



Edwards AFB – Group Tour – OCT 19, 2017



Photo by Harlis Brend

Forty-Two Wings Over Wendy's members toured Edwards AFB on October 19, 2017. They rode to the Edwards AFB, West Gate in a bus provided by Councilmember Mitchell Englander's office. The bus departed from the Platt Village where the group was treated to coffee and cookies provided by Lazar Saunders.

Warren Weinstein arranged the tour with Steve "Zap" Zapka, Chief of Community Engagement for the 412th Test Wing/Public Affairs Office. At the West Gate the group toured Century Circle with a static display of six 'Century Series' fighters: YF-100A, F-101B, TF-102A, NF-104A, F-105D and F-106B. Southeast of the Circle there was also a YC-15 transport aircraft displayed.

Zap then had the group transferred to a base bus. He handled the access to the base and provided running commentary as the bus traveled to the Air Force Flight Test Museum. Outside the museum there was another display of aircraft the group could tour up close.

Inside the museum there was an YF-22 fighter jet considered the air dominance fighter of the 21st Century. Across from the YF-22 was a wall that displayed models of all the aircraft since 1950 that had their first flight at Edwards AFB. It was a very informative display of aircraft evolution. Most of the aircraft never entered the USAF or USN active inventory but in some way contributed to the design and configuration of aircraft that were selected for use in the military.

Hanging from the ceiling was a full-size replica of the orange X-1, first aircraft to exceed the speed of sound.



Photo by Andy Kopetzky

Zap accompanied by Tony Moore of the museum staff, gave the group a presentation of the history of the base since the before World War Two use by March AFB as a bombing range, the Rogers Dry Lake, Muroc Field, the construction of runways and what are now called the North Field and the South Field. He showed us an Aeronautical Map of the Restricted Airspace Areas controlled by Edwards AFB, which includes the USN China Lake area, USA Fort Irwin area and USMC Barstow areas. He talked a little about the test areas in Nevada whose use are coordinated by Edwards AFB.

Following the briefing we boarded the bus for a short ride to Base Exchange where we purchased lunch in the Exchange Food Court. (Continued Page 2 Column 1)

Lunch provided the opportunity to mix with members of the various units currently at the base. Some of the group had interesting conversations with a female pilot applying to test pilot school and some Norwegian Air Force crew members.

After lunch the group traveled to the North Base, Air Force Flight Test Museum's restoration hangar where Tony Moore gave them a tour. The group got to see the first Boeing XB-47, a Lockheed YF-117A Nighthawk (what a thrill it was to be able to touch the angled edges), a USN Douglas A3D-1 Skywarrior, Lockheed EF-80A Shooting Star and several other aircraft undergoing restoration.



Lockheed YF-117A Nighthawk
Photo by Andy Kopetzky



Douglas A3D-1 Skywarrior
Photo by Andy Kopetzky

From North Base the group returned to the main base and the bus was allowed to drive on the ramp driving close by KC-135s, F-22s, F-35s, T-38s, F-16s a C-17, and other aircraft. Off in the distance they observed the take offs and landings of F-16s, a B-52 and KC-135.

Zap concluded the tour with the bus driving through the central base past a Chuck Yeager statue, the Headquarters of the 412th Test Wing and Test Pilot School with static displays of: Bell P-59A Airacomet, General Dynamics F-16B Fighting Falcon, Lockheed F-104A Starfighter, Lockheed T-33A Shooting Star, McDonnell Douglas F-15B Eagle, McDonnell RF-4C Phantom II, North American F-86F Sabre, and a Northrop T-38A Talon.

The group rode past Base Housing, the base schools, and golf course. Zap pointed out the names of the roads given to famous pilots like Forbes, Yeager, Doolittle, Rickenbacker, Mitchell, etc. Off in the distance he pointed out the location of Pancho Barnes 'Happy Bottom Riding Club', about a mile and a half from the road, south of the museum.

Overall the group that went on the tour appeared to have a good time. It was a long day but very enjoyable, thanks to Warren, Steve "Zap" Zapka and Tony Moore.

Reported by Ed Reynolds

October Group Events

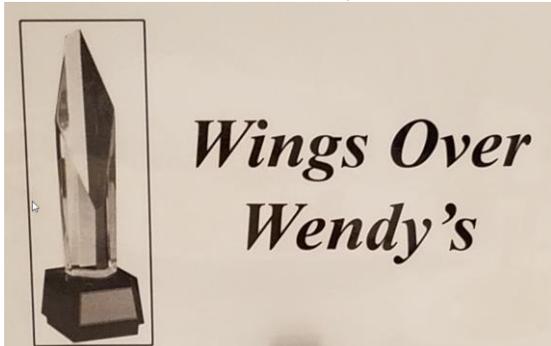
Ventura County Aviation Career Day October 20, 2017



Photos by Harlis Brend

On Friday, October 20th Wings Over Wendy's manned four tables at the Ventura County Aviation Career Day in the CAF Hangar, Camarillo Airport. Roscoe Frazier had his Vietnam Service Displays, Tom Maiden his Aerospace Engineering display, Elmo Maiden his World War II displays and Ed Reynolds Air Refueling display. They were assisted by Lee Auger, Warren Weinstein, Harlis Brend and Dan Stark.

