



After the food was served THE WENDY'S COMPANY team surprised us with a presentation of a flag and certifying certificate that the flag was flown over the USS Arizona on December 7, 2016, the 75th Anniversary of the bombing of Peral Harbor.



Photo from Wings Over Wendy's Facebook page

Wings Over Wendy's in the news

The Weekly Valley Vantage

Volume 33, Number 1

A Compendious Source of Information

February 16, 2017



SERVING THOSE WHO SERVED: Executives from Wendy's corporate offices in Dublin, Ohio, flew in

this week to serve up a hot breakfast to members of the Wings Over Wendy's veterans group. Wendy's does not traditionally serve breakfast; usually the WOW group gets coffee and a donut at their Monday morning meetings hosted by franchisees Ron and Diane Ross. The execs, however, had heard about the group, and following Wendy's founder Dave Thomas's philosophy of giving something back, flew out equipment, plates, cutlery and supplies to serve breakfast to the over-100 attendees. Shown above from left, back row, are **Randy Terfansky** of Wendy's, **Todd Christensen** of Wendy's Customer Experience and Wendy's West Hills owner **Ron Ross**. Front row are **Frank Leary**, VP Customer Experience (serving up breakfast) Wendy's West Hills owner **Diane Ross** and **Kate Bentley** of Wendy's corporate. The Wendy's executives also presented Wings Over Wendy's with a flag that flew over the USS Arizona on the 75th anniversary of Pearl Harbor.

The Weekly Valley Vantage

February 9, 2017

News in Brief



Purple Heart Awarded 72 Years Later to Woodland Hills Vet

19-year-old Lee Anderson was wounded at Iwo Jima, 16 days after the famous flag raising at Mount Surabachi in 1945, and lost his two best friends in battle. After a hospital stay he was sent stateside, married and had four children. He was never honored for suffering a wound in combat. Today, at age 91, Marine Lt. Colonel Doty pinned the Purple Heart on Anderson, saying "We're closing a loop that should have been done long ago." 72 years ago, according to son Todd, who petitioned the government and the Marines for 18 months to accord his father the award. Lee said at the ceremony, "I really never cared whether I got the award or not. It's an honor, and I thank my boys for getting it for me." Shown above are Anderson, Doty and sons Todd Anderson (left) and Jim Anderson.

Los Angeles Times

Tour – February 1, 2017

On February 1, 2017, a group of about 35 Wings Over Wendy's members traveled in a bus provided by Councilmember Mitch Englander's office to the historic Los Angeles Times Building, located at 1st and Spring streets in downtown Los Angeles, to tour the facility.



The Globe Lobby

The building was opened in 1935 and at the time was the largest building in the western U.S. designed and occupied entirely as a daily newspaper publishing operation.

Gordon B. Kaufmann designed the Times Building, which won a gold medal at the 1937 Paris Exposition for its Moderne architectural style. Kaufmann's other works include Hoover Dam on the Arizona- Nevada border and, locally, Santa Anita Park in Arcadia and the Athenaeum at the California Institute of Technology in Pasadena.

The Globe Lobby is one of the aesthetic highlights of the Times Building. Its 10-foot-high murals were painted in 1934 by Hugo Ballin, who also painted the Griffith Observatory rotunda, and represent some of the finest murals produced in Los Angeles during the 1930s. The lobby also includes an historical exhibit showcasing the first 100 years of The Times.

Darrell Kunitomi, provided an excellent tour stating with the historical display in the Globe Lobby which traced the ownership throughout the history of the paper and front pages of significant issues. He then led us on a tour of the Editorial offices followed by a lunch in the company cafeteria. After the lunch the group boarded the bus again for a short ride to the Los Angeles Times Olympic Printing Plant, 2000 E 8th Street. At the plant, Darrell lead us through the warehouse where the huge rolls of paper are stored, showed us the robotic machines that move the paper to the presses, then upstairs to the printing presses themselves, where he showed us the plates and ink.



Darrell Kunitomi, describing a robot by the rolls of paper.



The printing presses.



The distribution room



Wings Over Wendy's group at the entrance to the Los Angeles Times Olympic Printing Plant

The group had a great time and we owe a special thank you to Warren Weinstein for coordinating the tour.

Speakers

February 6, 2017

Leon Waldman



Leon Waldman

Eli Baker, 1942

The day after Eli Baker “flew west” Leon Waldman spoke to the group about Eli’s WWII experience and life. It was interesting that Leon had prepared and was scheduled to speak about Eli before he passed away.

