

WINGS



NEWS

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Last Monday Meeting in West Hills is scheduled for Feb 12th

Wings Over Wendy's will move their Monday meetings on **February 19th** to the Wendy's Restaurant, 22611 Ventura Blvd, Woodland Hills, CA, just 3 miles from Platt Village. Ron Ross has remodeled the Woodland Hills restaurant and is going out of his way to accommodate the Wings Over Wendy's meetings. He is procuring 15 folding chairs to provide close to 100 seats for our meetings. He will allow us to hang our pictures and plaques on the south wall (for those non-pilots and navigators, that is the wall on the Ventura Blvd. side of the building).



South wall of Wendy's Restaurant Woodland Hills
Photos by Harlis Brend

We have scheduled the Wings Over Wendy's bi-annual picture to be taken at the Platt Village restaurant on **February 12th**, the date of the last meeting. Arrive early. The meeting will start at 9am inside as a crew will setup chairs and boxes for the picture outside. We plan to gather outside by 9:30 for the picture and return to the inside for a farewell party..

The first meeting at the Woodland Hills location will be **President's Day, February 19th**.

Please wear the Wings Over Wendy's hats and shirts on both dates.

We have assigned tasks to Wings Over Wendy's members to facilitate the move and operation in the new location. Please cooperate with their carrying out those tasks if asked.

Wings Over Wendy's Calendar & Newsletters Are Now On Line

CALENDAR

Ed Reynolds has set up an on-line calendar similar to the Google calendar for Wings Over Wendy's schedule and event details. The application provided by TEAMUP is accessible in either a browser or a smart phone app.

To access the calendar in a browser, enter:

<http://bit.do/WOWevents>

To access the calendar on a smart phone app:

1. Install the **TEAMUP** calendar app from the app store.
2. Enter key: **kswpwndaeovnb1jans4**

Note that meetings are in **BLUE** and events/tours are in **RED**. You have the ability to 'Signup' for **RED** events. When you click on an event the date and time, **Who** should attend; **Where** the event is being held and a **Description** of the event are displayed.

In the upper right corner, you can "**Signup**" for an event; **Print** the event; **Share** an event.

NEWSLETTERS & VIDEOS

Newsletters and a few videos have been stored on a Microsoft One Drive with open access for over a year, but the link was long, so Ed Reynolds has setup a short link to access them via a browser at:

<http://bit.do/WingsNews>

January Speakers

January 1, 2018

We started the new year with an “Open Mic” program. First to speak was Leon Waldman who read the following article that Dennis McCarthy wrote about Fred Blechman a little over ten years ago:

‘Crash’ Blechman makes final landing

By DENNIS MCCARTHY

PUBLISHED: November 18, 2007 at 12:00 am |



His mother called him Fred, but none of his buddies ever did. He was “Crash” – the affable, funny ex-Navy pilot who earned his nickname by crashing five U.S. Corsair fighter planes on landing during training missions at the end of World War II.

“The joke was, Crash got rid of more of our planes than the whole Japanese air force,” says Gene “Bomber” Koscinski. “He was their ace.”

No one laughed harder at the backhanded compliment than Fred “Crash” Blechman, who died at 80 on Wednesday night in his West Hills home.

Crash walked away uninjured from each one of those landing mishaps, but he couldn’t walk away from this last one.

Stubborn and faithful to the end, he refused surgery earlier in the week after doctors told him the aneurysm ticking inside him could take his life at any moment.

Crash thanked them for their concern, but said he was going home to the house he had shared with the love of his life, his wife Ev, who died six months ago.

Life without her seemed kind of pointless, Crash said. If his time was up, it was up. He’d go see Ev again.

“Two nights later, he was gone,” said Lee Auger, who drove Crash around town because the man who cheated death a hundred times in the air didn’t like his chances on the ground.

“Crash thought driving was too dangerous,” Auger

said. “He had 26 aircraft carrier landings before he ever had a driver’s license.”

About 9:30 a.m. Monday, more than 70 of Crash’s buddies in the Wings Over Wendy’s group will gather at the West Hills fast-food restaurant to eulogize the man who brought them all together eight years ago.

