

## Interesting Tours

Warren Weinstein arranged two very informative and interesting tours for the group during the month of April.

### Stagecoach Inn Museum



April 13<sup>th</sup> a group left the Wendy's parking lot before 10 AM on a Thursday morning to see the Stagecoach Inn Museum. It was a step back in history to the late 1800's when stagecoaches rumbled through the Conejo Valley.

In 1876, it was originally built as a two-story Luxury Grand Union Hotel in Newbury Park, and was rebuilt after a fire in 1970 on private property two miles from what was then the new 101 Freeway.

The detailed guided tour took an hour and a half through the museum, school house, barn and other structures. The museum includes a replica of Timber School (originally built in 1889), the carriage house and blacksmith shop, a nature trail, and the 'Tri-Village', a small group of three houses: the pioneer house, the adobe, and the Chumash village.



Old Schoolhouse classroom (Note the 38 star flag 1877-1890)

They ended the trip with a forty percent military discount at Brant's Deli in Westlake for the nineteen WOW members that came along.



Reported by and photos by Fred Kaplan

### Griffith Observatory



On April 26<sup>th</sup>, Warren arranged another outstanding tour for the group. Twenty-two members drove to the observatory where Warren arranged for free close-in parking.

The group then attended the show at the Samuel Oschin Planetarium with its spectacular Zeiss star projector, digital projection systems and reclining seats. We were showed the stars as they moved around the earth and then a programmed "Water Is Life" which lead us on a search for water and possibly life beyond earth. It was a very impressive and informative show. After the show we walked along the terrace with its great views of downtown Los Angeles and the hills with the Hollywood sign. From the terrace, we toured the exhibits in the Ahmanson Hall of the Sky and Wilder Hall of the Eye. Downstairs was the Edge of Space exhibits.

# April Speakers

## April 3<sup>rd</sup> & 4<sup>th</sup>, 2017

### Barney Leone



Photos by Ed Reynolds

On April 3<sup>rd</sup> at the West Hills meeting and April 4<sup>th</sup> at the Tarzana meeting, Barney told the story of his experiences in WWII and particularly at the Battle of Iwo Jima.

When Barney was 20 years old he was drafted into the US Navy and assigned to a fuel ship. Fuel ships always travel at the end of the convoy in case they were hit and blew up they wouldn't impact the other convoy ships.

On February 23, 1945, his ship was off the shore of Iwo Jima where Barney could see the raising of flags on Mt. Suribachi. When the first flag was raised, he wasn't sure it was an American flag. An hour and one half later a larger flag was raised which Barney could easily determine was an American flag. The wide publicity given the picture of the flag raising gave Barney the idea that he would like to have the flag from his ship that was flown that day as a keepsake. He asked that when it was replaced days later if he could have it and he has it to this day and showed the group the flag which he keeps in a heavy plastic bag.

Barney is one of our most active "Conversation With Heroes" speakers and when he tells his story he always tells the audience that he considers himself to be a survivor and not a hero; the real heroes are those who gave their lives for our freedom.

The landing crafts would pass by his ship and he would wave to them and not one Marine would wave back. They were tightly clutching their rifles focusing on the landing. Many of the Marines would be killed before they reached shore and they would float back. The Marines used flame throwers to burn the enemy in the caves.

Barney's ship was never allowed to fire their guns so they would not draw fire from the Japanese in retaliation.

The Japanese were hidden in the mountain and fired down on the landing troops. Barney considers himself fortunate to come home. He always salutes every US Marine he sees.

After leaving Iwo Jima, Barney's ship was refueling alongside the USS Mississinewa (AO-59) in Ulithi in the Caroline Islands. When his ship was full the captain of the AO-59 invited Barney's ship to spend the night alongside. Barney's captain declined and moved back to his assigned mooring. That night the USS Mississinewa was hit by a torpedo and was blown up, losing 130 sailors. If Barney's ship had remained alongside AO-59 it would either have been torpedoed or damaged by the explosion of AO-59.

On another occasion when Barney was on watch he saw a periscope next to his ship. He looked down the periscope and saw Japanese at the other end.

