WINGS



NEWS

Volume 4 Number 6 Ed Reynolds Publisher

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June 1, 2017
Judy Reynolds Editor

A VERY BUSY MONTH

Leading to Memorial Day, Remembrance and Honor

The month of May is the second busiest month for the members of Wings Over Wendy's. It is a time for Remember and honor our friends and remembrance. colleagues that went to war with us and didn't return. In my case, I honor my college roommate who was Missing in Action during the Vietnam War for twenty years before they found his remains; my next-door neighbor at Pease AFB whose B-52 blew up right after a takeoff from Guam on his way to bomb Vietnam; and two of my squadron's pilots whose KC-135's had accidents during training over California in the 1960's. Almost all our veterans of wars have similar experiences. On average 6,600 American service men died per MONTH, during WWII (about 220 a day). We also remember our other wartime experiences and pass them on to the younger generation so they hopefully understand and honor those who served and did what they could to not have to suffer the consequences of war.

Leading up to our participation in the 28th annual Canoga Park Memorial Day Parade we had many events. High School American History Departments reached the point in their American History curriculum in May where they taught World War II, the Korean War and the Vietnam War. Many of the schools in the area contacted Wings Over Wendy's to have our veterans attend School Assemblies and have students interview veterans about their service and post service experiences. Students also conducted interviews at members' homes and at Wendy's for school projects and invited individual members to talk to their classes.

The VA was very active with outreach programs during the month. Many of our members attended the many public events where the VA had information booths.

Memorial Day Parade May 29, 2017



Photo by Ed Reynolds

Al Lewis and Mike LaVere served as Grand Marshals for the 28th Annual Canoga Park Memorial Day Parade. They rode in Gary Wales' Bentley convertible near the head of the parade. Wings Over Wendy's had two floats (trucks) in the parade. One was provided and driven by Bob and Jane Jacobi. The other was provided by Karl Boeckmann, Galpin Ford, and driven by Fred Kaplan. Art Sherman rode with Bob Blumenfeld. Bob Donovan, Roscoe Frazier and Ed Reynolds walked the parade route between the Grand Marshals' car and the Wings Over Wendy's trucks thanking the people that lined the parade route for coming out and supporting the parade. Over forty members participated in the parade.



Tuesday, May30, 2017 Front Page (Photo by Gene Blevins)
(Continued Page 2, Column 1)

The Los Angeles Daily News article read: "this is a great day for us." Mike LaVere, 92, said before a ceremonial wreath-laying and the parade got underway. LaVere, a B-24 navigator during World War II, flew 36 combat missions over Europe. "We honor all the men and women that didn't make it. But it's also a day to honor all of the men and women that are currently in the Armed Forces, serving our country and protecting our freedom."

Lewis, a B-17 pilot who is now 93, said he really appreciated the recognition. Lewis flew 25 combat missions in Europe.

U.S. Rep. Brad Sherman, state Assemblyman Matt Dababneh and Los Angeles City Councilman Bob Blumenfield, along with Canoga Park Neighborhood Council President Corinne Ho and U.S. Navy Capt. (Ret.) Bill Ratner, presented a wreath before the parade in front of a placard bearing the names of Canoga Park High School graduates who died in World War II, the Korean War and the Vietnam War.

About 900 people participated in the parade, driving classic cars, fire trucks or Harley Davidson motorcycles, riding horseback or walking and carrying banners.

"Rosie the Riveter" rode in the back of a restored Army jeep, and "Mr. Patriot," dressed as Uncle Sam, walked and waved at the spectators.

A Los Angeles City Fire helicopter flew low overhead as firetrucks inched along Sherman Way. Dancers in sparkling red dresses from Fab Girls of The San Fernando Valley kicked up their legs. Cub Scouts and American Legion members walked the route and greeted attendees.

It was the high school bands, tricked-out new cars, classic old cars and Mexican folk bands that accompanied horses and riders dressed as vaqueros that were the real crowd-pleasers. Local bands from Taft Charter High School, Canoga Park High School and El Camino Real Charter High School, plus Madison Middle School's Drumline drum corps showed off their musical talents.

"This is something that the community comes together to make happen," Blumenfield told the audience before the parade got underway. "When we do this parade and we celebrate America, we are celebrating the freedom that was won by our soldiers. So, when you see a veteran today, please thank them."

Other California cities might have their own traditions, but the annual Memorial Day parade put together by the Canoga Park-West Hills Chamber of Commerce may be the biggest parade for this holiday in the state, according to the chamber's president, Mark Neudorff. About 900 people participated in the parade, driving classic cars, firetrucks or Harley Davidson motorcycles, riding horseback or walking and carrying banners.



Wings Over Wendy's trucks in the parade with the new banners, courtesy of Ron Ross. (Photos by Karen Vegtel)



Three Vietnam veterans walking the parade route

Back at Platt Village

Wings Over Wendy's still held a meeting on the 29th with Shirley Andrews in charge. Twenty-five members attended with Dick and Jan Edwards continuing their string of winning raffle numbers.

American Legion Post BBQ

Following the meeting and parade many members attended the American Legion Post 826 annual BBQ where they were treated to good old fashioned hot dogs, hamburgers, baked beans, coleslaw and cookies; songs by the Red Hot Ladies; short speeches by Congressman Brad Sherman and State Assemblyman Matt Dababneh; and a raffle.

It was a fitting end to honor our fallen comrades.

Aviation Career Day May 19, 2017

Our first group event of the month was the Wings Over Wendy's booth at the annual The Sky's the Limit - Aviation Career Day, held by Councilwoman Nury Martinez at the Clay Lacy North Hanger, Van Nuys Airport.