They’re all former service pilots, bombardiers, aircraft engineers and mechanics from World War II and the Korean War, living in the Valley, who didn’t know each other until Crash invited them over to Wendy’s to share a 99-cent burger lunch and their stories.

When I met them in 2002, there were 10 members. After the story ran, membership jumped to 25 by the next week, then 40 a week later.

Last Monday, 72 aviation veterans sat around the tables, having coffee and trading stories with Crash. The group had grown so large that Wendy’s owner Ron Ross asked if the veterans could maybe meet a little earlier so he’d have more tables available for the lunch crowd.

Crash said sure, no problem. They were just grateful to Ross for allowing them to use his restaurant as a meeting place every Monday morning.

“These men were part of America’s greatest generation,” Ross said Friday. “It’s an honor to have them in my restaurant. I’m going to miss Crash. He was the glue.”

Crash didn’t play favorites if you wanted to join Wings Over Wendy’s. If you were a flyboy or crew member, you were in – even if you fought for the other side.

Mike Karatsonyi of Studio City, who died last year, walked into Wendy’s one day in 2003 to see if he could join the group.

Mike told the guys he flew Messerschmitt Me-109’s during the war. Yeah, for the Germans. The guys told him to grab a cup of coffee and sit down.

“When his native Hungary was taken over by Hitler, Mike was given two choices: fly for the Luftwaffe or go to a concentration camp,” Auger said.

“He defended his country, did what he had to do. We all respected that.”

Crash didn’t want any fuss made over his death. He didn’t want a funeral or flowers. He certainly didn’t want any tears.

All he wanted were for his ashes to be scattered over the hills near Santa Paula Airport where his buddy Mickey Epstein’s ashes were scattered a few years ago.

Mickey was a flight engineer in B-24 Liberator bombers during World War II and started Wings Over Wendy’s with Crash. He’s credited with coming up with the “Crash” nickname. Fred said he thought about it for a few seconds, put down his 99-cent burger and started to laugh.

“Crash” Blechman. Perfect.

(Continued Page3)

Following Leon's reading the news paper article Barney told a joke and the "Open Mic" session ended with Bob Bermant telling us the story of his family and friends that came from the Lake Baikal area of Russia and their settling in Chicago.

January 8, 2018

Guy Chookoorian Video



Photos by Harlis Brend

On January 8th Mike LaVere showed a video he had taken in 2011 of Guy Chookoorian singing Armenian songs with Art Sherman, Fred Kaplan and Howard Swerdluck dancing in female costumes. Guy added a few jokes between songs in the video. When the video was shown he was in the audience and was not aware in advance that he was going to be the lead entertainer for the meeting. A good time was had by all.

January 15, 2018

Manny Iglesias

When Men Were Men



Photo by Harlis Brend

On the 15th, Manny Iglesias told the story "When Men Were Men"

The USS Constitution (Old Ironsides) as a combat vessel, carried 48,000 gallons of fresh water for her crew of 475 men. This was sufficient to last through six months of sustained operations. Total evaporators installed: none.

On August 23, 1779, the Constitution set sail from Boston. She left with 475 officers and men, 48,000 gallons of fresh water, 7,400 cannon shot, 11,000 pounds of black powder and 79,000 gallons of rum. Her mission- to harass and destroy English shipping.

Making Jamaica on October 6, she took on 826 pounds of flour and 68,000 gallons of rum. Then she headed to the Azores, arriving there November 12. She provisioned with 550 pounds of beef and 54,300 gallons of Portuguese wine. On November 18, she set sail for England.

In the ensuing days she defeated five British Men-of-War and captured and scuttled 12 English merchant ships, salvaging only the rum. By January 27, her powder and shot were exhausted.

Unarmed she made a night raid up The Firth of Clyde. Her landing party captured a whiskey distillery and transferred 40,000 gallons aboard by dawn. Then she headed home.

The USS Constitution arrived in Boston in February 1780 with no cannon shot, no food, no powder, no rum, no whiskey, no wine and 48,000 gallons of stagnant water.

"You will not find this in the history books".

