

Refilling Our Coffers



Howard Swerdlick Auctioneer

Our small treasury was severely depleted by the expense of our Celebration Luncheon in January. To help refill the account we held our occasional auction on March 20th. Bidders were very lively and generous with eighteen different people out-bidding their fellow attendees for twenty-six items and two more on the 27th. Howard Swerdlick was the auctioneer.

Maurice Portnoy was the most generous with the high bid on three items; Richard Meyers won the high bid on five items; Patrick Daly on three items and Kent Kellegrew with two items on the 20th and an additional item on the 27th.

Another highlight of the 20th meeting was the free coffee and donuts provided by Ginger Lyon in celebration of her 90th birthday. Helping to celebrate the birthday, her daughter Sandi and son-in-law Richard Chambers flew in from Atlanta, GA and were in attendance at the meeting. Both Sandi and Richard were the high bidders on items which helped our cause. We were very appreciative of visitors generously supporting our fund-raising auction.



Reported by Ed Reynolds, photos by Harlis Brend

March Speakers

March 6, 2017

S/SGT Monique Torres



Photo by Ed Reynolds

On March 6th, our guest speaker was Tom Maiden's step-daughter: USAFANG S/SGT Monique Torres. S/SGT Torres is a Finance Specialist with the 146th Airlift Wing, CA ANG, Channel Islands ANG, CA

The 146th flies the C-130J and can be configured with the Modular Airborne Firefighting System (MAFFS). Her talk was about her deployment from July 2016 to January 2017 to the 379th Air Expeditionary Wing, Al Udeid Air Base, Qatar. The Air Base is not a US installation but the US is one of 12 countries that operates missions in the region against ISIS, Al-Qaeda and Taliban targets in the Middle East. The base is located 36 km southwest of Doha, the capital city of Qatar



Al Udeid Air Base
(continued on page 2)

S/SGT Torres showed us pictures of the base and described that she arrived on a day with the temperature of 134° F and high humidity. All new arrivals were initially housed in 7x8 ft trailers and then moved into barracks.



She was assigned as a cashier in the Finance office which was near the Library and Sports Bar.



Each servicemember was issued a card that they needed to buy drinks in the bar. They were limited to three drinks per day. There were a lot of Filipinos working in the country and on the base. On her trips into the city she often ate in Filipino Restaurants. Qatar has a population of over 2 million with Qatari nationals numbering only 278,000 and Filipinos 200,000.

She was able to enjoy sand dune trips which usually started with a short camel ride as the SUV would be having the air adjusted in their tires before venturing out to the dunes. This reporter has taken that excursion and both the camel ride and the SUV ride up and down the sand dunes were very memorable.



A Qatari national can marry up to four wives but has to provide each wife with her own house. She found that many locals spoke English, and it is taught in the local schools.

A highlight of her tour was a ride in a KC-135 refueling F-16's.



Another highlight was asking a RC-135 Pilot to carry a US Flag on a mission in honor of Lt Col Elmo Maiden.



RC-135 62-4130 like the plane in the picture carried the flag and S/SGT Torres presented it to Elmo at the March 6th meeting.



Article and photo by Ed Reynolds

March 13, 2017

Monte Merken

The Story of Charles Graffy



On March 13th, Monte Merken told us the story of Charles Robert Graffy who took his final flight on December 18, 2016, at the age of 92½.

A pilot's pilot, he flew for more than 60 years, with more than 30,000 hours on more than 100 different aircraft – from Piper Cubs to Mach 2 F-14 Tomcats.

Born in Chicago 1924, the grandson of German immigrants, “Chuck” was the fourth of six children (a sister and five brothers).

His love of all things aeronautical started early. As a boy of 10, he began building flying-model airplanes. Interestingly noting what affected flight, adjusting for weight balance, and wingspan, and hand-carving his propellers. A distributor of Megow Airplane Kits was so impressed by the youngster's meticulous construction, that he provided Chuck with free models to build, to use for displays in toy stores.

At 11 years old, Chuck would ride his bike four miles out to Midway Airport to watch the planes. He struck a friendship with a pilot and agreed to wash his aircraft in exchange for plane rides.

He was hooked.

At 15, he began taking flying lessons (in a Welch), earning his pilot's license a year later. He excelled at his high school drafting classes and after graduation worked 60 hours a week as a junior engineer for the Studebaker Company, while taking night classes at Illinois Institute of Technology, later earning his B.S. in aeronautical engineering.