Photo by Mike LaVere

Supporting our booth at the event were: Maurice Portnoy, Paul Boghossian, Roscoe Frazier, Mike LaVere, Tony Cubarrubia, Art Sherman, Kurt Rademacher, Leon Waldman, Lee Auger, Ed Reynolds, Phil Arnie, Barney Leone, Howard Swerdlick and Warren Weinstein. As usual our display drew a large crowd (especially around Barney) and was the envy of the other exhibits.

The event was our first opportunity to use the new 8'x3' banners donated by Ron Ross. Paul Boghossian and Howard Swerdlick did a fine job setting up and dismantling the booth.

Senior Symposium at ONEgeneration May 20, 2017

On Saturday, May 20th, Ed Reynolds, Paul Boghossian, Roscoe Frazier and Don Foster, manned a Wings Over Wendy's booth at the ONEgeneration Senior Symposium to inform senior veterans about our group.



Photo by Ed Reynolds

We used one of the new banners to enhance our booth.

St. Martin-In-the-Fields Episcopal School May 24, 2017



Ernie Napper, Abe Rosenzweig, Art Sherman & Jimmy Weldon (Photo by Susan Mansker)

Two dozen of our members attended the Veteran's Memorial Chapel on May 24th at the St. Martin-In-the-Fields Episcopal School, Winnetka, CA. The event featured performances by each grade in the school, a flag ceremony by the Ronald Reagan USMC Honor Guard, Jimmy Weldon's tribute to <u>The Star-Spangled Banner</u> and a hot breakfast (courtesy of USMC Gunnery Sgt. Ernie Napper) for the attendees.

Valley Beth Shalom Veterans Shabbat Shiur/Panel Discussion

May 27, 2017



Art Sherman speaking with Harvey Keenan standing.

On Saturday, May 27th approximately 20 Wings Over Wendy's members attended the Valley Beth Shalom Veterans Shabbat Shiur/Panel Discussion. The program was arranged by Harvey Keenan, and Art Sherman was honored during the service and was one of five veterans to sit on the panel. Jimmy Weldon recited his tribute to <u>The Star-Spangled Banner</u>; members from the Jewish War Veterans chapters in the valley spoke about the VA and VA services for veterans.

May Speakers May 1, 2017 Boyd Davis



Photo by Ed Reynolds

On May 1st Boyd Davis talked to us about the aviation career of the actor Jimmy Stewart. Boyd read to us the following (this was taken from some additional material at the end of <u>The Sailor's Bible</u>, published by Holman Bible Publishers in 2003, page 1126. The only additions made by me within the text of that material are enclosed in brackets [], plus a short afterword with some personal reflections.)

"It's A Wonderful Life" has become one of the favorite films of all time, viewed by millions during the Christmas season. Many who enjoy this classic film may not know of Jimmy Stewart's faith and the difference it made as he served in World War II.

Jimmy Stewart (1908-1997) was already a successful actor when the U.S. entered the War in 1941. [He had already earned the Best Actor Oscar for "The Philadelphia Story" in 1940, and MGM, the studio he worked for, certainly didn't want their most popular actor going off to war.] In 1935 Stewart took flying lessons at Mines Field, now Los Angeles International Airport, and by 1939 he had qualified for both private and commercial pilot's licenses. [In 1940, he bought a Stinson 105 and logged an additional 400 hours of flight time, in anticipation of joining the military and flying for the Army Air Corps.]

With the continued escalation of the war in Europe, Stewart enlisted in the Army Air Corps in [March] 1941 [,some eight months prior to Pearl Harbor,] but was not commissioned until January 1942. His family had a distinguished record of military service. Both of his grandfathers served in the Civil War, and his dad, Alex, saw combat near San Juan Hill in the Spanish-American War and served in World War I.

When Jimmy left home to go overseas, his dad was so filled with emotion that he couldn't express his thoughts. Soon Jimmy received the following note from his dad:

"My dear Jim boy. Soon after you read this letter, you will be on your way to the worst sort of danger...Jim, I'm banking on the enclosed copy of the 91st Psalm. The thing that takes the place of fear and worry is the promise of these words. I am staking my faith in these words. I feel sure that God will lead you through this mad experience. ... I can say no more. I only continue to pray. Goodbye, my dear. God bless you and keep you. I love you more than I can tell you. Dad"

Jimmy Stewart's war record included 20 combat missions as a B-24 command pilot [in the European Theater.] After being promoted to squadron commander, he became operations officer, and from 1944 to 1945 served as chief of staff, 2nd Combat Wing, 2nd Division, 8th Air Force.

With the weight of leadership in combat, Jimmy Stewart learned to lean on the words of that tattered copy of the 91st Psalm: "He that dwelleth in the secret place of the Most High shall abide under the shadow of the Almighty. I will say of the Lord, 'He is my refuge and my fortress: my God; in him I will trust.' Thou shalt not be afraid for the terror by night; nor for the arrow that flieth by day ... For he shall give his angels charge over thee, to keep thee in all thy ways. They shall bear thee up in their hands, lest thou dash thy foot against a stone ..."

"What a promise for an airman," Jimmy later would say. "I placed in His Hands the squadron I would be leading. And, as the psalmist promised, I felt myself borne up."

Afterword by Boyd T. Davis, October 2011

I had always been a fan of Jimmy Stewart's work in the movies as I grew up in the 50's & 60's in East Tennessee. But when recently reading his biography I learned that Stewart had put his country ahead of his film career by enlisting in the Army some eight months in advance of Pearl Harbor, he went even higher on that pedestal. I'm aware that the societal norms and the frightful world situation at that time were considerably different than what we have today. For instance, many actors actually served in the military during World War II, but to my knowledge, only Jimmy Stewart joined up prior to America's entry into the war. Some of the many celebrities who did serve include: Clark Gable, Tyrone Power, David Niven, Lee Marvin, Ted Williams, Charles Bronson, George C. Scott, Charles Durning, Brian Keith, Robert Ryan, Audie Murphy, Ernest Borgnine, and probably many more. Some things, like this demonstrated patriotism, are worth wishing we still had today in more abundance ...