Justice Armand Arabian Leaders in Public Service Awards Luncheon October 26, 2017



Twenty-seven WOW members attended the 18th Anniversary Justice Armand Arabian Leaders in Public Service Awards Luncheon at the Warner Center Hilton Hotel on October 26th. Past recipients of the awards have included in 2014: Wings Over Wendy's and WOW 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. In 2002, WOW honorary member Dennis McCarthy. This year's recipients included: Huey P. Cotton, Micky Dolenz, Horace H. Heidt, Dana & David Pump, John Sherman, and Jane Stanton.

Tables for the Wings Over Wendy's attendees were donated by: Ron and Diane Ross, Karl Boeckmann, Councilmember Mitchell Englander and Westfield.



Dan Pemberton, Lou Kridelbaugh, Barry Chapman, Warren Weinstein, and Bob Berman



Monte Merken, Roscoe Frazier, Bob Donovan, Warren Weinstein



Malcolm Dipperstein, Art Sherman, Bob Berman, Abe Rosenzweig, Singer James Darren, Mike LaVere and Ed Reynolds



Judy Reynolds



Harlis Brend

Pictures by Harlis Brend

Reported by Ed Reynolds



Karl Boeckmann, Diane Ross, Ron Ross



Wings Over Wendy's Ladies at the
18th Anniversary
Armand Arabian Awards Luncheon

Alice Stone

Boots LaVere

Marlon Lovelace

Shirley Andrews

Ginger Lyon

Soaring Valor Again



(Continued Page 4)

October 24 - 27, 2017 Second Group of Wings Over Wendy's WWII Members Travel to New Orleans



Photo by Dale Gross

The Gary Sinise Foundation flew a second group of Wings Over Wendy's World War II veterans and a guardian to New Orleans to tour The National WWII Museum. The trip included 20 high school students from Notre Dame High School, Sherman Oaks, CA. The students were selected by submitting an essay and an interview.

Wings Over Wendy's members on the trip were: Dick Gross, Ira Kanarek, Ethel Margolin, George Rothman and Marty Snyder. Also, Richard Hernandez, who served as Ethel's guardian on the trip.

As with the first trip the group spent the night before the flight in an Los Angeles hotel. This time in the Sportsmen's Lodge, Studio City. The group flew on an American Airlines Charter to Louis Armstrong New Orleans International Airport on Wednesday, October 25th. After checking into the Sheraton New Orleans, they were driven by bus to tour the museum and have a dinner in the museum before returning to the hotel.

On Thursday, October 26th they returned to the museum for breakfast in BB's Stage Door Canteen, followed by a special screening of the movie: *Beyond All Boundaries*, narrated by Tom Hanks. Following the movie the group continued to tour the museum and had lunch at the BB's Stage Door Canteen where they were entertained by the "Victory Belles". Dinner was back at the hotel.

Friday, October 27th they checked out of the hotel and attended the 4th annual Air, Sea and Land Festival at New Orleans Lakefront Airport. Formerly known as WWII AirPower Expo, it is hosted by The National WWII

Museum, Commemorative Air Force, and Greater New Orleans Sports Foundation, honoring the legacy of the WWII generation and highlighting the mighty machines that contributed to Allied victory on air, sea, and land. It included dockside tours on the Museum's fully restored PT-305; an expanded Kids Zone—complete with a challenge course, a rock-climbing wall, face-painting, hands-on history stations, and more; a Victory warbird Parade; an expanded selection of WWII-era military vehicles; a fashion show inside the James Wedell Hangar; and the Flight Line VIP Chalet, located directly in the flight line of the soaring WWII warbirds.

That afternoon the group flew back to Los Angeles.

October Speakers October 2, 2017 Duke Dao



We were honored with a visit of LAPD SLO Duke Dao. He was growing a "stash" for what his colleagues call "Stash month". Duke briefed the attendees on the latest crime statistics and told us the automobile break ins were rising, cautioning us not to leave valuables in our cars. It is always a pleasure to have our Senior Lead Officer's visit.

Monte Merken



Photo by Harlis Brend
(Continued Page 5)

Also on October 2nd, Monte Merken showed the attendees a YouTube video titled: *The Pearl Harbor P-40 Boys*, a quick mini-documentary on the 2 P-40B Warhawks that got airborne during the attack on Pearl Harbor and scored multiple kills. Flown by Ken Taylor and George Welch they were able to attack Japanese aircraft of the second attack wave.



P-40B Warhawk



Kenneth Taylor and George Welch. (Credit: U.S. Air Force)

December 6, 1941, was a Saturday. Taylor, a 21-year-old from Oklahoma, and the 23-year-old Welch, of Wilmington, Delaware, spent the evening at a dance held at the Officers' Club at Wheeler Field. After the dance, the two pilots joined an all-night poker game. According to some accounts, the two pilots had finally gone to sleep, and were awoken only around 7:51 a.m., when Japanese fighter planes and dive bombers attacked Wheeler. Other sources record that the poker game was just wrapping up, and they were contemplating a morning swim.