When his ship was in the Battle of Eniwetok, a Kamikaze aircraft was approaching Barney's ship when it was shot down by another ship's crew. Barney's captain thanked their captain but was told they had not shot at the Kamikaze plane, rather the plane flew through the shots being fired at the island. Barney considered it an act of God.

His mother prayed for him. Barney sees his mission to tell someone "freedom has a price on its head." He is thankful that President Truman approved the dropping of the atom bombs because the Japanese had been taught that they needed to kill ten Americans for them to die. The Emperor decided to surrender, not the Japanese generals who wanted to continue to fight. The atom bomb ended the war!

Article by Judy & Ed Reynolds

## April 10, 2017

### Moose Peterson



Barney, Moose, Ed and Sharon  
Photo by Peggy Jean Bassett

As he approached the podium, you immediately knew why the speaker had the "Moose" nickname. He was a very large fella that grew up in a family of "Shutterbugs", with a legacy started by his grandfather who died after Moose's first birthday. The tradition has continued. Moose was born in Whittier, California. (Continued page 3, column 1)



His passion has always been photographing wildlife. He and his wife Sharon have dedicated their lives to this pursuit. In recent years Moose added Aviation Photography to his pursuits with the goal of preserving Aviation History via photos, pictures and film. He is the producer and photographer of his acclaimed film “Warbirds and the Men Who Flew Them”. It was published in over 143 magazines and over 28 books. Moose is a recipient of the John Muir Conservation Award and a research Associate of the Endangered Species Recovery Program to name only a few of his activities. He is a creative innovator of new techniques behind the camera which earned the title of Nikon Ambassador.

Moose’s presentation was a video which he narrated of his War Bird photos. He explained when, where and how he was able to take some amazing shots of the “War Birds” flying.

Thank you, Moose and Sharon, for sharing many of your “Warbird Slides” and commentaries. WOW appreciated you and your stories.

Reported by Peggy Jean Bassett

## April 11, 2017 Roscoe Frazier



Roscoe and his display

On April 11<sup>th</sup> at the Tuesday meeting in Tarzana, Roscoe spoke of his Vietnam experience using a revised display board. Many of the Tuesday group had not heard his story before and were impressed with his war record.

Roscoe has talked about his war experiences in the past to the Monday group, Aviation Career Day and “Conversations with Heroes” events, but at Tarzana it was an opportunity to show his enhanced displays and tell his story to a group that had not heard it in the past.

He served several tours in Vietnam as a member of the 25<sup>th</sup> Infantry Division. In March to July 1964, he was assigned as a gunner on UH-1 “Huey” on which he flew 274 Combat Assault missions and 215 Combat Support missions. He told the group that when he first arrived the Hueys didn’t have gun mounts and he described the

different ways the gunners had to steady their weapons to fire on the enemy.

He returned to Vietnam for the full year of 1966 and participated in 3 day “Stay Behind Patrols”; day and night “Ambush Patrols”; and “Search and Destroy” combat operations. He often was the patrol leader, was wounded twice, and still carries metal in his arm. For his performance, leadership and bravery he was awarded the Bronze Star, and two Purple Hearts.

## April 17, 2017 Dick Kinder



Photo by Ed Reynolds

Dick Kinder had an illustrious career in the USAF starting during WWII. On April 17<sup>th</sup>, he talked to the group about the Korean War phase of his career.

In 1949, Dick applied for college and was accepted into the University of Minnesota. Because he was a rated navigator, General LeMay recruited him to return to active duty as a B-29 Navigator. He was assigned to the only USAF Bomb Wing that was not in the newly formed Strategic Air Command. Instead he was assigned to the 20<sup>th</sup> Air Force and sent to Guam to teach navigation and search and rescue techniques to B-17 Search and Rescue crews.

One of his experiences at Guam was to search for a missing aircraft 150nm south of Guam. That mission lost two crews. When the Korean conflict heated up he was transferred to Okinawa to fly missions over Korea. He completed 72 combat missions as the Master Navigator in his squadron.