Boyd then read a short piece on Clyde East's life from the book <u>Wings of Valor: Honoring America's Fighter</u> <u>Aces</u> by Nick Del Calzo. (Continued Page 5, Column 1) Early in the morning of June 6, 1944 Clyde East was flying an F-6 (a photo recon version of the P-51) over France photographing German troop concentrations when he saw two German FW-190 fighters about a mile behind and closing fast. He told his wing man to take the one on the right as he turned to shoot at the FW. He saw it hit the ground and as the clouds cleared he saw the channel full of ships on their way to the Normandy Invasion. Clyde had shot down the first enemy aircraft of the invasion.

It was a long way from his early childhood where his family was a share-cropper on a plantation growing tobacco since before the civil war. He was 6th of 9 children and was looking for action. He hitchhiked to Canada and joined the Royal Canadian Air Force. He met his future wife in Ontario, Canada during training. In 1942 after earning his wings he was sent to England, flying a Spitfire on patrols in the English Channel. In January 1944, he transferred to the USAAF, 15th Tactical Reconnaissance Squadron flying long range reconnaissance missions over France and Germany. After his D-Day kill he didn't down another German plane until December 1944 and then in March 1945 he shot down 2 of 6 aircraft that attacked his formation and then 9 more, ending the war with 15 kills, the most of a reconnaissance pilot.

After the war he stayed in the USAF and flew 130 missions in the Korea War. He served as an advisor to the Italian Air Force. During the Cuban Missile Crisis, he flew RF-101 missions confirming the Soviet missile sites in Cuba. He was the CO of a RF-101 Squadron in Vietnam and retired in 1965 getting a job at the RAND Corporation in Santa Monica as a military consultant.

Mayday, Mayday

Oh, not to worry. It was the first of May with a pleasant surprise from our local LAPD Senior Lead Officers: Duc "Duke" Dao and Senior Lead Officer Kari McNamee. Due to an increase in crime in this area, they wanted us Senior Folks, especially to beware. Officer Kari began with some wise advice and tips for our safety from "bad guys":

- Always be sure to lock your vehicle.
- Do not have anything of value in sight. They can get in!
- Always park in a well populated area, close to other vehicles and where people are stirring around.
- Ladies, best to use a shoulder strap purse
- Fellas, don't keep your wallet in your back pocket.
- Think about it, seniors are the most vulnerable and prime targets.
- Do not be out alone at night.
- At home always keep the doors and windows locked.
- Keep your house well- lit outdoors.

Officer Kari then told us about her Grandfather, Phillip Rosenberg, a WWII veteran of the US Air Force. "Phil" was a radio operator on a B-17 Flying Fortress with the Nose-Art name "Spare Parts". He survived 35 missions over Germany. Phillip and his lovely wife are now in their middle nineties.

Thank you, Officer Kari. That was very special to us at WOW.

Next was Senior Lead officer Duc Dao. He was born in Saigon, Vietnam in 1971, one of seven siblings. His father was a Colonel in the South Vietnam Air Force (VNAF) and commander of Ton Son Nhat Air Base when Ed Reynolds was the Intelligence Advisor to VNAF and they met. Due to his father's senior rank, he was evacuated in 1975 by the USAF, unfortunately without his family.

Duke was ten years old when the family came to America in 1981 to join his father in the West Valley. He grew up in the West Valley and in 1997 joined the LAPD. With a career of 20 years, he is a Senior Lead Officer out of the Topanga Division in Canoga Park.

I have a story of recent times to tell you about Officer Duke Dao. On January 10, 2017, Officer Dao was a hero to a homeless man that was down on his luck. Bill Davy was about to lose the vehicle that he was living in at a parking lot in Canoga Park. His car was left to him by his mother after she passed away. Davy was given notice to move the car. However, it was out of registration. Officer Dao didn't want to impound his vehicle, for Bill Davy would most likely lose it. He kindheartedly decided to help this unfortunate man. Office Dao and the LAPD raised the money to get it registered, and in 24 hours over \$1,100 was raised. Bill Davy broke down in tears. Duke was his hero. Davy was also helped to get housing. Officer Duke said, "You want people to move on in life and know that someone cares." So, Mayday was a good day for us at WOW. This was a privileged visit from two fine officers from our LAPD. Thank you.



SLO Duke Dao – Leon Waldman - SLO Kari McNamee Photographed and reported by Peggy Jean Bassett

May 8, 2017 Bill Wishard



Six weeks of his life he worked on a nation building project in Vietnam sponsored by the President of Vietnam Ngo Dinh Diem. He was a student at Williams College in Massachusetts when he took a year off to tour Southeast Asia in 1962 with the Japanese play THE TIGER. The play was viewed by thousands throughout South Vietnam with its message of "Moral Re-Armament".

Bill remembers the effect of witnessing on television a massive demonstration against the United States by the Zengakuren radical student group at Haneda Airport on June 10, when Eisenhower's press secretary James Hagerty was mobbed by protestors and trapped for almost an hour inside his car. They were protesting the revision of the Japan-US Security Treaty. He traveled to NYC to learn more about the Japanese students concerns. He saw the play and was so impressed he joined the traveling show on their tour.

On tour Bill's role was to coordinate with the USAF C-47 pilots to fly the troupe to the cities and villages to put on the show.

The leader of the tour was Rajmohan Gandhi, grandson of the Mahatma. He was a 6'2" graduate of Cambridge University. On one occasion, he invited Bill to join him on a visit with President Diem.



President Ngo Dinh Diem, of Vietnam, greets Kajmonan Ganani, grandson of the Mahatma, on the arrival in Saigon of the 14-Nation Moral Re-Armament force with the Japanese play THE TIGER.