During WWII, Chuck was a very young Captain (at the age of 21) in the Army Air Corps, where he trained fighter pilots (including training Pacific ace Dick Bong in gunnery school) utilizing P-42s, P-47s and P-51s.



Young Chuck Graffy training in Army Air Corps in two-place, tandem-seating, open cockpit, single-engine (PT-19 Fairchild) at Moore Field in Mission, Texas, receiving direction here from a flight instructor. Chuck became a captain by the age of 21.

Post-war, he worked as a draftsman for the short-lived Tucker Automobile Company in Chicago. Chuck then was approved to stay on in the Army Air Corps Reserve and was one of only 100 men sent to Denver to train in jets. When a Boeing executive learned that Chuck had more than 60 hours jet experience, he immediately recruited the young man to join Boeing. Chuck became an engineering test pilot in Wichita, Kansas, to test the B-47, XB-47, YB-47, RB-47, the B-52 and its many variants.

At the time, test pilots were in an extremely dangerous occupation – averaging a death a week. (Six of his Boeing comrades were killed in crashes.)

Test pilots had a base salary and then would bid on the airplane to be tested. Chuck was substantially younger than the other pilots, but his engineering background gave him a significant edge. He studied the operation handbooks for the planes. “I was so steeped in the airplane,” he told the reporter, “I knew it backwards and forwards.”

He knew which planes to avoid, and which to test. And he never lost a plane.



Flying the RB-47 over Wichita, Kansas, as a test pilot for Boeing. Chuck Graffy can be seen as pilot in front of the plane in foreground. For years, this photo was displayed on a big wall at the Sears in Wichita (demonstrating Boeing's pervasive influence in that city).

Sought by General Electric Flight Test to be their engineering test pilot in Schenectady, NY, Chuck flew diverse jet aircraft (B-45, B-57, B-58, F-106, F-100, F-104) under a classified security clearance.

In the early 1960s, Chuck was selected as West Coast manager to lead General Electric's Pacific Missile Range Programs and moved his family to sunny Santa Barbara. GE was designing guidance systems and Chuck's planes (twin-engine Convair, DC-6, A-26, B-57, and B-66) would simulate missiles.

When the program folded, he decided to stay where the weather was better, and for a short time bought and ran Decorator Marble Company before returning to the skies. He flew as private pilot for Fess Parker, corporate pilot for Bill Wilson and McMahon Company (Howard 500, Beechcraft 18), and for Daryl Tomlin Corporation (Jet Commander 1121 and Falcon 20). And Chuck was the only pilot Chuck Thornton, Jr. would allow to fly his T-38 jet.

In the mid-1970s, Chuck became owner and general manager of Golden State Airlines (DC-3, Convair 440 and Convair 580), with charter flight contracts with the *Los Angeles Times*, Disney, and the U.S. Navy.

After selling the business, he joined Hughes Aircraft as Senior Engineering test pilot, working again with a classified security clearance. He flew developmental tests on military hardware and systems (including the FLIR Infra-red systems Hughes developed in Goleta), utilizing a WWII Douglas A-26, F-14 Tomcat, and Citation Jet.

The A-26 had a two-layer radial (round) engine. If not started correctly, the piston or crankshaft could be broken, so Chuck was the only one allowed to start it. Chuck was forced to retire from Hughes only because someone in HR realized he was still flying... and was over 65.

There was virtually no plane Chuck Graffy would not or could not fly, for work or for fun. Chuck did cloud seeding for Sagandaga Reservoir in New York, flew airmail to Santa Cruz Island, looped the Golden Gate Bridge in a P-47, and flew through a hangar "just because".

In New York, he would buzz the family home in an F-86 to let his sons know he was on his way home, and on Santa Barbara Street when his kids saw a plane circle the neighborhood and dip its wings, they'd know it was time for dinner as dad would be home in 20 minutes from the airport. He had the opportunity to fly celebrities such as Elvis Presley, Jimmy Durante, Paul Anka, and others. He picked up Ed McMahon after *The Tonight Show* and flew him to Las Vegas where he was performing.

Chuck was asked to be an astronaut, but after watching the earliest launches at Cape Canaveral, he demurred. "Things were blasted up, and then would fall backwards and go into fire." He wanted no part of it when he realized

the pilot could not control the choices, decisions, and environment.

"All I ever wanted to do was fly," he'd say. "Every day I'd wake up and think, 'I can't wait to get to work'. I just loved to fly."