## April 18, 2017 Lou Kridelbaugh

April 18, 2017 marked the 75<sup>th</sup> anniversary of the Doolittle Raid. At the Tuesday meeting in Tarzana, Lou Kridelbaugh, former President of the Air Force Association, General Doolittle LA Area Chapter spoke on the history of the raid. Having hosted or attended many dinners honoring the Doolittle crewmembers over the years, Lou is an expert on the details of the raid and the individual stories of many of the crewmembers.

(Continued page 4, column 1)

He told the gathering facts and figures of the Raid and answered questions from the group on the details about the Raid and the survivors. Lou was assisted in his talk by Ed Reynolds, also a former President of the Air Force Association, General Doolittle LA Area Chapter. Ed displayed a model of the B-25 the Raider's flew that had been a center piece at one of the dinners he hosted for the survivors.



Lt. Col. Doolittle his mission crew with USS Hornet Capt. Marc Mitscher  
Picture provided by Ed Moreno

The following submitted by Ed Moreno addresses the impact of the raid on Junior High School students:

## Tokyo Bombed

The conversations at Berendo Jr. High after April 18, 1942 among my peers - 8th graders - focused on the Doolittle Tokyo Raid.

How did the B 25's fly off an aircraft carrier's short runway? How much gasoline did it take to fly there and then return? Did we drop only bombs or also incendiary devices? How many planes were shot down?

We wanted answers. Reading the Herald Express, the Examiner, the Daily News, or the Los Angeles Times gave us partial answers or incomplete information.

After the War in the Pacific was over in 1945, the War Department released some information.

Recently Ed wrote to Lt. Col. Dick Cole the last survivor of the Raid, who had been featured at a Commemorative Air Force event. His information verifies the statements from the Friends from the WWII Memorial. Their facts:

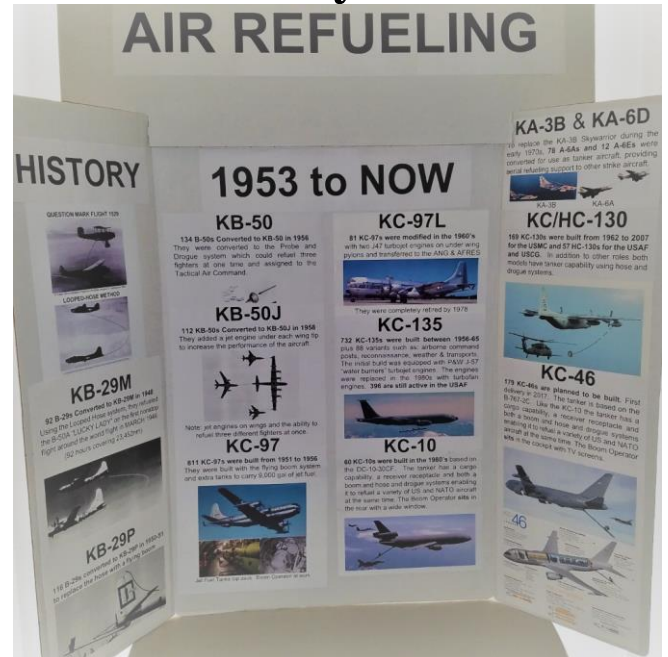
- Out of 80 heroes, only 64 returned;
- Four planes crash landed after bombing Tokyo
- Eleven crews bailed out and three Raiders died;
- Eight were captured and three of them were executed by the Japanese.
- Another crew member died of starvation in a Japanese prison camp.

Thank you, Lt. Col. Dick Cole, for your service.

Finally, this 8th grader at 89 years of age has most of his questions answered about the Raid on Tokyo.

Report by Ed Moreno

## April 24, 2017 Ed Reynolds



On April 24<sup>th</sup> Ed Reynolds spoke to the gathering about military air refueling. Describing the first Army air refueling mission in 1929 titled the "Question Mark?" which flew for seven days between San Diego and Los Angeles and then profiled the "tanker" aircraft the military has used up to the new KC-46.

Ed also described the various methods used since 1929 to transfer fuel between aircraft and those in use today. He has flown 2,000 hours in both the KC-97 and KC-135 and he described the air refueling operations in use by the military to safely rendezvous the tankers and receivers and conduct the transfer of fuel.