Bill had been reading controversial articles in <u>Time</u> magazine both pro and con about President Diem prior to the tour. He was very impressed on meeting him. US Ambassador Nolting at the time, said Diem "was the only person with the guts to run the country".

Bill told us that Diem sister-in-law Madame Nhu was in the US on tour when a Buddhist set himself on fire. She was quoted as saying "The next time the Buddhists hold a BBQ she would bring the match." Years later Bill met a Vietnamese in Malibu that had been a doctor in Saigon and he told Bill the Buddhists that set fire to themselves were injected to the point they did not feel any pain.

Diem told Bill "Americans will never fight in this country. If you have to fight here it is not worth fighting for. We have to have the same spirit or better than North Vietnam". His interest was in building a country.

Because of his experience in Vietnam, Bill dropped out of Medical School and became involved in the musical show "Uplift People". He was associated with the first Super Bowl half-time show.

He better understood why we were in Vietnam after reading the book <u>Misalliance</u> by Edward Miller. Miller writes that Diem wanted an independent country and was secretly communicating with his childhood friend Ho Chi Minh to reunite the country free of foreign influence.

In the annals of Vietnam War history, no figure has been more controversial than Ngo Dinh Diem. During the 1950s, U.S. leaders hailed Diem as "the miracle man of Southeast Asia" and funneled huge amounts of aid to his South Vietnamese government. But in 1963 Diem was ousted and assassinated in a coup endorsed by President John F. Kennedy. Diem's alliance with Washington has long been seen as a Cold War relationship gone bad, undone either by American arrogance or by Diem's stubbornness. In Misalliance, Edward Miller provides a convincing new explanation for Diem's downfall and the larger tragedy of South Vietnam. For Diem and U.S. leaders, Miller argues, the alliance was more than just a joint effort to contain communism. It was also a means for each side to pursue its plans for nation building in South Vietnam. Miller's definitive portrait of Diem—based on extensive research in Vietnamese, French, and American archivesdemonstrates that the South Vietnamese leader was neither Washington's pawn nor a tradition-bound mandarin. Rather, he was a shrewd and ruthless operator with his own vision for Vietnam's modernization. In 1963, allied clashes over development and reform, combined with rising internal resistance to Diem's nation building programs, fractured the alliance and changed the course of the Vietnam War. In depicting the rise and fall of the U.S.-Diem partnership, Misalliance shows how America's fate in Vietnam was written not only on the battlefield but also in Washington's dealings with its Vietnamese allies.

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He told us that he read that Jackie Kennedy said JFK only cried three times during his presidency. The first time when her baby died, second time was the Bay of Pigs and the third time after he learned that Diem and his brother had been executed in the 1963 coupe. He blamed himself for sending a message to the South Vietnamese Generals that he would not stop them.

May 15, 2017 Chris & Vanessa Williamson



Chirs and Vanessa Williamson

On May 15, 2017, we had a very interesting presentation by Chris and Vanessa Williamson on their project: **Chasing Earhart.** Their theme is "Legend tells us one thing; history another. But every now and then we find something, or someone that belongs to both." With Chris and Vanessa, they brought a film crew and interviewed several of our attendees. The following is from their slide presentation:

PROJECT OVERVIEW

Their project, from the outset, is foundationally different from any project associated with Ms. Earhart that has come before it. They have no bias and no stake in anything other than finding out the truth regarding her disappearance. In order to do that, they will feature; for the first time, every hypothesis and every theory ever put forth regarding Ms. Earhart's ill-fated final flight. hypothesis presented, will be backed by data i.e. scientific, forensic, witness testimony or expert opinion and analysis in order to present itself as a viable and logical explanation as to the events that occurred. Additionally, each hypothesis will be questioned by their research team on its validity and its foundation in order to raise new questions that will take the research in a direction that it's never been before. Their documentary will serve as a case study on the disappearance that will be presented in such a way that will allow people to make their own determinations and form their own opinions.

THE PROJECT

Their case study will showcase the following:

Their comprehensive multi – part documentary will be showcased on YouTube and subsequently pitched to multiple networks for wide distribution.

Their bi-weekly podcast will feature experts, theorists, researchers, authors and historians that will hold discussion regarding the different facets of the disappearance as well as vital and fascinating information about Ms. Earhart's life and world contributions.

Their website will serve as the case study; gathering all information pertinent to the disappearance and the many hypotheses' surrounding it. Additionally, their website will feature and host updates regarding the documentary and the accompanying podcast.

Chris then discussed a synopsis of the fatal flight with details of the final 20 hours. He then discussed:

THE HYPOTHESIS'

- Earhart's plane crashed and sank into the Pacific Ocean
- Earhart was a secret spy who survived the voyage and lived her final years in hiding
- Earhart was captured by the Japanese, and she died as a prisoner
- Earhart died as a castaway
- Earhart's plane crashed in Papua New Guinea

Chris then discussed:

HYPOTHESIS VERSUS THEORY

A **hypothesis** is either a *suggested* explanation for an observable phenomenon, or a reasoned prediction of a possible causal correlation among multiple phenomena. In science, a **theory** is a tested, well-substantiated, unifying explanation for a set of verified, proven factors. A theory is always backed by evidence; a hypothesis is only a suggested possible outcome, and is testable and falsifiable.

THE CASE STUDY

Case study research excels at bringing us to an understanding of a complex issue or case and can extend experience or add strength to what is already known through previous research. Case studies emphasize detailed contextual analysis of a limited number of events or conditions and their relationships.

Case studies are complex because they generally involve multiple sources of data, may include multiple cases within a study, and produce large amounts of data for analysis. Researchers from many disciplines use the case study method to build upon hypothesis, to produce new hypothesis, to dispute or challenge theory, to explain a situation, to provide a basis to apply solutions to situations, to explore, or to describe an object or phenomenon.