In any case, Welch and Taylor were alarmed to hear low-flying planes, explosions and machine-gun fire above them. After learning that two-thirds of the planes at the main bases of Hickam and Wheeler Fields had been destroyed or damaged so badly that they were unable to fly, they leaped into action. Without orders, Taylor called Haleiwa and commanded the ground crew to prepare their Curtiss P-40 Tomahawks for takeoff. Meanwhile, Welch ran to get Taylor's new Buick. Still wearing their tuxedo pants from the night before, the two pilots drove the 11 miles to Haleiwa, reaching speeds of 100 mph along the way.

At the airstrip, Welch and Taylor jumped into their P-40s, which by that time had been fueled but not fully armed. They attracted Japanese fire immediately after taking off,

facing off virtually alone against some 200 to 300 enemy aircraft. When they ran out of ammunition, they returned to Wheeler to reload. As senior officers ordered the pilots to stay on the ground, the second wave of Japanese raiders flew in, scattering the crowd. Taylor and Welch took off again, in the midst of a swarm of enemy planes.

Though Welch's machine guns were disconnected, he fired his .30-caliber guns, destroying two Japanese planes on the first sortie. On the second, with his plane heavily damaged by gunfire, he shot down two more enemy aircraft. A bullet pierced the canopy of Taylor's plane, hitting his arm and sending shrapnel into his leg, but he managed to shoot down at least two Japanese planes, and perhaps more. (He was officially credited with two kills, Welch with four.)

To see the video again, visit:

<https://www.youtube.com/watch?v=zS8HWFWaq4>

October 9, 2017

Steve Danz



Photo by Harlis Brend

On October 9th we had the honor of listening to Steve Danz, Angel Flight West Volunteer Command Pilot and Board Chair, Los Angeles County-wide, tell the Wings Over Wendy's attendees about Angel Flight.

Angel Flight are volunteer command pilots who fly in their own aircraft patients who need specialized, non-emergency medical services and get them to their appointments for free.

They treat the patients with dignity and make them feel special. They fly in executive-class airplanes, and they're given the royal treatment by the pilots. The really human element is that their worth is acknowledged. They're no longer suffering silently.

For Steve and his pilot colleagues, Angel Flight has changed flying from fun to fulfilling. He told us that it's really become joyful and they are using the resources they have for a real purpose.

October 16, 2017

“The Malibu Babes” Visit



Kim Ross, Bill Winsted, Bob Donovan, Sofie Kidian, Dan Stark, Paul Boghossian, Ani Dermenjian
Photo by Harlis Brend

On October 16, 2017, we had our annual visit of “The Malibu Babes” from the Malibu Chamber of Commerce, inviting Wings Over Wendy’s members to attend their 18th annual Veterans Day Public Ceremony. This year’s event will be held **indoors at the Malibu City Hall ~ Civic Theater 23825 Stuart Ranch Road**, from 11am to 1pm. The theme of the ceremony is “Veterans Who Continue to Serve”. Bob Donovan and Ed Reynolds will be among the speakers at the ceremony. As in the past, Dan Stark has arranged for a limbo to transport WOW members from the Wendy’s Restaurant in the Platt Village to the Malibu City Hall. It will depart at 10am.

Kim Ross



Photo by Harlis Brend

Our speaker on October 16th, was Kim Ross from the Malibu Chamber of Commerce, talking to us about her father who enlisted in the US Army Air Corps at the age of 27. He served as a bombardier based in England.

On August 7, 1944 his plane was shot down over Normandy, France. He was one of only two crew members

that was able to bail out. He survived the landing, but the other crew member did not. He hid from the German troops for two days when he was found by two French women who were members of the underground. The woman hid him for 15 days and the underground was able to get him back to friendly forces.

He never talked much about the war except to praise the French underground. The French woman exchanged letters with him for years and Kim and her sister didn’t learn the details until after their father died and they found boxes of mementos including metals he had been awarded and the letters from the women.

In August 2009, Kim’s sister took a trip to France and with her husband visited the village where the woman had lived. After telling their story to the local Post Mistress who called around the village and discovered one of the woman had changed her last name and was in a nursing home not far from the Post Office. Kim’s sister met her and showed her a picture of her father taken in his uniform. The woman recognized him, and they had a happy ending to the adventure.

October 23, 2017

Dan Pemberton



Photo by Harlis Brend

Dan Pemberton addressed the group on October 23th, inviting the members to “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 following Wings Over Wendy’s World War II veterans will be honored:

Art Sherman, Elmo Maiden, Al Lewis, Mike LaVere, Dick Kinder, Ethel Margolin, Barney Leone, and Leon Waldman.

Reservations need to be made by November 8th.

