy Jean Bassett.

## Keeping the Mitchells Going

"One of the reasons Aero Trader of Chino, California exists is to honor the men and women who built, crewed and flew the B-25," said Tony Ritzman.

The Aero Trader Shop is extremely busy completing work on an ex-David Tallichet Mitchell and is just finishing up building new horizontals and verticals for the ex-Howard Hughes B-24C.



Hughes had this Mitchell converted to an executive transport and the new owner plans on having the plane to that exact condition. "The tail group was a complete mess when we received it," said Carl Scholl. "This plane had been with the now defunct "Milestones of Flight Museum" and they had never done one thing to preserve the aircraft. It seemed that every sort of desert varmint had lived in the tail and it was completely rotten---I do not think we had ever seen one in such bad shape." When completed his will be the world's oldest airworthy Mitchell.

Article from -[Air Classics](#).

Shared by Plane Peggy.

## Little Friends of the Mitchell B-25.

It was always a welcome sight to see the nimble P-51s or P-47s or Spitfires pick us up for escort slightly before or after we got into enemy territory. It would not be long before we would be hearing "bogies at 12 o'clock" and a request for permission to drop their bombs which were meant to be dropped on gun positions.

The B-25 was not an airplane the enemy was fond of attacking. They flew a very tight formation and were heavily armed with a total of eight to twelve guns each. Even a six-ship formation could lay down a lethal amount of fire on the enemy fighters. Late arrivals to the war knew how much flak could be encountered and wanted all the help they could muster against the German gun positions. The B-25s also had three ship flak suppression units using phosphorous bombs against the gunners and the guns below.

Any family of the crews flying these B-25s would have felt their hearts swell with pride over the skill they were demonstrating as they flew a tight formation. The average age of the young men flying the planes was probably 25. Eighteen and nineteen-year-old "men" were quite often in the gunner's positions. Pilots, navigators, and bombardiers were perhaps a year or two older. An "old man" at the controls might be 25 or had completed 50 missions. (Continued Page 10)





## In Memoriam

We lost a faithful World War II veteran member during the month of September 2017.

### **George Stone**



**April 24, 1927 to September 23, 2017**

Beloved Dad, Grandpa, Great Grandpa, husband and friend. A teenage soldier in WWII. Stationed with the Berlin occupation forces was an experience he never forgot. He proudly returned to reunions of his unit. After his US Army service, he returned to the Bronx, New York and obtained a coveted New York City Taxi Shield.

He loved to tell stories of the Berlin occupation and driving a taxi in New York City. He was also a successful Ford salesman and owner of gas stations.

His is survived by his daughter Nanette Svolos who would drive George to Wings Over Wendy's meetings after he lost his driver's license. Son Bart, son-in-law Vince Svolos, grandsons: Andrew and Matthew Svolos; daughter-in-law Tina Stone; grandson Corey Stone, granddaughter, Nichole Stone great grandson Wyatt Stone and step daughter Laura Grayson.

Religious Services were held, Tuesday, September 26, 2017 – 11:00am at Groman Eden Mortuary. Interment followed at Eden Memorial Park, Mission Hills, CA. Rabbi Richard Spiegel, officiated. Nanette and Vince Svolos had a reception at their home in West Hills.

## Prayers

Unfortunately, several of our most active members were hospitalized or are either in Nursing Homes or at home recuperating from their injuries or illnesses. Our prayers are for a speedy recovery and a return to our meetings:

**David Plumb (The Chief)**  
**Earl Minkin**  
**Ellie Harrison**  
**Mort Green**  
**Guy Chookoorian**

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Ed Reynolds

**New Members:** Marion Lovelace

Shirley Andrews

**Reminders:** Connie Hein

**Speakers:** Barney Leone

**Tours:** Warren Weinstein

## October Birthdays

<b>Earle Klein</b>	<b>October 01, 1942</b>
<b>Sam Marion</b>	<b>October 05, 1921</b>
<b>Larry Smith</b>	<b>October 09, 1948</b>
<b>Dan Stark</b>	<b>October 10, 1933</b>
<b>Harry Dent</b>	<b>October 11, 1947</b>
<b>George Westfall</b>	<b>October 11, 1943</b>
<b>David Tostenson</b>	<b>October 12, 1946</b>
<b>Geoff Schaaf</b>	<b>October 13, 1946</b>
<b>Dick Guyer</b>	<b>October 15, 1924</b>
<b>Doug O'Brien</b>	<b>October 15, 1932</b>
<b>Cynthia Duhamel</b>	<b>October 18, 1957</b>
<b>Douglas Gordon</b>	<b>October 18, 1926</b>
<b>Carl Joers</b>	<b>October 18, 1933</b>
<b>Kaye Thomas</b>	<b>October 19, 1955</b>
<b>Cesar Morales</b>	<b>October 21, 1920</b>
<b>Simon Diaz</b>	<b>October 23, 1956</b>
<b>Bob Rose</b>	<b>October 23, 1930</b>
<b>Arnold Weiss</b>	<b>October 25, 1942</b>
<b>Bruce Schultz</b>	<b>October 28, 1949</b>
<b>Bill Tapp</b>	<b>October 28, 1936</b>
<b>Chris Voronin</b>	<b>October 29, 1981</b>

## New Members

We welcomed the following new members during the month of September 2017.