(Continued Page 8, Column 1)

The advantages of the case study method are its applicability to real-life, contemporary, human situations and its public accessibility through written reports. Case study results relate directly to the common person's everyday experience and facilitate an understanding of a complex real-life situation.

INDUCTIVE & DEDUCTIVE REASONING

Deductive reasoning works from the more general to the more specific. Sometimes this is informally called a "top-down" approach. We might begin with thinking up a theory about our topic of interest. We then narrow that down into more specific hypotheses that we can test. We narrow down even further when we collect observations to address the hypotheses. This ultimately leads us to be able to test the hypotheses with specific data -- a confirmation (or not) of our original theories.

Inductive reasoning works the other way, moving from specific observations to broader generalizations and theories. Informally, we sometimes call this a "bottom up" approach. In inductive reasoning, we begin with specific observations and measures, begin to detect patterns and regularities, formulate some tentative hypotheses that we can explore, and finally end up developing some general conclusions or theories.

Chris finished his presentation with the following theories and hypothesis:

- Crash & Sink
- Earhart was a spy, captured by the Japanese and was liberated in 1945, changed her name to Irene Bolam and died in 1982
- The Saipan Hypothesis
- Castaways
- Crashed in Papua New Guinea

The teams: **CONCLUSION**

This is unprecedented. Their team will dig into the disappearance like no team before; tirelessly and without bias, uncovering and presenting all of the relevant information and forming a thorough and comprehensive case study as a result. They have two goals. The first is to bring even more attention and recognition to one of the world's most influential and fascinating people. The second is to investigate her disappearance in a brand-new way and produce the definitive documentary and case study of Amelia Earhart.

For those interested in the progress of their project you can as Chris said: "Join the Chase" at:

- www.chasingearhart.com
- Facebook.com/chasingearheart
- Twitter.com/chasingearheart

May 22, 2017 Jerry Detamore



Photo by Ed Reynolds

Jerry Detamore spoke to us on May 22^{nd} about his military career in Germany and his post military career as a teacher in the Department of Defense School System in Germany.

Jerry was born in LA and grew up in Woodland Hills near Woodland Hills Elementary School where he would play soldiers with 10 friends. The built a fort in an empty lot with a cave below they could stand up in. One day a developer brought in a tractor to level the field and it fell into the cave. "Lesson learned".

He graduated from Taft HS in 1965, attended Pierce College where he caught scarlet fever and was bed ridden for six months.

When he received a draft notice in 1967 he thought his bout with the fever would exempt him from serving but the Draft Board Doctor asked him if the fever had affected his heart and when he replied no he was passed and on February 2, 1968 reported for duty. He attended basic training at Ft. Ord. He used to tell his students that "Life is a game. Play by the rules, you suffer or you lose." He learned that in the US Army.

As an example, one day he was in his barracks when an officer walked in. Jerry, casually said "hello". He was ordered outside and told to press his nose on a pole and yell 50 times "Officer on board". "Lesson learned".

On another occasion, he left the mess hall with his hands in his pockets and his cap tucked in his belt in his back. An officer saw him and ordered him to get his back pack and check out a rifle. He was loaded in a truck driven to a remote beach to spend the day on guard duty. He stripped and had a nice swim before he was picked up to return to the base at sunset. "Lesson learned".

When he completed Basic Training, he was kept at Ft. Ord for Advanced Training as a Clerk Typist while the rest of his class were sent to Ft. Leonard Wood to train as Combat Engineers. (Continued Page 9, Column 1)

Jerry was sent to Frankfurt, Germany, 3rd AD, and assigned to Division Reports & Control where he prepared the daily Morning Report. He met a civilian nurse from Kansas that was working at the 97th Hospital.

When his enlistment ended he took the "European Option" which allowed him to get out in Germany and spend a year before he and his belongs would be shipped back to the US.

Jerry got a job in the 97th Hospital Laundry and married the nurse from Kansas on a trip to Switzerland. They returned to Woodland Hills where Jerry obtained his teaching credentials and taught in the Las Virgenes Schools.

After eight years he returned to Germany as a Department of Defense Dependent School teacher at Fulda. Fulda near the Fulda Gap was headquarters for the 11th Army Cavalry Regiment. Jerry and his wife spent four years in a close family community of teachers and their students' parents in an active social life.

May 29, 2017 Dave Steinbacher

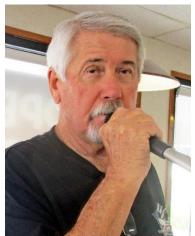


Photo by Harlis Brend

Dave Steinbacher, was the speaker at May 29 meeting of Wings Over Wendy's. Dave's WOW claim to fame is that he was Dennis Zines' LAPD Training Officer.

In February of 1955, he joined the Army Reserves while still in High School. He was stationed in North Hollywood, assigned to Charlie Battery, 374th AAA Battalion with a mission to protect Lockheed Aircraft. Corporation complex. He attended basic training at Ft Ord in July 1955. He started to work for Lockheed in 1956 on the F-104 and C-121 Super Connie aircraft.

He trained in Camp Erwin. He told us his XO officer got his commission by serving thirty days on the line. He was a sergeant, but was made into an officer.

There were only two veterans in the battery of ten men in his battery. He trained with the Active Army on 90mm guns at the oil refineries (Ft. McArthur near El Segundo). Next, he trained on the 75mm Skysweeper stationed around March AFB in a 9-man unit. The computer operator fired the gun. The gun had a periscope made by the Singer Sewing Machine company.

Fort Erwin had drones which flew 350 miles an hour. The computers were very sensitive. Dave was 20 years old when he was promoted to section leader.

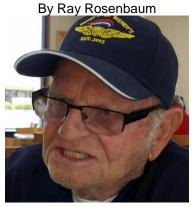
He was laid off at Lockheed and transitioned to the 63rd Infantry Unit. He didn't like the organization so he transferred to the ANG as a SSgt. And took a job at General Dynamics at Vandenberg AFB.