Reported by Ed Reynolds

## Conversation with Heroes

Our "Conversations with Heroes" program was active during the month. Ed Reynolds was interviewed by a group of students from Cleveland HS, April 6<sup>th</sup>; spoke at a class at El Camino Real Charter High School on April 7<sup>th</sup> and the Rotary Club of Greater Van Nuys on April 27<sup>th</sup>.

Barney Leone, Leon Waldman, Mike LaVere and Kent Kellegrew were interviewed and videotaped about their WWII experiences at Hale Charter Academy on April 24<sup>th</sup>. Warren Weinstein and Ed Reynolds also attended the session and were asked about their military experiences.

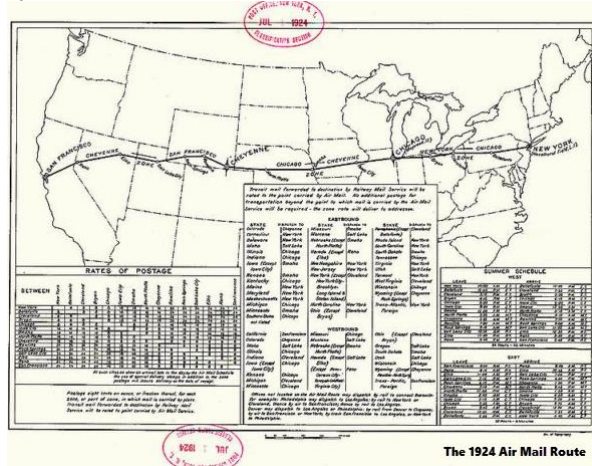






A couple has stated they had discovered 102 arrows thus far, and they are peculiar concrete symbols that have been seen all across America. Travelers and hikers wonder what they could possibly mean, and where exactly are they pointing to.

These large arrows, which measure roughly around 70 ft in length, are a forgotten remainder of a bygone age. It appears that they are randomly placed; these large arrows were at one time markers for early airmail flights throughout the US. They formed the first land navigation system in the world.



The concrete arrows were placed at the base of lit beacons close to airways, showing pilots the direction they were required to fly in for the next stop off to deliver mail.

The Airmail system the US was operational as early as 1911, with the initial flight departing Petaluma, California, and then arriving at Santa Rosa, California. As the flights started to get longer, with much more frequent stop offs, the arrows and beacons were positioned to aid pilots on their way. Following World War I, the US Postal Service started to utilize excess war planes for mail deliveries, and many were flown by previous Army pilots.

The large arrows started being positioned across the country, sometimes at 10-mile intervals, from the year 1924. They were painted bright yellow and were positioned beside the beacon with a gas light located on top. The view was so the markers could be seen from a distance of around 10 miles so pilots would find their way.

In the summer of 1924, they stretched from Wyoming to Ohio, and the next year, the arrows had stretched to New York. In the year of 1929, the arrows would direct flights all the way across the length of America.

Before the days of satellite and radio communications, the arrows were a way to guarantee pilots would be able to find their way, even during bad weather. Now the arrows are long forgotten, knowledge of them lost to time. There are enthusiasts who have stumbled upon some arrows in the

countryside, and have started mapping out those concrete markers that were left behind.

Every so often in a vast desert, a backpacker or hiker could run across some of these large concrete arrows. More than 102 arrows have been found, exposing more places mail was delivered by planes.

## Nightwitches

Submitted by Bruce Monkman



Female Russian pilots who bombed Germany during WWII

They had old, noisy planes and the engines used to conk out halfway through their missions, so they had to climb out on the wings mid-flight to restart the props!

To stop Germans from hearing them and starting up the anti-aircraft guns, they'd climb to a certain height, coast down to German positions, drop their bombs, restart their engines in midair, then "get the hell out of Dodge". Their leader flew 200+ missions and was never captured.

## The British Mark V Tank



Submitted by Bruce Monkman

The Allies were the first to build tanks, and so the Germans had to come up with methods to stop them. At first, they widened their trenches, so that the tanks that rolled into them would become trapped. The Allied answer to this was to build a longer tank, one that could drive through a wide trench. Thus, the Mark V was born.