When he was down on the ground, he was a superb natural athlete. He excelled as a ball player in his youth, was a top-scoring (290s) league bowler, avid golfer, and in the last 20 years was a champ at lawn bowling tournaments, enjoying the great camaraderie of the lawn bowling aficionados downtown.

Besides Chuck's love of flying, it was his family that was the pride of his life. He met his wife, Jeanne, when she was a teenager, and wooed her with letters through the war. Together they raised a family of five, fueling their children with his sense of drive, independence, and accomplishment. They were equally devoted to their grandchildren.

Chuck Graffy's early aviation history with the Army Air Corps was captured by the American Airpower Heritage Museum in Texas for his Commemorative Air Force oral history. Chuck was also nominated for the Wright Brothers Master Pilot Award instituted by the United States Federal Aviation Administration.

The above is a reprint of the article Monte was quoting from in the 23 Feb – 2 Mar 2017 *Montecito Journal*.

Reprint by permission

March 20, 2017

Auction

See the lead story on page 1 for details.

March 27, 2017

Justus Ghormley

On March 27th, we heard from Justus Ghormley. Quartermaster 3rd Class, USN Retired. Justus is now the Pastor of the Community Christian Church, San Pedro. He is a good friend and former Travel Agency Instructor of Chip Stevens. Pastor Ghormley conducted the Services for Chip's father Hugh in January and has occasionally attended our meetings on his way to the Navy bases in Oxnard.

Justus served on the USS O'Brien (DD-725) an Allen M. Sumner-class destroyer and was the fourth ship of the US Navy to be so named. The ship was commissioned at Boston Naval Shipyard, on February 25, 1944. It participated in the D-day invasion of Normandy and then in the Pacific east of the Philippines, was damaged off Kerama Retto, southwest of Okinawa. The ship served in the Korean War, Taiwan patrol and then Vietnam and decommissioned at Long Beach, CA in 1972.

(Continued on page 5, column 1)

Justus then reported to us the current activities of the USS Iowa which is now one of the top 10 attractions in LA County. The ship is currently saluting Women's History Month and Justus attended a event on Saturday, March 25th sponsored by the *Daughters of the American Revolution*. He invited us to attend the Memorial Day Concert and Festival.

After fielding questions from the audience about the USS O'Brien, Justus told us that on a visit to Ireland he saw a poster in a museum that reported that about **6.4 million** people live on the island including the Republic of Ireland and Northern Ireland, but **40 million** inhabitants of the United States are of Irish decent including **19 Presidents** having some Irish blood.

Justus concluded his talk with a plug to visit the SS Lane Victory an American Victory-class cargo ship used in World War II, the Korean War and Vietnam War. The ship was preserved in 1989 to serve as a museum ship in San Pedro.

Reported by Ed Reynolds

Member Profiles

Our Very Patriotic Immigrant: Paul Boghossian



Photo by Ed Reynolds

By Ed Reynolds

One of our most patriotic members and number one volunteer was not even born in the United States. Paul Boghossian was born on February 27, 1947 to parents of Armenian decent in the British section of Jerusalem. He was raised and schooled in an Armenian community, speaking Armenian and very little Arabic or Hebrew in East Jerusalem which was initially under Jordanian rule. When he was just three years old the new State of Israel stated that Jerusalem was the capital of Israel.

Paul's grandfather disappeared in the Turkish genocide of the Armenian people. His father survived the genocide and lived in Turkey and eventually moved to Jerusalem. Paul's mother who was also Armenian was born and grew-up in Haifa. When she married his father, they settled in (East) Jerusalem.

In 1950 the tensions increased between the Jewish settlers, British and Jordan so Paul's maternal grandfather immigrated to the United States. He was eventually able to get Paul's family to join him in Los Angeles in 1966. Paul graduated from Los Angeles High School. Three years later he became a United States citizen and worked in the jewelry business.

He attempted to enlist in the US Army, took his physical and was classified 1-A but told to wait for a call. The war in Vietnam was winding down and the call never came.

On a trip to Lebanon in 1973 he met and married his wife, also of Armenian descent. They had two daughters and after 42 years of marriage, seven grandchildren.

He switched jobs and worked for Valley-Todeco, Inc. a small company that produced and supplies nickel alloy specialty engine fasteners and airframe bolts, and slotted entry bearings to aircraft manufacturers and fleet operators worldwide. The company also directly supplies spares and replacement parts for military aircraft to the government in the United States. It serves airframe and engine companies, as well as the aftermarket. The company was acquired by Alcoa and Paul worked for them for 29 years in the Shipping and Receiving Department.