January 22, 2018

Dave Worley



Photo by Harlis Brend

Lt Col Dave Worley spent 27 years in the Air Force and 14 years as a JROTC teacher. In addition to being a member of Wings Over Wendy's and a life member of the American Legion he is also a life member of the Military Order Of The World Wars.

Dave had no idea what he wanted to do when he got out of high school. He knew he was basically, an underachiever in high school and when he was 20 years old, he joined the Air Force. He just missed the Vietnam draft, so he went in for eight years. He started out only going in for six years but because he wanted to be an Air Traffic Controller and make the big bucks when he would get out he extended to eight years to attend tech training.

The military changed him as a person and he decided he wanted to make a career out of it so he went to college and finished his degree through Embry-Riddle Aeronautical University, in Daytona Beach, FL. After eight years he got commissioned and he was a commissioned officer for 19 years. He was past the age limit for pilot training so instead he was an Air Battle Manager, War Planner, one of the three rated career fields at the time.

He told us that he was not a combat veteran. When combat was going on he was doing small things and that just happened to be the way that it worked out. After he was commissioned through officer training school he was sent to Germany for eight years as a Mobile Tactical Air Control Controller. There he worked at a little Air Station in charge of deploying and Command-and-Control if the USAF had to be deployed towards the Fulda Gap. He was not in the Gap, but a little bit in the rear, and he helped doing Command-and-Control for the F-15s, F-16s and some of the other smaller other radar units that were closer to the front lines.

Eventually he became an evaluator, then Standeval

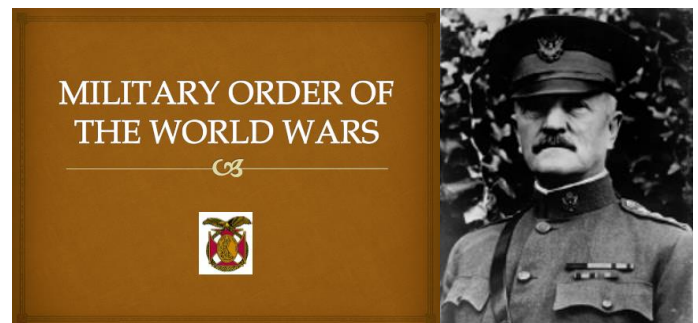
evaluator performing command-and-control evaluations. Next, he went to 17th Air Force for two years. When he went there, it was shortly before the Gulf War started and he thought he would see combat, but, when the war started he was in Europe closing USAF bases. He was there for the fall of the Berlin Wall and he had the privilege after the fall of going over to the former East Germany and Eastern Berlin and seeing everything after the wall had fallen.

His next assignment was to the Air University, Squadron Officer's School, Maxwell AFB, AL, as an Instructor in the school. He then was sent to Korea, on a one-year unaccompanied tour working in the Tactical Air Control Center side-by-side with the South Korean military. He considers it the highlight of his career.

When the year was up he was sent back to the Air University to attend Command and Staff School. His next assignment was CENTCOM Headquarters, MacDill AFB, as Executive Officer, then Director of Theater Missile Defense for CENTCOM. Following his tour at CENTCOM he returned to Maxwell AFB to become the Commandant of the Squadron Officer's School. After two years he retired from active duty and took an assignment as a Junior ROTC Instructor.

Teaching youth is his passion and he is still heavily engaged in it today as he will explain in his presentation.

Following his personal introduction, Dave showed us a PowerPoint presentation on the Military Order of the World Wars (MOWW).



Created in 1919 by General of the Armies John J. Pershing as a fraternity for American military officers coming out of the Great War. With the motto "It is nobler to serve than to be served." Two decades later, when the USA became involved in WWII the organization name was pluralized to its current title of Military Order of the World Wars.

We are in the timeframe of the WWI Centennial, this November 11th will be the 100th Anniversary of the end of the war that was supposed end all wars. Throughout 2018 there will be a number of events leading up to November 11th.

Dave displayed a list of the things WOWW performs:

- Community Outreach
- Youth Leadership Conferences (Continued page 5)

They conduct 16 of them throughout the US, sponsored by the 96 MOWW Chapters that are anywhere from a day to a week long. They learn youth leadership; character development; citizenship; entrepreneurship; and patriotism. Two are conducted in Southern California. One in San Diego and one Thousand Oaks.