CDR Marvin Quaid



Photo by Harlis Brend

Flowing a short raffle, Ed Phillips introduced his former USN XO, Commander Marvin Quaid who told us the story of his most memorable experiences.

I was too young to join the fight during WW II and had to wait until 1948 when I finally made it to preflight in Pensacola as a midshipman in the United States Navy. After surviving the rigors of SNJ training, I wound up at the controls of a F4U Corsair. The Corsair was not only a great airplane to fly, it was also a delight to bomb and shoot guns with. But it couldn't compare to the Douglas Skyraider. Eventually, I wound up flying Skyraiders for a living in a far-off place called Korea.

The Skyraider was simply a marvelous airplane to fly and fight with—too bad we didn't have them ready for WW II. It was faster than its predecessors, carried a bigger load, and could dive straight down on target all day long if you wanted. It was as strong as an ox with a big reliable radial engine up front. It landed aboard a carrier as stable as could be and had a large "seeking" hook that seemed to snatch the wire in mid-air. Most of the time, our squadron, VA-195 Dambusters, carried three 2,000-pound bombs with some rockets on the outer wings' stations. Thankfully, the winds howling off the Sea of Japan were pretty strong as we deck launched from our carrier USS Princeton and went looking for targets in North Korea.

After my second Korean cruise, I returned to Pensacola and became a flight instructor in SNJs. I did that for a couple of years and then became the catapult officer on USS Yorktown for a few more years before returning to school and finishing my education. When I returned to the fleet, I was told that if I wanted to remain an attack pilot I had to get into jets. I started out in the North American FJ-4 Fury and eventually wound up back in the thick of things

in 1967 at the controls of the Douglas A-4 Skyhawk. I headed back out to the fleet and eventually became the XO (executive officer) of VA-212.

One mission that clearly sticks out in my mind was in the spring of 1967. I guess you could say our squadron drew the short straw for the mission on April 25. I prepared to lead them on the third and final attack of the day to the target, which was an ammunition storage area at Cat Bi Airfield just outside the city of Haiphong. The area was heavily defended by SAMs, anti-aircraft guns, and anyone capable of aiming a rifle skyward. At the time, we treated the SAMs that were shot at us like another bullet and just kept on going. We later learned that wasn't such a smart idea, but it's how we fought them at the time. I set my engine rpm to 92.5% for the entire attack; that way, my wingman have a bit of speed to play with. I led our flight over the beach and by the sound of Petunia Four Two's SAM warnings, I knew it was going to be a wild ride.

When we got close to the target area, I did a pop and roll to the right with everyone behind me. The North Vietnamese were shooting SAMs at us like there was no tomorrow. I got the target centered and dropped my bombs. As I pulled out, I had a missile at my six o'clock. I looked over my left shoulder and nothing was there. I looked right and bingo—it zoomed past me and exploded right in front of my Scooter. I flew through the shrapnel cloud and all my electrics died. The engine was still running, and my flight controls were working so I left everything alone. I don't dare touch the power and head for the water. The chaos was far from over as another Skyhawk — Eagle Six — took a direct hit.

I got my ram air turbine out and I had electrical power so things were better except for the fact that I didn't have any elevator trim—zero, zip, none. Our flight of Skyhawks regrouped as we headed for the ship. Eagle Six was a sight to behold—his rudder was completely gone, most of his inspection panels were open and there was smoke trailing out of his twisted fuselage. What was most amazing was that the A-4 was still flying.

Thankfully, it was a beautiful calm day with gentle winds. I came in last because I certainly didn't want to foul the flight deck and keep the other guys in the air so I landed last just in case. I had no elevator trim and when I reduced the power to 130 knots, my nose dropped violently. I passed over the round down and the LSO said, "Land it, Boss!" I relaxed a bit, came in; hit the flight deck like a flipped egg—splat! I caught the wire and the troops swear I bent the axles on the A-4.

That Haiphong mission was a watershed mission with two tactical changes. First, the fighters followed us wherever we went after that. We lost Charles because the thinking was, "Why have the fighters fly through such flak when they will be so close off shore?" Bad stuff.

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My old classmate Paul Speer was CO of VF-211, an F-8 squadron, and he said, "From now on, I will be at your six." The other thing we did was we quit saying that a SAM was just another bullet; we learned to dogfight them instead and win!

Post-strike intelligence indicated that the North Vietnamese had fired over 30 SAMs at us that day. Two weeks later, the North Vietnamese released a propaganda photo of Charlie Stackhouse, arm in a sling, being marched down the streets of Hanoi. That was just a prelude of things to come in the summer of '67.

October 30, 2017

Report on Soaring Valor Trip

Ethel Margolin and Richard Hernandez



On October 30th Ethel and Richard reported on the Soaring Valor trip. Richard was Ethel's companion on the trip to push her wheel chair, assist with her luggage and generally help her navigate through the airports, museum and air show.

The Gary Sinise Foundation didn't understand their Wings Over Wendy's relationship and booked them in the same room at both the Sportsman Lodge and the Sheraton New Orleans. That created some interesting negotiations to obtain separate rooms.