**Larry Albucher**  
**Harry Smith**  
**Steve Eide**  
**Dave Worley**

## A cartoon illustration of a large brown paper bag labeled 'FOOD BANK' with a red heart logo. The bag is overflowing with various food items: a blue box of 'RICE', a red can of 'SOUP', a white bag of 'Flour', a yellow box of 'CEREAL', a blue can of 'Pear', and a red can of 'Butt'. There are also green leafy vegetables and orange carrots spilling out of the bottom of the bag.

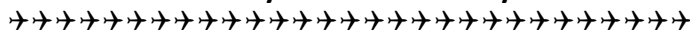
Please search your closets and garages and bring your items to the next Wings Over Wendy's meeting.  
Suggested Items: Military books, magazines, DVD's, tools, etc. **Thank you!**



## A photograph of a car completely covered by a bright blue, heavy-duty protective cover. The cover has a mesh window on the driver's side and a small, illegible logo on the front. The car is parked on a paved surface next to a white van. In the background, there are some buildings and a fence.

## Wings News Patrons

David Alvarez	Shirley Andrews
Lee Auger	Phil Aune
Peggy Jean Bassett	Bob Bermant
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Richard Burns	Bob Callahan
Juan Camancho	Barry Chapman
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Malcolm Dipperstein	Bob Donovan
Ernest Dutcher	Dick Edwards
Jan Edwards	Don Eisenberg
Don Foster	Anarg Frangos
Midge Gisel	Anita Green
David Greenberg	Richard Gross
Dick Guyer	Ellie Harrison
Connie Hein	John Helm
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Al Lewis	Morris Litwack
David Loppnow	Ginger Lyon
Elmo Maiden	Ethel Margolin
Anne Marie Radel	Claude Maugein
Chuck McNary	Joan Mueller
Joe Mueller	Stan Opatowsky
Charles Othold	Ed Phillips
Maurice Portnoy	Richard Raskoff
Cleo Reynolds	Ed Reynolds
Judy Reynolds	Maria Rodriguez
Ray Rodriguez	Jack Rolston
Bob Rose	Ray Rosenbaum
Abe Rosenzweig	George Rothman
Lezar Saunders	Bruce Schultz
Sam Schultz	Phil Shapiro
Art Sherman	Chip Stevens
Bob Stiles	Alice Stone
Howard Swerdlick	Bill Tapp
Jack Taube	David Timmerman
Maurice Vasquez	Karen Vegtel
Warren Weinstein	Avery Willis
San Fernando Valley Historical Society	





## **Future Events and Tours**

**Thursday - OCT 19, 2017**

**07:40am**

### **Edwards AFB Tour**

Meet in the Wendy's Parking lot at 07:40am to board a bus to take us to the West Gate at Edwards AFB to meet a USAF Bus to take us on the tour. No cameras allowed.

**Friday - OCT 20, 2017**

**08:00am**

### **Ventura County Aviation**

**Career Day**, CAF Museum, Camarillo Airport, 455 Aviation Drive, Camarillo. Table and display set-up at 08:00am. Event is 09:30 to 12:30.

**Saturday - NOV 4, 2017**

**11:30am**

### **Canoga Park Womans Club Veterans Luncheon**

**Thursday – NOV 9, 2017**

**06:00pm**

### **Canoga Park Elk's Lodge – Veterans' Day Dinner**

20925 Osborne St. Canoga Park, CA –  
RSVP (818) 998-2193

Vets dinner free – others \$7.00

**Saturday - NOV 11, 2017**

### **SFV Veterans Day Parade**

**Check-in between**

**07:30&10:30am**

**Wednesday - NOV 15, 2017**

**08:30am**

### **St. Martin's School's Veteran's Chapel Service** free breakfast.

**Wednesday - NOV 15, 2017**

**05:00pm**

### **“A Gathering of Heroes” dinner**

presented by the Military Officers Association of America and the Military Order of the World Wars, at the Los Robles Greens Banquet Center, 299 S. Moorpark Road, Thousand Oaks. The dinner is \$35 per person. (No cost to the WWII veteran and their companion if the vet provides a bio of their WWII service).

RSVP to (818) 399-0469 by  
**November 8, 2017.**

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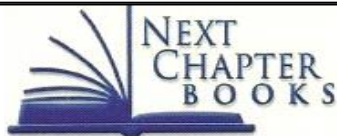
American Aeronautical Foundation  
(805) 377-2106 at the Camarillo Airport

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