The Mark V tank was designed in the United Kingdom by Major Walter Gordon Wilson and was produced by the British manufacturer Metropolitan Carriage and Wagon. It was intended to be an entirely new kind of tank. The first arrived in France in May 1918.

They were 'male' and 'female' versions. Males had 6-pounder (57 mm) guns and machine guns, and the females only had machine guns. Some were both male and female, having both male and female weapons.

The tank was 26 ft 5 in (8.5 m) long and weighed about 29 tons. It had a crew of 8 – a commander, driver, and six gunners. 400 were built, of which 11 survive.

A more advanced version of the Mark V was intended for 1919, but by November 1918 the war was over.

The Mark V first saw action at the Battle of Hamel in northern France on July 1918. 60 Mark Vs supported an attack of Australian troops on the Germans. The attack was successful.

Following this victory, American troops began to use the Mark V. The 301st American Heavy Tank Battalion fought in the Western Front in late 1918.

The tank in the above picture is a Mark V now displayed in the Tank Museum, Bovington in the UK.

## The Amazing Career of General Billy Mitchell, American Father of the Skies



Some of the greatest, most memorable figures in America's history are only given their due credit after their death. During their lifespan, they either go unrecognized altogether, or society doesn't understand their contribution until it's too late.

General William Lendrum "Billy" Mitchell was one of these figures. Though he was a respected leader in the U.S. Air Force throughout his life and career, he was met with a lot of resistance from his colleagues, as well. Many disagreed with his ideas, and the major arguments he would offer over the betterment of the air force were only accepted after the event of his death.

### His Dreams Were Born in the Clouds, Literally

Mitchell may have been born in Nice, France in 1879, but he was in fact, the child of a well-to-do family from Wisconsin. His father, John Mitchell, was a wealthy Wisconsin senator while his grandfather Alexander Mitchell was responsible for creating the Milwaukee Road Railroad and the Marine Bank of Wisconsin. Mitchell Park and a shopping district on Mitchell Street were named after Alexander, proving that Billy came from good stock to begin with.

This familial affiliation led Mitchell to some great opportunities from the get-go, including being one of the first to witness the Wright Brothers plane fly. He was given the finest education, graduating from Columbian College of George Washington University and later taking flying lessons at the Curtiss Aviation School in Newport News, Virginia.

The latter opportunity came about after Mitchell enlisted in the Army at 18, starting out in the 1st Wisconsin Infantry Regiment during the Spanish-American War before gaining commission due to his father's influence and entering the U.S. Army Signal Corps.

After touring through the Philippines and Alaska territories, he was selected to become a member of the General Staff at the age of 32, making him the youngest of the crew. (Continued page 9, column 1)



However, Mitchell's Signal Corps ties led him to a promotion to head of the Aviation Section, which was in fact, the predecessor of the U.S. Air Force. It was here that Mitchell would really find his bearings, exploring notions he already had regarding the future of military warfare from the air.

## Entering the War Effort

As World War One was about to be underway, Mitchell had already become a lieutenant colonel, ensuring his involvement on the impending battlefield. He was assigned to France to be an observer, working with British and French air leaders to discuss strategies and the role of their aircraft. He quickly gained enough experience to be in charge of many American air operations, and actually made the first flight by an American across the German line with his French pilot in tow.

By this point, Mitchell had begun to make a name for himself, becoming well-known as a brave and fearless leader. By September of 1918, he had been in charge of over 1,500 British, French and Italian aircraft through the Battle of Saint-Mihiel, which was one of the first air-to-ground offensive maneuvers recorded in history.



Mitchell as Assistant Chief of Air Service (in non-regulation uniform)

By the end of WWI, Mitchell had advanced through the ranks to Chief of Air Service. He shortly became the most popular American in Europe, as a high-order combat airman. At this point in his short yet successful career, Mitchell had accrued the Distinguished Service Cross, the WWI Victory Medal with eight different clasps, the Distinguished Service Medal, and a few similar foreign awards.