Gary Sinise was on their flight to New Orleans and served the meals on the flight. Twenty-one students from Notre Dame High School were teamed up with the veterans and asked them questions about the service experiences during the trip.

Richard strongly encouraged any WWII veteran that has not taken the Soaring Valor trip to apply. If they don't have a companion The Gary Sinise Foundation will find one for them.

Raffy Astvasadoorian Deputy City Attorney



Photo by Harlis Brend

We were also visited by LA Deputy City Attorney, Raffy Astvasadoorian, an Honorary Member of Wings Over Wendy's. Raffy prosecutes a lot of misdemeanor crimes. He told us that one of the offenders with a drug problem told him that he breaks into 15 to 30 cars a day. He was sentenced to 1,944 days in jail (over 5 years) but only served 291 days (15%) and is now out because the jails are so full they are releasing property crime offenders early. **So, don't leave anything items in your car.** He is back on the street and is most likely breaking into cars again.

Raffy then floated an idea that we should speak to the local pro football players and let them know what the flag means to us and to the county. Try to get them to understand the veterans view point of their actions and have us understand their concerns.

Interesting Facts About Fighter Aircraft

1. F4 Phantom II was called "World's Leading Distributor of MiG Parts" because it destroyed so many MiG fighters
2. On 9/11, after both of the twin towers were hit, some jet fighters took to the air without any live ammunition, knowing that to prevent the hijackers from striking their intended targets, the pilots might have to intercept and crash their fighters into the hijacked planes, ejecting at the last moment.
3. During WW2, Russian Fighter pilot T. Kuznetsov flew himself home after being shot down by stealing a Nazi fighter plane. The German pilot landed near his crash site to scrounge around the wreck to look for souvenirs.
4. During WW2, while parachuting from a damaged bomber, an American aviator downed a Japanese fighter plane by shooting the pilot in the head with his sidearm.
5. In 1989, a Soviet pilot ejected a perfectly working MIG 23 thinking the plane's engine had failed. It flew over 560 miles, crossing Germany before running out of fuel and crashing into a house in Belgium killing one teenager.

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6. The Lockheed SR-71 Blackbird strategic reconnaissance aircraft was so fast, the designers did not even consider evasive maneuvers; the pilot was simply instructed to accelerate and out-fly any threat, including missiles.

7. As impressive as the Lockheed SR-71 was, it had a secret older brother (the A-12) which was even faster, lighter, and had a higher service ceiling.

8. The Lockheed U-2 is so hard to land that on every landing, the plane is paced by a chase car such as the Camaro SS with an assistant "talking" the pilot down and since 2001, more than a dozen pilots have suffered the effects of decompression sickness and nine were reported to have suffered permanent brain damage.

9. There exists a resort on a private African game reserve where, along with safari drives through beautiful landscapes, you can fly in a MiG-21 fighter jet.

10. In 1970 Russian MiG-25 Fighter had a majority of its avionics implemented in vacuum tubes to resist nuclear electromagnetic pulse.

PROFILES

Anne Marie Radel

By Ed Moreno



Photo by Harlis Brend

Anne Marie was born in West Texas to a petroleum engineer/geologist and draftswoman/homemaker. The baby of five kids, she was spoiled by being walked around on a pillow by her older siblings. Her dad was super aviation friendly and his love of aviation was instilled in all his kids. He was a pilot and airplane owner, (a Mooney Mite low wing single place mono plane with retractable tri-cycle landing gear built by Al Mooney 1947-48), who thought flying to oil wells was way faster than driving. Her mother instilled in her the love of education, and travel, and the enjoyment of always learning something new!

When her dad had more consulting work in South America, they moved down to Peru for a couple of years. Shortly afterwards, her dad was killed there, then she and her mom settled in Houston, Texas.

In Houston, she went to the High School for Performing Arts as a Drama major, started her college career with one semester at the University of Houston as a business major.

She always yearned to live in California, so she embarked on her journey there when she was 18 years old. Settling in Los Angeles, she studied architecture, French, acting and finally got her degree in Accounting Practice and Theory from CSUN. She also has written songs and sung them for soap operas and movies. Her music publishing company is called Flaunch Music Co.

Bitten by the desire to fly in her youth, Ann Marie witnessed a commercial plane crash in her teens that instilled in her a fear of flying. It was her brother's recommendation that she enroll in a ground school with intent to overcome that fear. A flight instructor at Van Nuys Airport took her on an introductory flight and let her take control of the airplane. That was the beginning of a life-long love affair with flying.

During that time, she got married and had a daughter, which added to their family, which included an older stepson. Her stepson is an attorney and has given her two fantastic grandchildren and her daughter is a Chef in New York City. By far, her greatest accomplishments are her children!

After graduating from CSUN, she went to work as a CPA at Deloitte and Touche for a few years. Even though she is an inactive CPA now, it has proven to be an invaluable skill set.