- ROTC / JROTC / BSA-GSA Awards
- Veterans Recognition
- Law and Order / First Responders

Membership in the MOWW is open to any and all commissioned and warrant officers who served honorably, or are currently serving, in any branch of the U.S. Armed Forces regardless of length of service or status as a combat veteran dating back to April 6, 1917 when the USA entered WWI. Additionally, any direct lineal descendant from a qualifying officer may also join the order, which indicates that the order also serves as a genealogical society.

The organization has 96 chapters which report to Departments, which report to Regions, which reports to the MOWW Commander-In-Chief.

Lt Col Worley serves as a Chapter Commander and is also Commander of the West Coast Region XIV which includes 8 states geographically; 10 Departments (3 within California); 14 Chapters and nearly 1100 Companions.

The West Coast Region XIV has Departments of Alaska, Idaho, Montana, and Oregon with no chapters. It also has Departments of Hawaii, Nevada and Washington with one chapter in each Department. The Department of Northern California has chapters in Monterey Bay and San Francisco. The Department of Central California has five chapters (Bradley-Hanson, Conejo Valley, Vandenburg, Woosley, and Wright). The Department of Southern California has four chapters (Holland, Pendleton, Saddleback and San Diego).

Dave's chapter is sponsoring the 2019 Centennial National Convention which will be held August 5-11, 2019 in Simi Valley with the final activities at the Ronald Reagan Presidential Library.



January 29, 2018

Deputy Chief John Sherman



Photo by Ed Reynolds

On January 29th we were visited by Deputy Chief John A. Sherman, Commanding Officer of Operations-Valley Bureau, which encompasses the San Fernando Valley and is the largest bureau in the City of Los Angeles.

Chief Sherman was born and raised in the San Fernando Valley. He attended Cleveland High School and California State University Northridge (CSUN). While attending CSUN, he was a Police Student Worker with the Los Angeles Police Department (LAPD). Prior to becoming a sworn officer, he served four years active duty in the United States Marine Corps.

Chief Sherman is a second-generation Los Angeles Police Officer; his father, Glen Sherman, retired as a Lieutenant in 1980.

He is a long-time friend of Wings Over Wendy's, having served as the Commanding Officer of West Valley Area where Art Sherman serves as a volunteer. On the 29th he gave the audience an update on crime in the Valley and answered questions from the audience.

Greg Stathatos



Photo by Ed Reynolds
(Continued Page6)



So Many Missions, So Many Airmen, So Many Stories To Be Told

Following Deputy Chief Sherman, Greg Stathatos talked to us about the restoration of WW II B-17s. Greg is concerned that in many schools in the US and Canada World War II is taught in one class which is less than an hour for one of the biggest events in the world that changed everything today. He has always been fascinated with B-17 aircraft from what it did and the incredible damage it took, and still flew her crew home. His organization is dedicated to the most recognizable heavy bomber of WWII. The B-17 Flying Fortress and the brave airmen who flew with the old girl. The Queen of the Skies is the only plane to have flown in every theater of operation during WWII. From 1935 to 1945 over 4735 B-17's were shot down or crashed, killing or wounding over 45,000 airmen. At the end of the War 1832 B-17's found their way to Kingman, AZ for their final mission, the scrap yard.

After he meet Dick Kinder and listened to his B-17 experiences he got involved in restoring the B-17 that sits in Mefford Field, along Hwy 99, near Tulare California. The aircraft took part in Operation Crossroads in 1946 which was the atomic bomb testing at Bikini Atoll. The plane was the mothership that controlled drones that would fly through and around the blasts collecting dust particles. The way drones worked in those days would have a pilot and copilot take off and bail out with the mothership taking over controls for the mission.

His team cleaned the plane and restored the original markings. It had never been painted and the aluminum skin had a bronze look. Greg told us about the challenges restoration teams with the environmental restrictions on cleaning and paint. The Home Depot Corporation has donated time and materials for his projects.