Paul is a "joiner" and volunteer extra ordinary. Not only does he actively support Wings Over Wendy's, helping when needed but he also provides transportation for Maurice Vasquez to attend the Monday and Tuesday meetings. In addition, he helps Ellie Harrison with her medication. He worked for 13 years as a volunteer on the Disaster Team for the American Red Cross and as a volunteer in the Records Department of the Van Nuys LAPD. Paul is active in the Optimist, The Reel Cowboys, the Mid-Valley Police Council, the Air Force Association, Navy League, Operation Gratitude and many others.

He has voted in every election and has worked at his polling place. His home is full of patriotic memorabilia and certificates of appreciation from the many organizations he has volunteered to help.

Remember that just because he was born in East Jerusalem he is not an Arab Palestinian, nor Jewish and even with a name like Boghossian, not Russian. He is Armenian and an American and very proud of both.

**Paul is always ready to help and when
tasked he gets the job done!**



On the assigned day, he joined his friends and boarded the bus. While most of his friends went to Heart Mountain, he and others ended-up at Manzanar. This Mexican American spent his high school years living with the hundreds of Japanese families at this relocation center. Ralph was well respected. His peers elected him the senior president. In a few display cases at Manzanar, yearbooks



“Congratulations to Captain Matt Even”. February 14th was Matt’s first day as Captain, flying for Alaska Airlines. He flies the Boeing 737-400-700-800-900ER and the freighter, also the combination (half freighter, half passenger.) (Continued on page 7, column 1)

GEORGE PATRICK MUSSER, JR

A resident of Woodland Hills, passed away March 7, 2017. He was born February 15, 1931 in Manila, Philippines. Funeral Mass was held Friday, March 10th, 10:30 a.m., at St. Bernardine Catholic Church in Woodland Hills. Interment followed at Oakwood Memorial Park in Chatsworth.

Member Profile George P Musser, Jr.

By Ed Reynolds & Tina Atkins

[A profile should have been written before his death because he had a very unusual life. Therefore, I am including a profile based on the eulogy his daughter Tina Atkins wrote and read at his church service.]

George was very proud of our group (Wings Over Wendy's) and delighted in going to meetings. When he no longer could attend the meetings, he made sure that I sent him a copy of the monthly *Wings News* and encouraged me to include a recap of every meeting's guest speaker in each monthly issue.

He was extra grateful to take part in last summer's Fourth of July parade. That was one of his last big public outings and I believe his first-time riding in the parade. It meant a lot to him.

Tina Atkins was George's oldest biological daughter, but in reality, one of his middle children.

If you attended his Funeral Mass, it's because you already know that George Patrick Musser Jr. was a great guy. He was responsible, thoughtful, generous and loving.

George's story starts on the other side of the globe. He was born February 15, 1931, in Manila, Philippines. His father George Patrick Musser senior, was Dutch from Pennsylvania, was a photographer and filmmaker who held patents on early sound equipment, and his mother, Catalina Pons, was a popular radio celebrity and later a diplomat. They owned a hotel and studio compound in Manila. George was the eldest of three siblings, Charlie and Teresita Musser.

George's childhood in Manila was shaped by privilege and hardship. During WWII, the Japanese army claimed the family hotel as their headquarters. Accused of collaborating with American troops, and supplying them with a radio, George Patrick Musser senior was taken prisoner, beaten and placed in a nearby prison camp, a virtual death sentence. George, then a boy of eleven watched his father taken away and retaliated by throwing stones at Japanese trucks, until he was chased down, knocked down and nearly bayoneted by angry soldiers. We are not sure what saved him, defiance, stubbornness or

luck. Over 1 million Filipinos died during the occupation. The neighborhood of Pandacan was burned to the ground. The hotel was the only building left standing, so George must have seen and endured more than he ever spoke of.



The family hotel, in Pandacan Manila, 1945. Post America Liberation.

From left to right, George Patrick Musser Sr. (Held captive by the Japanese, chained in a dungeon, suffered numerous skull fractures) Catalina Pons (George's mother) Teresita Musser, Charles Musser, George Patrick Musser Jr, age 14.

The pit behind George Jr. contained a large palm, but the Japanese forced them to dig it up and drag it outside to be used as tank camouflage.