With her husband Mike, over the years, she has worked in businesses with him in a variety of different industries: meat and produce, restaurants and child safety products.

Currently, Anne Marie is selling real estate with Coldwell Banker. She has designations of SRES (Senior Real Estate Specialist- helping adults of mature age decide to downsize with distinction or to age in place); Smart Home Specialist (consulting homeowners on converting their homes to new smart technology); Luxury Home Specialist (advising luxury homeowners ways to market their homes to global market buyers).

In addition to her passion for real estate, her other passion is flying! Anne Marie has earned the rating of ATP (Airline Transport pilot), single and multi-engine commercial sea plane aircraft dispatcher and she has a tail-wheel endorsement. She has participated in numerous air races and air rallies and is affiliated with various aviation organizations on local and international levels. She has flown as a professional pilot for KNX Radio Traffic Watch for 7 years and continues to fly as a command pilot for Angel Flight West.

She is a proud member of Wings Over Wendy's, AOPA, and The Ninety Nines International Women Pilot Association. She has been The International Ninety Nines San Fernando Valley Chapter woman pilot of the year and Schubert Service award. She also tours as a Tour Coordinator with EAA's B17 Program and has raced in 6 races with her Grumman Tiger in the Air Race Classic.

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She states: "It has been a privilege to meet so many people across the USA that have given their time and generosity to the women who have participated in this historic women's air race and to the volunteers who keep the B17 flying."

Her moto is:

"I fly because it releases my mind from the tyranny of petty things." — Antoine de Saint-Exupery

Richard Raskoff

By Ray Rosenbaum



Photos provided by Sally Raskoff

As we are about to open every meeting of Wings Over Wendy's, someone yells out "Richard Raskoff", and we are set to roll. There is something magnetic about the name, like a charge from the Russian ranks. Actually, its origin is Lithuanian, and it belongs to a highly educated WOW member who has contributed to our organization for seven years.

He still is officially active in the service, after having signed up for the army out of high school for an undetermined enlistment. One of the lucky ones, Richard served on active duty for only six months as a mail clerk at Ft. Ord.

After that, his educational career began. (He was born at Hollywood Presbyterian Hospital 79 years ago).

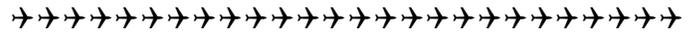
You might say he is a professional educator. So, go ahead and say it. He started with an AA degree at Valley College, majoring in geography. As a professor, Raskoff became involved in such interesting subjects as teen-age biology, motion of the ocean, crooked Greek, fencing and boxing.

Always involved with airplanes, he became adviser for the Valley Flying Club, so joining Wings Over Wendy's seemed logical. He has been an asset to us ever since.

Richard stays in shape primarily through hiking, once walking 13 miles across the Owens Valley. (He is known for wearing very bright color athletic shoes.)

He and his wife, Sally, who has a doctorate in sociology, have two children, Kevin and Jennifer. They live in Woodland Hills.

"Education has been my life, but Sally and I have expanded our activities socially," says Raskoff. There goes that name again. It kind of grows on you.



Peggy Jean's Hanger

A monthly column by Peggy Jean Bassett

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American Heroes Air Show

The American Heroes Air Show will be November 4, 2017 9:00 A.M.-4:00 PM at the Hanson Dam Recreation Area and Lakeview Terrace area.

The event was first presented in 1993 at the Santa Monica Airport. It has grown to become the nation's only helicopter event, admission free, designed to educate the public, media and community officials about rotary wing aviation's diverse capabilities in law enforcement, public safety, communications, Search and Rescue, as well as Homeland Security and national defense. Additional event elements include the Code 3 Career Expo featuring recruiting teams from:

1. Law enforcement
2. Public service
3. The military

Private vendors, public service organizations, the media and local elected officials team up to highlight the finest public safety resources in the community. There will be various aerial performances including parachute drops, water dropping demonstrations – commercial vendors, crafts, entertainment and food vendors

The location: 11480 Foothill Blvd. Lake View Terrace 91342. Come prepared with your comforts like folding chairs, umbrellas, sunglasses and water bottles. It's a family friendly event and No Charge. Free! Yeah!

Reported by Peggy Jean Bassett

The DC-10 Air Tanker



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Developed from the McDonnell Douglas DC-10, it is one of a series of American Wide body jet air tankers which have been in service as an aerial firefighting unit since 2006. There are four converted from former airliners.

The DC-10 delivers 11,600 gallons of retardant to the fire in eight seconds. The DC-10 helps firefighters on the job and delivers four times more retardant than any other tanker employed today. It can deliver an unbroken line of over 50 feet wide and more than two thirds of a mile long or split the drops to any amount and length required. Jet speed and rapid turnaround at over 30 reloading bases allows the DC-10 to deliver retardant to the fire more quickly than ever before and to recover to the base for a load and return with unequaled speed.