It was obvious that Mitchell had found his role in life. However, his fine leadership and colorful career still could not overcome his many problems in gaining support from his superiors and colleagues.

## Causing a Stir in the Name of Air Power

Once Mitchell had returned to America in 1919, he quickly started bouncing between positions in the Air Service branch. During this time, he was still holding strong to the belief that, within possibly ten years, the air force would be a major force of war in American military strategy. Once he hit Assistant Chief of Air Service, Mitchell had earned the leeway to start making his plans for air power known – a subject that would lead to his lifelong conflict with his colleagues.

Billy was so intent on making this a reality, he was hardly willing to stop promoting the cause merely because some people didn't agree with him. He started causing friction amongst high-ranking officials in the Navy, as he wanted to put together a force of naval aviation that he believed would be less costly and far more effective in future wars than simply more battleships.

With the thought of stealth bombers on his mind, nothing would stop Mitchell from fighting for his beliefs about a stellar air force that could be capable of sinking rival ships.

His ideas for a defense in the sky met with criticism from many areas of the Navy and the Army, even getting quickly shot down by Franklin D. Roosevelt himself, who was the Assistant Secretary of the Navy at the time.



USS Alabama hit by a white phosphorus bomb dropped by an NBS-1 in bombing tests, September 1921

Overall, Mitchell's constant support of anything involving the future development and use of aircraft would be his greatest goal throughout his career and beyond. Sadly, this strong-willed determination would also lead to his demotion multiple times due to conflict with his superiors.

Despite having made little headway for air power during his time in service, Mitchell resigning in February of 1926 did nothing to curtail his support of aviation. He spent many years preaching and writing in the name of air power, but having even less influence after leaving the military gave Mitchell a smaller audience than he may have ever had before.

A biplane with a green and black camouflage pattern and a yellow propeller, displayed in a museum. The aircraft is mounted on a stand and is positioned in front of a large window. The propeller is yellow and the fuselage is green with black camouflage. The wings are silver. The aircraft is displayed in a museum setting with a large window in the background.

From an article by David Herold, posted on:

## Prayers

**Donna Brend**  
**Earl Minkin**  
**Ellie Harrison**  
**Guy Chookoorian**  
**Lee Levitan**  
**Mort Green**

**Food drive is Monday, May 1, 2017**  
**Aviation Career Day, May 19, 2017**  
**Senior Symposium, May 20, 2017**  
**St Martin's Veterans Memorial**  
**Chapel, May 24, 2017**  
**Temple Aliyah Shabbat, May 27th**  
**Memorial Day Parade, May 29th**

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!**



## May Birthdays

Laurence Decuir	May 02, 1922
Gus Manders	May 03, 1921
Stanley Salmore	May 03, 1924
Milt Weintraub	May 03, 1925
Loretta Ehrig	May 04, 1931
Richard Decurtins	May 05, 1947
Tom Carey	May 06, 1948
Michael Bloxberg	May 10, 1934
Bob Bermant	May 11, 1940
Malcolm Dipperstein	May 12, 1930
Ernest Dutcher	May 16, 1920
Lawrence Powell	May 17, 1923
Bob Peters	May 17, 1939
Fred Phillips	May 18, 1923
Herbert Brooks	May 20, 1919
Stanley Decovnick	May 22, 1932
Maurice Vasquez	May 22, 1968
Bernard Dickson	May 24, 1943
Anne Radel	May 25, 1960

## Wings News Staff

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<b>New Members:</b>	Marion Lovelace Shirley Andrews
<b>Reminders:</b>	Connie Hein
<b>Speakers:</b>	Barney Leone
<b>Tours:</b>	Warren Weinstein

## New Members

We welcomed the following new members during the period of March 20<sup>th</sup> and April 24:

**Carl Smith**  
**Tom Carey**  
**Bob & Marge Callahan**  
**Lou Netza**  
**Bob Johnston**  
**Joyce Pearson**  
**Steve Holohan**

## 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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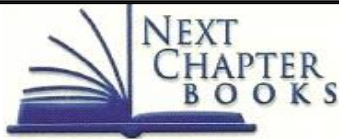
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