George Sr. was a filmmaker and the first to bring sound movies to South East Asia. Beneath this patio, were dark rooms and film developing equipment taken by the Japanese forces. All celluloid film reels were destroyed.

During the occupation, George's mother, Catalina could remain in the hotel along with her children, because she had a dual Spanish passport (in those days minors traveled on their parent's passports) Spain was an ally to Japan and they were spared, while the neighbors suffered horribly. Tremendous survivor guilt.

This courtyard-patio was the site of at least two executions (beheadings by sword) of "traitors" in the Musser household. One was a cook. His head was placed on a raft and launched down the Pasig river, along with a sign declaring him a traitor.

After the war his father was released from prison and continued to live in Manila. At the outbreak of the Korean War, George enlisted in the US Army. He was a sharp shooter, stationed in Japan for months but the war ended before he was deployed to Korea.

(Continued on page 9, column 1)

He was assigned to Utah working for the Army drafting blueprints and coordinating convoy routes and schedules. When he mustered out of the Army he transferred into civilian aerospace engineering, in 1959. A year later he met his first wife, Marjorie and moved to Santa Monica. Marjorie was a widow with two little girls, Carol Lee and Christy Susan. By their first anniversary, George was a father of three and his responsibilities grew fast from there.

He worked for several Aerospace Companies on a variety of projects, including the early computer missile guidance programs, at Litton, Canoga Park; McDonald-Douglas Aircraft, Redondo Beach; Hughes Electronics; Rocketdyne; and Hughes Aircraft, El Segundo. Many of the projects were classified so the exact nature of his work is not known.

George had three biological children, Tina, Patricia Lynn, a talented performer and Mark David, a Navy veteran.

During George's life, he tended to gather people around him and take responsibility for their wellbeing. He loved to cook for a crowd on Sundays and always had a steady stream people in his home opening the oven looking for his handmade Lumpia.

His younger brother Charlie and his wife Juanita joined him in California and later his mother arrived.

In his early fifties, George became a widower. His children were very happy for him when met and fell in love with Evelyn Baily-Musser. With Evelyn, he found lasting happiness with an equal, boundless love and four more adult children, who he loved as much as his own, Kevin, Philip, Cherie and David Baily.

George was a solid, dependable man. His hair was always combed and his car was always vacuumed. He never drank, smoked, lied or did anything in excess. He spoke three languages fluently English, Tagalog and Spanish with a sprinkling of German.

He laughed at slapstick comedy like Monty Python and wanted his friends and family to sing *Roll Out The Barrel* at his funeral. He appreciated nice things, was generous with others, but frugal with himself. If you are a woman in his life, he probably bought you a nice handbag or a coat. He loved to shop for others and had excellent taste. He loved to travel with Evelyn and later Eric and Cherie and Emma.

George was unfailingly responsible to his family, community and co-workers, even during the hardest of times including caring for his first wife who was ill throughout many years of their marriage and spent the last 18 months of her life in a coma. He was always there for her, and everyone else who needed him.

He worked to exhaustion to keep everyone happy, his family, his exacting mother and his demanding job and his duties to his church-community. His days often started at 4 am and ended at 9 pm and his single so-called vice was a tiny jar of instant Nescafe, which he hid from the Mormons.

George was an intelligent and talented man. He was an aerospace engineer, master draftsman, cartoonist, calligrapher and painter. He learned mathematics the hard way, from a stern priest armed with a ruler. When he was young, he loved to dance and when he was older, he loved to Zumba.

When Tina was young, she often saw him wake from a nap with a hard jolt or shout of terror and sometimes he kept a knife or a machete under the bed, so it was wise to never wake him suddenly.

Near the time of George's retirement from Hughes Aircraft, he was scheduled to do a presentation to a large group. At that time, part of his job was helping personnel transition from the military to the private sector. Close to the time of the presentation, he had a small stroke, which temporarily left half his face hanging and voice slurred. He was horrified and thought he looked like Peter Lorre. Instead of skipping the presentation, he gave it as is, reasoning, that everyone else was braving new terrain and a stroke was a good example of overcoming unexpected obstacles. At the conclusion, he received a hardy ovation.

When he was young man, George was very muscular. He was compact with wide shoulders and grapefruit sized calves. He wasn't the tallest man in the room but he was often the strongest.

The greatest compliment Tina could say of George Musser is that he started life as one person and ended as an entirely different one. He transmuted fear, anger and adversity into love, tolerance and joy in life.