He was a crew chief on a C-97 at Van Nuys. His unit was activated in September 1961 because of the Berlin Wall Crisis. He deployed to Bangkok. On his return he visited Singapore and flew on a C-124 to Clark AFB, Philippines.

Following his active duty tour, he worked for the LAPD from 1966 to 1995. He was a training officer; worked in the West Valley detective division, and made over 1000 arrests.

PROFILES

Dipperstein Survived the Infantry and 51 Years of Marriage



Malcolm Dipperstein

Most of our members have some connection to aviation. One exception is Roscoe Frazier, whose exploits during the Viet Nam War you have often heard described at meetings of Wings Over Wendy's.

Lesser known is Malcolm Dipperstein, small in stature but irreplaceable when our country went to war. Malcolm was an infantryman in Korea, not just in name but one of the many thousands who fought through the rain, mud and often impossible odds to achieve victory.

"Some pencil-pusher figured out that the odds were 10 to two against us. That's nice mathematics but pretty grim when you consider that five guys with loaded guns are charging at you," says Malcolm. "Most of them were Chinese, not North Koreans, and they flooded the battlefield with fierce determination," he painfully recalls.

(Continued Page 10, Column 1)

It started peacefully enough for Malcolm with eight weeks of training at Fort Lee in West Virginia at the beginning of the war. But the sky lit up shortly with searchlights and seven months of combat and 30 days right on the front lines.

"Except for time off for the Jewish holidays, I was armed and going from trench to trench. Sometimes we were short on weapons and needed the artillery to save us. One break we received was when Betty Hutton visited our unit and provided a little entertainment," says the 5 foot 4 inch veteran.

Originally from Boston, he moved to Los Angeles in 1952 after the war and married Esther. He was 35 and she was only 18. They just celebrated their 51st anniversary and have two boys, one a doctor and the other a software engineer. There's one three-year-old grandchild.

He's come a long way from his first job out of the service: an Orpheum Theatre usher at 75 cents an hour, but he moved up after school on the GI Bill and prospered in the shoe industry.

Dipperstein, whom I will take credit for inviting into Wings three years ago, has a 90-year-old sister, and he was 87 on May 12. Happy birthday, Malcolm!

+++++

Peggy Jean's Hanger

A monthly column by Peggy Jean Bassett pibflyer@gmail.com



Kingcobra Flies Again



After countless man hours, and 16 years by dedicated volunteers of the CAF Dixie Wing, the Dixie Wing's Bell P-63A-6, Kingcobra, flew for the first time on February 18, 2017. The aircraft has not flown since the 1970's. Recently, CAF Dixie Wing members and volunteers had been hard at work installing the Allison engines. Pilot Jim "JD" Dale, took the P-63 off from Atlanta Regional Airport, the Kingcobra's home since receiving its airworthiness certificate several months ago. This was the P-63's first post restoration flight. Jim was one of the highest time P-63 pilots in the U.S. His first flight was in the P-63 "Pretty Polly" at the Palm Springs Air Museum.



Photo by Peggy Jean Basset - Camarillo Airshow 2015

Jim began flying at a very young age, with the watch of his father, a former B-29 pilot and got his experience with historic aircraft working for Steve Hinton at the mecca of warbirds in Chino, CA. Jim "JD" has more than 6,000 Warbird hours. The P-63A-6 Kingcobra is one of four flyable in the world

The B-29 Superfortress "Doc" Cleared to tour.



Brett Schauf – Visual Media Group Barksdale Air Show 2017 - Sunday May 7, 2017

On March 16, 2017, the FAA approved a new Airworthiness Certificate for the B-29 to tour the Airshow Circuit. The tour will include multiple events in at least six states.

On May 4th, 2017, the fully restored Boeing Superfortress known as "Doc" logged a successful maintenance flight, clearing the way for Doc's first airshow stop at Barksdale Air Force Base in Bossier City, Louisiana for the "Defenders of Liberty" Airshow. Doc performed perfectly and was declared ready to kick off the 2017 Tour Schedule. Doc will make four national tour stops through the first half of the 2017 summer season, which includes stops in Kansas, Louisiana, Missouri, and Wisconsin. Doc's Friends, Inc. is in negotiations with other airshows that would include stops in Oklahoma, Colorado and Texas later this year.

Harnessing the Sky - A biography of Vice Admiral Frederick M. Trapnell



On June 10th, At CAF SoCal, Camarillo Airport a living history presentation is open to the public. The museum will fly its zero killer, the Gruman F6F-5 Hellcat. Dana Trapnell Tibbitts, Vice Admiral Trapnell's granddaughter, will share the little-known story of the early flight test and the development of another formidable Navy fighter, the F4U Corsair. (A plane Ed Reynolds' mother was the final inspector for Vought). Later, "Trapp" became the first Navy pilot to fly a jet.



 Vought XF4U-1 Corsair fighter prototype, which Trap flew at 402 mph in an official Navy speed trial

Official U.S. Navy photo, Naval History and Heritage Command

Other iconic flyable aircraft will also be on display, like a real Japanese Zero. Rides for hire will be available in several vintage military aircraft. A food vendor will be close by, also the Waypoint Café, always a delightful place to indulge, generous portions of very good meals.

The Commemorative Air Force Museum is at the Camarillo Airport, 455 Aviation Drive, Camarillo, CA.

Shame on Them

April 1st, 2017, several tenants at the Chino Airport, have sued the "Planes of Fame" Air Museum in an effort to stop their annual air show. The **Yanks Air Museum** and the **Flying Tigers Aviation** are the plaintiffs. They allege that the airshow is unfair competition and a nuisance, and causes loss of business, and trespassing.

April 25, 2017. The plaintiffs dropped their suit, allowing the Airshow to be held in 2017. However, they have indicated that they will continue to pursue their legal

action against future airshows. "How sad; I'm sure not for that: the show must go on. To keep 'em flying especially at the airshows for exposure and interest", said Plane Peggy.