Both its speed and lift capability to deliver 11,600 gallons in less than a quarter of the time of other generation air tankers, reducing the number of flights required to deliver the retardant while also enhancing firefighters and pilot safety. Because a DC-10 can carry four times more retardant, it can do this at half the cost it offers range, speed, and payload making them safe, effective and efficient air tankers.



The DC-10 tank system is positioned along the centerline of the aircraft's belly. The tanks are v-shaped, gravity fed and vented by ambient air. Utilizing one, two or three hoses the tanks can be filled as quickly as base loading capabilities permit typically in 15 to 20 minutes. Despite its size, field experience has proven the planes' agility in all terrain and atmospheric conditions deemed suitable for fixed wing operations in a fire traffic area. Unlike most existing large air tankers, the DC-10 turns comfortably with the turn radius of smaller planes.

Researched by Plane Peggy

Iconic DC-10 Airliner



A few words about the McDonnell Douglas DC-10 airliner of yesteryears. It had one of the most distinctive silhouettes in airliner history, bulky and broad shouldered,

with its number two engine mounted rather strange looking, through the center of the tail, as if its engineers weren't sure what to do with it! With time running out with their competition with Lockheed and its much prettier L-1011, Tristar, they just rammed it through the fin. However, the DC-10 was a plane with personality, a vanishing trait in a world of jetliners that have become more and more generic, almost indistinguishable from each other. The historic, beloved, broad belly plane, however you describe the DC-10, it was among the better known jetliners in history. It was something of a 70's area icon. A plane that pretty much everybody has heard of and many could recognize it instantly.

Well, I could go on and on, so I'll just say, "I'll give her a 10" - "LOL" says Plane Peggy."

P.S. The McDonnell Douglas DC-10 is a three-engine wide body airliner. It features two turbofan engines mounted on underwing pylons and a third engine at the base of the Vertical Stabilizer. Top speed 610 MPH.

Number built: DC-10: 386 plus 60 KC-10s. At her maiden flight and roll out ceremony, on July 23, 1970, Vice President of the United States Spiro Agnew, California Governor Ronald Regan, Undersecretary of Transportation James M. Beggs and 20 others were there as she rolled out with her engines operating quietly, the bagpipes proceeding.

It flew 70 miles to Edwards Air Force Base for 4 months of testing and reached the altitude of 30,000 feet, the most airworthy, responsible, efficient, economical DC airplane yet.

Reported by Peggy Jean Bassett.

The Charlie Brown and Franz Stigler Incident



2nd Lt. Charles L. "Charlie" Brown, a farm boy from Weston, West Virginia was a B-17F Flying Fortress pilot with the 379th Bombardment Group of the United States Army Air Force's (USAAF) 8th Air Force stationed at RAF Kimbolton, England. (Continued Page 12)

In Memoriam

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

Dick Thackston

December 18, 1924 to October 25, 2017



Photo by Harlis Brend

Richard "Dick" Thackston was born in 1924 in Webster Groves Missouri. He passed away on October 25th in Lake Zurich Illinois. Dick grew up in Chicago Illinois, with 6 brothers and sisters. A child of the great depression, Dick worked as soon as he was able to, helping his father in the family Lithia Springs water business. Dick's father sold water successfully during the depression, which is where Dick got his love of and talent for salesmanship, which served him well in his business life after the war.

Lying about his age to enlist, Dick joined the Army Air Corp at age 17 where he rose to the rank of 2nd Lt. and flew many missions over Germany. He was stationed in Polebrook, England. He survived a crash landing during training, but Dick flew many missions unscathed until he was wounded in the air on his way back from a bombing raid. Dick never reported the injury, instead visiting a village doctor for treatment so as to not be grounded from flying missions. He talked about having Jimmy Stewart as his CO and meeting Clark Gable who was a photographer in the Army Air corps.

Upon returning from the war, Dick flew civilian aircraft for startup airlines and tour flights around Chicago until his marriage to Kay in 1950.

After Kay accidentally backed into his sister's garage door, Dick learned how to repair it because there was no money to pay someone. This happy accident started him on the way to his ultimate accomplishment of creating owning and managing Overdoors of Illinois, at one time the 2nd largest operation of its kind in the state of Illinois. Hawkeye Security, one of the first wireless alarm systems, was a subsidiary he started with his daughter Susie, an electronics division, mini warehouses and a car/truck wash

rounded out the companies Dick created on his property in Homewood Illinois.

After visiting Marco Island Florida in 1975, Dick and Kay knew they had found Paradise on the mainland. Dick "retired" to Marco Island in 1977, enjoying his home on Caxambas Bay with his beloved wife Kay, whom he lost in 2011. Dick enjoyed boating on his deck boat, the Marco Guy and his Yacht, the Marco Gal. Never content to sit still, Dick invested in Everglades City, Fl. in addition to starting up Overdoors of Florida and later Bell Security. Illness finally forced Dick to truly retire and he enjoyed hanging out with the "boys" at Homer's Antique Mall, the Elks, the VFW and the American Legion. Dick became bi-coastal, spending time in his home, now in Naples, and with his daughter Susie and son in law, David, and their children in their home in Santa Rosa Valley, California. He was in Illinois with his sweetheart Darleen Reig, reunited after 70 years, at the time of his death.