Reading his eulogy Tina gave a big shout to the Wings Over Wendy's crew in attendance. He was so proud to be part of the Wings Over Wendy's community. She said: "Thank you so much for attending the funeral, please send a hearty shout out to the guys at Wings Over Wendy's tomorrow.

"Tell them George says hello!"

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!

From Bruce Monkman



Note: As a retired USAF Navigator, I had to print this.

Your publisher: Ed Reynolds

This flag does not fly!

This is just amazing to me, not only is it huge, the proportions are correct. It took someone a lot of time to map it out and even more to plant it. I don't know who they are, but thank you for what you have done. With things which are currently going on in our country, it is great to see the American - Spirit is still alive.



Between the fields where the flag is planted, there are 9+ miles of flower fields that go all the way to the ocean. The flowers are grown by seed companies. It's a beautiful place, close to Vandenberg AFB.

Check out the dimensions of the flag. The Floral Flag is 740 feet long and 390 feet wide and maintains the proper Flag dimensions, as described in Executive Order #10834.

This Flag is 6.65 acres and is the first Floral Flag to be planted with 5 pointed Stars, comprised of white larkspur. Each Star is 24 feet in diameter, each Stripe is 30 feet wide.

This Flag is estimated to contain more than 400,000 larkspur plants with 4-5 flower stems each, for a total of more than 2 million flowers.



The Meaning of the "Flag-Draped Coffin"

Have you ever noticed that the honor guard pays meticulous attention to correctly folding the United States of America Flag 13 times?

You probably thought it was to symbolize the original 13 colonies. Not so:

- The 1st fold of the flag is a symbol of life.
- The 2nd fold is a symbol of the belief in eternal life.
- The 3rd fold is made in honor and remembrance of the veterans departing the ranks who gave a portion of their lives for the defense of the country to attain peace throughout the world.
- The 4th fold represents the weaker nature, for as American citizens trusting in God, it is to Him we turn in times of peace as well as in time of war for His divine guidance.
- The 5th fold is a tribute to the country, for in the words of Stephen Decatur, 'Our Country, in dealing with other countries, may she always be right; but it is still our country, right or wrong.'
- The 6th fold is for where people's hearts lie. It is with their heart that they pledge allegiance to the flag of the United States of America, and the Republic for which it stands, one Nation under God, indivisible, with Liberty and Justice for all.
- The 7th fold is a tribute to its Armed Forces, for it is through the Armed Forces that they protect their country and their flag against all her enemies, whether they be found within or without the boundaries of their republic.
- The 8th fold is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day.
- The 9th fold is a tribute to womanhood, and Mothers. For it has been through their faith, their love, loyalty and devotion that the character of the men and women who have made this country great has been molded.
- The 10th fold is a tribute to the father, for he, too, has given his sons and daughters for the defense of their country since they were first born.
- The 11th fold represents the lower portion of the seal of King David and King Solomon and glorifies in the Hebrews eyes, the God of Abraham, Isaac and Jacob.
- The 12th fold represents an emblem of eternity and glorifies, in the Christians eyes, God the Father, the Son and Holy Spirit.
- The 13th fold, or when the flag is completely folded, the stars are uppermost reminding them of their Nations motto, 'In God We Trust.'

After the flag is completely folded and tucked in, it takes on the appearance of a cocked hat, ever reminding us of the soldiers who served under Gen. George Washington.

Articles and pictures submitted by Bruce Monkman

REMINDERS

Food drive is Monday, April 3, 2017

Stage Coach Tour, April 13, 2017

April Birthdays

Thomas Maiden	April 04, 1949
Mark Ax	April 07, 1949
Richard Burns	April 11, 1927
Cliff Wolf	April 14, 1919
Marion Lovelace	April 16, 1927
Vincent Cicone	April 16, 1941
Dana Spry	April 18, 1940
Harry Nelson	April 18, 1923
Connie Hein	April 24, 1947
George Stone	April 24, 1927
Andy Kopetzky	April 25, 1951
Barry Pravorne	April 25, 1953
Joseph Mueller	April 26, 1949
Rich Poppenberg	April 29, 1945
Peter Marshall	April 30, 1940
Tom Blatz	April 30, 1945

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New Members

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

**Charles Othold
Martin Light
Olfredo Castillo
Todd Anderson
Ginger Lyon**

Wings News Patrons

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

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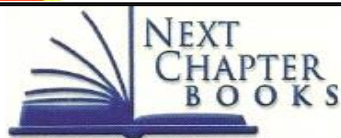
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