P.S. The museum admission is waived for attending veterans and their guests.

June 3rd, will be: Living History Flying Day -F86 Sabre.



Planes of Fame Museum address: 14998 Cal Aero Drive, Chino, California 91710. Hours are Saturday 9AM-5 PM, Sundays 10 AM-5 PM.

Reported by Peggy Jean Bassett By "Plane Peggy"-Peggy Jean Bassett.



Bill Maulden

"I'm beginning to feel like a fugitive from the 'law of averages."

From Bruce Monkman Willow Run Airplane Plant



Six months before Peral Harbor, Henry and Edsel Ford opened the Willow Run Airplane Plant, designed and erected for Bomber production.

Henry Ford was determined that he could mass produce bombers just as he had done with cars, so he built the Willow Run assembly plant in Michigan and proved it. It was the world's largest building under one roof at the time, building one B-24 every 55 minutes and Ford had their own pilots to test them. The Judge, Don Foster delivered them to the USAAF Bases when they passed inspection and were accepted by the military.

Adolf Hitler had no idea the United States was capable of this kind of manufacturing expertise.

276,000 aircraft were manufactured in the US.

43,000 planes lost overseas, including 23,000 in combat. 14,000 lost in the continental U.S.

WWII MOST-PRODUCED COMBAT AIRCRAFT

WWII MOST-I RODUCED COMBAT	AIRCIAII
Russian Ilyushin IL-2 Sturmovik	36,183
Yakolev Yak-1,-3,-7, -9	31,000
Messerschmitt BF-109	30,480
Focke-Wulf Fw-190	29,001
Supermarine Spitfire	20,351
Convair B-24/PB4Y Liberator/Privateer	18,482
Republic P-47 Thunderbolt	15,686
North American P-51 Mustang	15,875
Junkers Ju-88	15,000
Hawker Hurricane	14,533
Curtiss P-40 Warhawk	13,738
Boeing B-17 Flying Fortress	12,731
Vought F4U Corsair	12,571
Grumman F6F Hellcat	12,275
Petlyakov Pe-2	11,400

10,037
10,449
9,984
9,920
9,837
9,584
5,919
7,780
7,377
6,508
6,176
6,150
5,753
3,970
2,383

In Memoriam Peter Karl Howenstein



January 3, 1925 to May 25, 2017

We lost Peter Howenstein, one of our most heroic members on May 25^{th} after a long illness that prevented him from attending our meetings.

PFC Peter Howenstein was born in Los Angeles, California in January 1925 and attended primary and secondary school in the Eagle Rock area. He was active on the track team in high school. Peter worked briefly as a sheet metal operator before being inducted in the US Army in March 1943.

After basic training, he joined the 3191 Infantry Regiment of the 80th Infantry Division as a mortarman. (Continued Page 13, Column 1)

In July 1944, he deployed to England on the Queen Mary with 15,000 other troops. He landed on Utah Beach in Normandy on August 3, 1944 and fought in numerous heavy combat engagements throughout Northern France, the Ardennes, Rhineland and Central Europe, ending up in Czechoslovakia with occupation forces.

His most significant decorations include the Bronze Star Medal, the Purple Heart Medal and the Combat Infantryman Badge. General Patton personally presented his Purple Heart medal at a field hospital after he was wounded in the neck by enemy shrapnel on November 11, 1944 in Metz France. He was discharged as a Corporal in January 1946 at Fort MacArthur, California. Since the end of WWII, he received numerous commemorative medals from regions and countries in which he fought.

After the war, he worked for the Lockheed Corporation from 1946 to 1950 and then spent a 34-year career with the Pacific Bell Telephone company until retirement in 1984.

In 1950 Peter married Marion Wienke and their union produced daughters Sharon and Lynne, and son Gary. Peter and Marion have been long time residents of Northridge, California and enjoy the company of their children, five grandchildren and one great grandchild.

Peter would recount that he was wounded in France by an artillery shell when he was taking cover inside a barn and the shell came through the roof of the barn and shrapnel hit him in the shoulder. He carried a piece of that shrapnel in his shoulder the rest of his life. He also recounted how Gen. George S. Patton pinned him with a Purple Heart and told him: "Get well and get back to the front." He returned to his unit and was caught in the Battle of the Bulge in the Ardennes, survived without another wound, and then went on into Germany.

Stephen Spielberg invited Peter to the set of "Saving Private Ryan" as one of the WWII Military Advisors. He was also featured in the HBO TV Shows: 'Into the Beach' and 'HBO First Look' talking about his WWII experiences.

Services will be at 10am on Friday, June 2, 2017 at the Eternal Valley Memorial Park & Mortuary, 23287 North Sierra Hwy, Newhall, CA

Prayers

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

David Plumb (The Chief)
Earl Minkin
Ellie Harrison
Lee Levitan
Mort Green

June Birthdays

Tom Hays	June 01, 1935
Morton Sherman	June 04, 1937
Ellie Harrison	June 07, 1957
Hugh McDonald	June 12, 1936
Kay Deitch	June 12, 1961
Timothy Velarde	June 14, 1992
Jan Edwards	June 19, 1931
Stephen Klausner	June 20, 1938
James Taylor	June 21, 1937
Karen Velarde	June 23, 1958
Maurice Portnoy	June 25, 1928
Francis Tully	June 27, 1936
Shannon Muchow	June 28, 1972
Anarg Frangos	June 30, 1927

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Mike LaVere Howard Swerdlick Ed Reynolds

New Members: Marion Lovelace Shirley Andrews

Reminders: Connie Hein
Speakers: Barney Leone
Tours: Warren Weinstein

New Members

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

Abe Brownstein Bill Wishard Frank Callahan Herbert Dodge Ron Boggess



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.