Leon had known Eli for 25 years and was the one that convinced him to attend our meetings. Eli was from Ottawa, Canada. He was a quiet, unassuming man, that didn’t talk very much about his WWII experiences, but one day he showed Leon a book titled **“There I was:- a collection of reminiscences by members of the Ottawa Jewish community who served in World War II.”** (The book by Cy Torontow, is available on Amazon.com). In the book, several pages documented Eli’s experiences.

Eli enlisted in the RCAF in 1940 as an aircraft mechanic and in 1941 was sent to Officer Candidate school in Edmonton, where he graduated as a Pilot Officer with a Navigator rating. He was sent to Yorkshire, England where he flew 8 operations (missions) in the 408th Squadron flying bombers. On one mission the bomber above his aircraft dropped an incendiary bomb that fell through the roof of Eli’s plane and landed on his navigation desk. Fortunately, it didn’t explode.

He then was assigned to the “pathfinder” squadron, (a d ‘élite corps of crews of high navigational ability). They would fly at night, find the target and “light up the sky” for the following bombers to see their targets. He flew over 30 missions and was cleared to go home but volunteered to fly another mission so his gunners would reach their missions to qualify to go home.

On this last mission in May 1944 he was shot down over Holland. Six of the seven crew survived the bailout but

in the dark, they didn’t find each other. He evaded detection for two nights and then approached a farm house. The family took him in and connected him with the partisans who gave him a Dutch ID card and civilian clothes. He traveled around for two months before he joined with his “upper-mid-gunner”. They traveled together for eight weeks. They were in a car traveling between “safe houses” when a passenger pulled a gun and turned them in. After 2 weeks of interrogation he was reported to the Red Cross which in turn reported his capture to his family, which also diminished his being executed. As an Officer Airman POW he was assigned to Stalag Luft III, a Luftwaffe-run prisoner-of-war camp for captured allied Officer airmen.

Stalag Luft III was infamous for the “Great Escape”. It had a hidden radio and maps which enabled the POW to keep abreast of the war. Located in what is now Poland it was in danger of capture by the Russian Army and the POWs were transported north and eventually released near Hamburg.

Eli had been corresponding with Lillian who lived in California beginning in 1940. They were married in 1945.



February 13, 2017

Kenny La Salle



During our breakfast event on February 13th Kenny LaSalle from Congressman Tony Cárdenas’s office passed out a Valentine from the local schoolchildren to each member. (See page 5 column 1)



The crowd holding up their Valentines.

February 20, 2017 Dennis Schaller; The Tune-Drivers Dance Band and Brian Rooney's: RVET Remember Me Project



Brian Rooney, Dennis Schaller, Mike Solis & Chris Tejeda
Photo by Harlis Brend

On February 20, 2017, we were entertained by Dennis Schaller's "The Tune-Drivers Danceband" and Brian Rooney's "Remember Me Project". The program started with a YouTube video: "RVETS Remember Me Project"

Brian Rooney's service began in March 1969, a year after the Tet Offensive had greatly intensified the war. He still carries the guilt of not having been able to save the most badly wounded soldiers. He said he remains so haunted by the experience that he has not slept through the night since returning home to Van Nuys on Jan. 16, 1971, his 21st birthday.

When he returned home he started a quest to compile a list of all the veteran's memorials in the United States for all the wars.

After showing his video (available on line: <https://www.youtube.com/watch?v=UiZG3fElUsk>) Brian explained his mission and then Dennis Schaller's "The Tune-Drivers Danceband" played music for us. Some of the songs were patriotic, but others were very danceable and several members danced to the tunes.

February 27, 2017 David Hussey



Photo by Ed Reynolds

David Hussey, Executive Director of the El Camino Real Charter High School (the position of Principal in a non-charter school) visited Wings Over Wendy's on February 27, 2017. Mr. Hussey (as I am sure his students address him) told us that he recently was appointed to the position and is reaching out to the community. He lead us in the Pledge of Allegiance (he told me he has a lot of practice leading the school in the Pledge on a daily basis) and is an ex-History teacher interested in his students meeting, understanding and appreciating our World War II, Korea and Vietnam veterans.

We hope to have further interaction with him.

Mike LaVere

Next on our agenda was Mike La Vere's video of the Los Angeles Times tour. It was a good history of the tour.

Ted Davis



Photo by Harlis Brend

Ted Davis spoke to us on February 27, 2017 about his father-in-law, Ross W. Brubaker, Cmdr. USNR Retired. Cmdr. Brubaker was the Gunnery Officer on the Library ship SS James Buchanan, hull number: 0686. He was on the bridge, November 12, 1942, when the ship was torpedoed and was blown off the bridge into the water. He was able to take command of a life raft overloaded with 60 crewmen. They were adrift for two weeks before they were rescued. All the ship's crew survived.