In addition to his children Susie and Rich, Dick is survived by grandchildren Amanda, Jared and Kara and great grandchildren Colton and Baylie.

A "Remembrance of Life" service will be held at the Wings Over Wendy's Monday meeting on his birthday, December 18th.

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)
Ellie Harrison
Mort Green
Lee Levitan
Bruce Monkman
Richard Myers
Steve Politis
Marty Snyder

**WOW's monthly food drive is
Monday, November 6th.**



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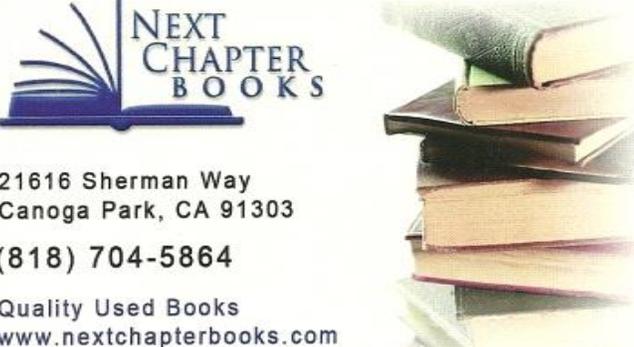
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Future Events and Tours

EVENT SPONSOR		EVENT	DATE	TIME
Carlos Santana Arts Academy		Veteran's Day Event	Wed Nov-08	08:30
9301 Columbus Avenue	RSVP	Coffee & donut	to	10:30
North Hills	(818) 920-4060	Will Covely		
San Fernando Valley Academy		Veterans Assembly	Wed Nov-08	10:00
17601 Lassen St.	Northridge	Alma Wesley 747-215-0611		
West Valley Christian School		Veterans Day Chapel	Wed Nov-08	11:00
22450 Sherman Way	West Hills	Dan Waybright (818) 614-0021	to	12:00
Bohemian BBQ @ Rosies BBQ		Honoring Veterans	Wed Nov-08	5:00pm
8930 Corbin Ave	Northridge	RSVP (818) 522-7904		
Canoga Owensmouth Historical Society		Saluting Our Veterans	Wed Nov-08	7:30pm
7248 Owensmouth Ave,	Canoga Park	Bill Ratner		
Woodrow Wilson Middle School		Veterans Day Assembly	Thu Nov-09	09:30
1221 Monterey Rd	Glendale	Peter Regli	to	12:00
North Valley Military School		Veterans Honor Wall	Thu Nov-09	10:00
12105 Allegheny St	Send picture & bio	Includes lunch	to	12:30
Sun Valley	if you haven't sent one before	(Kay Deitch 818-365-9729)		
Canoga Park Elks Lodge		Veteran's Day Dinner	Thu Nov-09	6PM
20925 Osborne St	RSVP	(818) 998-2193		
Ronald Reagan Library		COMMEMORATION	Fri Nov-10	10:00
40 Presidential Dr	Simi Valley	Must make reservation		
SFV Veterans Day Parade		Veterans Day Parade	Sat Nov-11	08:30
Laurel Canyon Blvd.	Mission Hills			
Oaks Christian School		Veteran's Day Assembly	Sat Nov-11	09:15
Calvary Community Church Worship Center		Barney is speaking		
5495 Via Rocas	Westlake Village	Kevin Lindsey (818) 575-9206		
Malibu Chamber of Commerce		Veteran's Day	Sat Nov-11	11:00
23805 Stuart Ranch Rd	Malibu City Hall	Limo p/u @ Wendy's:10:00	to	13:00
American Legion 826		BBQ Lunch	Sat Nov-11	12:00
5320 Fallbrook Ave	Woodland Hills			
Temple Aliyah		Shabbat Aft Service	Sat Nov-11	09:15
6025 Valley Circle	Woodland Hills	Honoring Veterans	to	12:15
Fairwinds		Veterans Special Lunch	Sat Nov-11	11:00
8138 Woodlake Ave	West Hills	Lisa (818) 713-0900		
Tony Cardenas Vet Day Forum		Dinner included	Sat Nov-11	4pm
7277 Valjean Ave	Van Nuys	RSVP (818) 781-7407	to	7pm
Pomelo Community Charter School		Conversations with Heroes	Tue Nov-14	10:30
7633 March Ave.	West Hills	Lunch included		
St. Martin Episcopal School		Veteran's Day Service	Wed Nov-15	08:30
7136 Winnetka Ave	Winnetka	Breakfast included		
Conejo Valley MOAA&MOWW		A Gathering of Heroes Dinner	Wed Nov-15	5pm
Los Robles Greens Banquet Center		300 S Moorpark Rd, Thousand Oaks		
Valley Alternative Magnet School		Conversations with Heroes	Thu Nov-16	11:30
6701 Balboa Boulevard,	Van Nuys	Franky Ortega 619-254-3159	to	12:30