David Alvarez **Shirley Andrews** Lee Auger **Phil Aune Bob Bermant Peggy Jean Bassett Ron Boggess** Paul Boghossian **Richard Burns Bob Callahan** Juan Camacho Barry Chapman **Patrick Daly Howard Davis Diane DeYoung** Skip DeYoung Malcolm Dipperstein **Bob Donovan Ernest Dutcher** Dick & Jan Edwards **Don Foster** Don Eisenberg **Anita Green Anarg Frangos Dick Guyer Richard Gross Connie Hein Ellie Harrison** Richard Hernandez John Helm Ira Kanarek **Neil Houston Kent Kellegrew** Fred Kaplan **Nonie Lann Andy Kopetzky Al Lewis** Lee Levitan **David Loppnow Marion Lovelace** Elmo Maiden **Ginger Lyon Claude Maugein Ethel Margolin** Joan Mueller **Chuck McNary** Stan Opatowsky Joe Mueller **Ed Phillips Charles Othold** Anne Marie Radel **Maurice Portnoy Richard Raskoff Marce Rankin Judy Reynolds Ed Revnolds Maria Rodriguez** Ray Rodriguez **Bob Rose Jack Rolston Abe Rosenzweig** Ray Rosenbaum **Bruce Schultz** Sam Schultz **Phil Shapiro Lezar Saunders Chip Stevens** Art Sherman Alice Stone **Bob Stiles** Bill Tapp **Howard Swerdlick David Timmerman Jack Taube Karen Vegtel** Maurice Vasquez

Avery Willis

REMINDERS

Norton Simon Museum Tour - June 14th Meet at 11am in the Platt Village Parking Lot

WOW's monthly food drive is next Monday, June 5.



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!

Amazing WWII Aircraft Facts.

During WWII the US lost: **14,903** pilots, aircrew and support personnel **13,873** airplanes

Inside the continental United States. There were: **52,651** aircraft accidents (**6,039** involving fatalities) in 45 months.

Average **1,170** aircraft accidents per month nearly **40** a day.

Almost 1,000 planes disappeared en route from the US to foreign airfields. But 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 in Europe) and 20,633 due to non-combat causes overseas.

Experience Level:

Uncle Sam sent many men to war with minimum training. Some fighter pilots entered combat in 1942 with less than 1 hour in their assigned aircraft.

The 357th Fighter Group (The Yoxford Boys) went to England in late 1943 having trained on P-39s, then flew Mustangs. They never saw a Mustang until the first combat mission. (Continued Page 15, Column 1)

Warren Weinstein

With the arrival of new aircraft, many units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly `em." When the famed 4th Fighter Group converted from P-47s to P-51s in Feb 44, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly 51s on the way to the target".

A future P-47 ace said, "I was sent to England to die." Many bomber crews were still learning their trade. Of Jimmy Doolittle's 15pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 co-pilots were less than a year out of flight school.

In WWII, safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours respectively-- a horrific figure considering that from 1980 to 2000 the USAF's major mishap rate was less than 2.

The B-29 was even worse at 40 per 100,000 hours; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to be able to stand down for mere safety reasons.

(Compare: when a \$2.1 billion B-2 crashed in 2008, the Air Force declared a two-month "safety pause").

The B-29 was no better for maintenance. Although the R3350 was known as a complicated, troublesome power-plant, only half the mechanics had previous experience with it.

Navigators:

Perhaps the greatest success story concerned Navigators. The Army graduated some 50,000 during WWII.

Many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet they found their way across oceans and continents without getting lost or running out of fuel - a tribute to the AAF's training.

At its height in mid-1944, the USAAF had 2.6 million people and nearly 80,000 aircraft of all types.

Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+manned and perhaps 200 unmanned aircraft. That's about 12% of the manpower and 7% of the airplanes of the WW2 peak.

SUMMATION:

Another war like that of 1939-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones, eg. over Afghanistan and Iraq. But within our living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.

OLD GLORY

A Soldier's Tribute

She's Old Glory, she's the symbol of our country, the flag of our nation. She is dipped to no king or man, she is held upright, proud, her banner can never touch the ground. She is bugled up in the morning at reveille and down in the evening with taps.

She has a wonderful history. She crossed the Delaware with George Washington. She has flown over Fort McHenry, Old Ironsides and was with John Paul Jones when he had "not yet begun to fight." She went to Tripoli, was bloodied at Gettysburg and honored Lincoln's casket. She was at the Halls of Montezuma, flew above the battleship "Main" in Havana harbor. She went to Europe with Black Jack Pershing, Eddie Rickenbacker, and was with the Marines at Bella Wood.

She was blown off her staff at Pearl Harbor, trampled into the ground at Corregidor and went down with the carrier "Yorktown" at the Battle of Midway.

She was down, but she came back! Oh, how she came back, and with a vengeance! She went ashore on D-Day, flew in the sky with the 8th Air Force in Europe, on the ground with Patton's 3rd Armored, the Red Ball Express and the 442nd in Italy.

She made it all the way back to Corregidor via the Solomon's, Tarawa, Iwo Jima and the Battle of the Coral Sea to Tokyo Bay with the battleship "Missouri."

She did her duty in Korea with the 40th Armored. In Vietnam, it was the First Air Cavalry, Green Berets and Special Forces. She went to the Gulf when she was needed and came home with honor!

She's Old Glory, the symbol of my country, the flag of my nation. She's to be admired, respected and honored! She's never to be treated with disrespect, trampled or burned by any American for any reason. Especially when I am around to honor her and protect her as she has protected me! She's my flag, she's Old Glory.

Sergeant E-5 Thomas N. Bates 1st Squadron 18th Armored Cavalry

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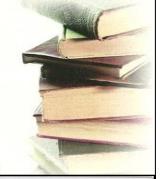
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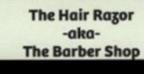
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