The General characteristics of a Liberty ship are:

- Class and type: Cargo ship
- Displacement: 14,245 long tons
- Length: 441 feet
- Speed: 11–11.5 knots; Range: 20,000 nmi

Member Profiles

Dick Guyer



By Ed Moreno

PROUD, BRAVE, ACCOMPLISHED

Veterans feel proud for their service with a branch of our armed forces. Others identify with the accomplishments of their special team or unit. Corporal Richard G. Guyer, 17157492, proudly served in the Alamo Scouts of the 6th Army in the Pacific Theater of Operations.

All through the re-conquest of the Philippines, the Alamo Scouts roamed many miles through territory held by the Japanese, and sent back priceless information for the guidance of our advancing troops. During the Leyte operations, the Scouts ranged far north of that island, organizing guerrillas and setting up important coastal watching stations. From these stations the Alamo Scouts sent the first news of Japanese convoys rushing reinforcements to Leyte, so that a few hours later our Air Force was able to sink more than twenty transports, liquidating thousands of Japanese troops.

Because of their exploits, the Alamo Scouts received numerous decorations. These include fifty-four Silver Stars, two of those with Oak Leaf clusters; thirty-three Bronze Stars, eleven of these with Oak Leaf clusters and four Soldier's Medals and three awards of the Distinguished Service Cross.

A more complete story may be read in an article in The Saturday Evening Post, June 30, 1945.

Peggy Jean's Hanger

A monthly column by Peggy Jean Bassett

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"Captains of the Clouds"

A 1942 film, starring James Cagney, Dennis Morgan, and Alan Hale. It was the first Hollywood picture to be filmed entirely in Canada, as Canadian pilots were doing their part in WWII. The title "Captains of the Clouds" comes from a phrase used by Billy Bishop, who played himself in the film. Billy was Canada's highest scoring fighter pilot, an ACE of

World War One, with 72 confirmed downed German aircraft. It is commonly believed that Billy Bishop shot down the "Red Baron" (Manfred von Richthofen). Or did he? (no!) His gun jammed, and then unjammed, and placed several bullets in the fuselage of The Red Albatross, but the German Ace flew away twisting and banking, never offering Bishop a clear shot. Bishop remarked: "a close shave, but a wonderful soul-stirring flight in WWI!" Bishop rose to the rank of Marshall in the RCAF. He was one of the longest surviving of the top WWI ACES. Billy played himself in the film as the Air Marshall in the Wings Ceremony, and the song "Captain of the Clouds" was later adopted as an official song of the Royal Canadian Air Force. A line from the song is "You're Captains of the Clouds, let her roll. You're on your way. Your angels of Hell, and you fly for country and for king".

The Lockheed Hudson features prominently in the movie. When the Hudson bombers are taxiing out for the takeoff, the same planes are shown, repeatedly 3 or 4 times. The Lockheed Hudson, a light bomber was an American-built coastal reconnaissance airplane built initially for the Royal Air Force shortly before the outbreak of WWII and primarily operated by the RAF thereafter (the forgotten aircraft).

The German fighter plane, attacking the bomber group in the movie is actually a "Hawker Hurricane in Luftwaffe markings.

"Bless 'em All" by Fred Godfrey, 1917

A few verses –sung by aviators.

Bless 'em all, Bless 'em all,

The long and the short and the tall....

Bless the instructors who taught us to fly,

Sent us off solo and left us to die...

There'll be no promotion, this side of the ocean,

So cheer up my lads, bless them all!

Bless all the blondies and all the brunettes,

Each lad is happy to take what he gets...

Bless all the sergeants and their bloody sons,

Bless all the corporals, the fat-headed ones...

For if ever your engine should stall,

You're in for one heck of a fall,

No lilies or violets

For dead fighter pilots,

So cheer up my lads, bless 'em all!

You'll get no promotion, this side of the ocean,

So cheer up my lads, Bless 'em all.

*There's many an airman just finishing up his time,
there's many a twerp just signing on...*

*Bless all the Blondies and all the brunettes, each lad
is happy to take what he get, bless Betty or Susie
You can't be choosy, so Cheer up my lads
Bless 'em All" The Long, the Short and the Tall.*

The song "Bless 'em All" was used as the title theme to the 1961 British war film "The Long and Short and the Tall". It starred Richard Todd and Richard Harris. The line "You'll get no promotion this side of the ocean" seems to reflect the point of view of soldiers about to be sent to a flying front on the other side of the ocean, presumably the Atlantic. This would point to an American origin for the song rather than a British one. There is no clear evidence "Well, it's kind of a mystery". It's a great song, and I love it. This was one of the most popular songs sung by the Allied pilots of the Second World War. It was sung in the movie "Twelve O' Clock High" (1947) and "Chain Lightning" (1950) with Humphrey Bogart singing along. Also, Tyrone Power as "A Yank in the RAF" (1941), with the song playing in the background.

Who Shot Down the Red Baron?

Could it have been "Snoopy" The WWI flying Ace beagle in a DOGFIGHT?

Baron Manfred Freiherr von Richtohofen was the most celebrated German fighter pilot, with the Imperial German Army Air Service during the first World War with 80 kills. The Baron was shot down over the River Somme in 1918.

Lieutenant Donald Fraser witnessed the flying ace's final moments. Fraser was credited as he fired on the Red Baron's Triplane aircraft. The plane got wobbly and irregular at that firing, and crash landed. The Baron was found dead, having been shot through the chest. Official RAF records gave the honor to Canadian Pilot, Captain Roy Brown with the coveted "kill" after pursuing the German upon seeing a comrade in a Sopwith being tailed by him. The Aussies also claim that one of their machine gunners on the ground shot the Baron down. UK and Aussie Doctors, after the autopsy stated that the fatal bullet was shot from above. Who knows for sure who killed him? The Baron flew into all kinds of firing and was killed and crashed or crashed and killed? Perhaps it was Snoopy after all. "Curse you, Red Baron".

Reported by flyer, over and out—Peggy Jean Bassett.

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In Memorial

We lost two faithful members of Wings Over Wendy's in February.

Eli Baker

November 20, 1920 – February 5, 2017



Eli Baker of Reseda, California, passed away Sunday, February 5, 2017. Services were held, February 8, 2017, in Eden Memorial Park.

He is survived by his beloved wife of 71.5 years, Lillian Baker; two daughters, five grandchildren, and three great-grandchildren

Leon told his story on February 6 and it was also printed in the September, November and December 2015 Wings News.

Doug Rankin

December 26, 1926 – February 20, 2017

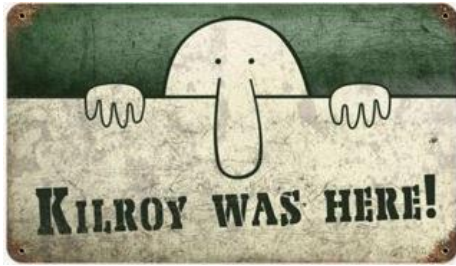


Doug Rankin of Woodland Hills, CA, "flew west" on February 20, 2017, from a blood clot that could not be dissolved. He was a very active member of Wings Over Wendy's, rarely missing a meeting or an event with his wife Marce. He was a career Airline Pilot starting in Hawaii after a tour in the US Navy Reserves and then joining United Airlines. He continued to fly after retiring from United and gave rides to several members of Wings Over Wendy's.

He is survived by his wife Marce and two sons both pilots. No service has been announced.

I will miss him greatly because I (Ed Reynolds) also worked for United and we would often discuss the situation after it was bought by Continental. He was also the member that encouraged me to attend the meetings and join the group in 2010.

KILROY WAS HERE!



He is engraved in stone in the National War Memorial in Washington, DC, back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950, is familiar with "Kilroy". No one knew why he was so well known, but everybody seemed to get into it. So, who was "Kilroy"?

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real "Kilroy", offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the "Kilroy" message.



Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.

Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named "Kilroy" had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

"Kilroy" became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable. It is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon.

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts.

And the tradition continues:



EVEN Outside Osama Bin Laden's House!!

Contributed by Bruce Monkman

REMINDERS

Food drive is Monday, March 6, 2017

Aviation Career Day

Friday, May 19, 2017

9:00 AM to 3:00 PM

Van Nuys Airport: Clay Lacy Hanger

We need experts in aviation and aerospace Industries to volunteer for our exhibit. **See Paul Boghossian.**

March Birthdays

| | |
|---------------|----------------|
| Monte Merken | March 01, 1948 |
| Ted Davis | March 02, 1939 |
| Dean Abrams | March 13, 1925 |
| Mike LaVere | March 14, 1925 |
| Tony Velarde | March 16, 1946 |
| Bruce Monkman | March 19, 1921 |
| Bob Stiles | March 22, 1937 |
| Ed Moreno | March 23, 1928 |
| Dan Holland | March 25, 1924 |
| Mike Kata | March 27, 1921 |
| Chip Stevens | March 28, 1958 |
| Fred Kaplan | March 30, 1938 |
| Murray Siegel | March 31, 1925 |

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

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|--------------------|-----------------------|
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We all want raffle prizes!

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!**

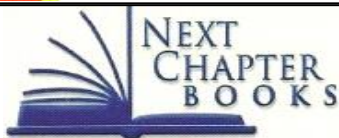
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