Greg also told us about his project to restore the B-17G in the March Field Air Museum. The aircraft was the command aircraft for General Ira Eaker during the period he was commander-in-chief of the Mediterranean Allied Air Forces, composed of the 12th and 15th U.S. Air Forces and the British Desert and Balkan Air Forces. B-17G 44-6393 "Starduster" served as General Eaker's personal transport plane during 1944 and 1945. The aircraft was returned to wartime markings and original nose art.

He showed us a short film with interviews of B-17 crew members. Part of the reason for doing his project is not only to preserve history of the actual physical bird but to preserve history through the stories of veterans such as WOW veterans because of people like Greg scanning everybody that are doing documentary series. If he doesn't do that, history is lost forever.

January Group Event

Bowers Museum Tour

January 10, 2018



On January 10, 2018, 12 members of Wings Over Wendy's meet in the Platt Village parking lot at 08:30am to drive by private car to the Bowers Museum, 2002 N Main St., Santa Ana, CA.



Photo by Barney Leone

Those attending the tour were: Warren Weinstein, Mark Ax, Maurice Vasquez, George Rothman, Shannon Muchow, Kurt Rademacher, Bob Donovan, Barney Leone, Barry Chapman, Malcom Dipperstein and Ed Reynolds. Warren Weinstein, Mark Ax and Barry Chapman drove.

The group toured two of the museum's exhibits: *Endurance: The Antarctic Legacy Of Sir Ernest Shackleton And Frank Hurley* which displayed Frank Hurley's photographs of the Imperial Trans-Antarctic Expedition (1914-1917) undertaken by renowned explorer Sir Ernest Shackleton and his crew.

The second exhibit was: *Empress Dowager Cixi: Selections From The Summer Palace*

Empress Dowager Cixi (1835-1908) stands in the center of modern Chinese history. While most commonly understood as a politician, this formidable matriarch was also introduced to Western audience or reader as a connoisseur, patron and even creator of art in the early twentieth century, a phenomenon that interestingly fell unnoticed in modern scholarship.

(Continued Page7)

This exhibition is the first of its kind in the United States to explore the empress dowager's roles beyond politics. It has been organized through a groundbreaking partnership with the Summer Palace Museum in Beijing. Upon viewing this exhibition, it will become clear that Cixi not only led politics, but also art of China at the crossroads of tradition and innovation. The exhibition reconstructs the matriarch's everyday life in the Summer Palace, presenting her multi-faceted roles of politician, matriarch and connoisseur of various arts through four different sections and over 100 objects that have never before been seen.

New Bumper Sticker



New bumper stickers are available for **\$3.00**.

Profiles

Tony Meza

By Franky Ortega



"In a recent visit to the city of La Puente, Franky Ortega, a secondary history teacher, had the opportunity to visit War World II Veteran Sergeant Major Tony Meza, now 94 years old, who served in the Philippines. Among other great feats, Tony performed a battle jump in Luzon and helped in the liberation of the Los Banos internment camp to help defeat the Japanese.

Tony's health has been delicate as of late and Franky Ortega really wants to make sure Tony's story along with that of others who served during WWII is remembered. Tony kept saying, "I've done a lot of stupid things in my

life. I jumped at the age of 70 because I thought I would live until 75. This at Brownsville (San Diego) from a C-47." If you don't know what it is to do a solo static line jump from an original WWII battle tested cargo airplane flying at 120 mph and jumping from no more than 1,500 feet off the ground, let me tell you, it is intense. In fact, as a member of the WWII Airborne Demonstration Team member based in an original WWII hangar in Oklahoma and part of the West Coast Platoon unit in partnership with the Commemorative Air Force in Riverside, Franky Ortega knows a thing or two about jumping.

Tony Meza, his role model pinned his wings in 2014 after completing his 5th jump and earned the revered "blood wings", called this because the pins are punched into your chest just like they were during WWII.

Franky prides himself in that in just a few short years he has been able to take a superficial understanding of WWII as a high school teacher to now offering a salary point class with multicultural credit for LAUSD employees in partnership with the National WWII Museum, the Fort MacArthur Museum, the San Fernando Valley Museum and Wings Over Wendy's.

In a previous visit to Tony's house, Franky had a chance to learn about his early story. One thing that immediately stood out is that both Franky and Tony share the same Yaqui Southwestern American/northern Mexican heritage, but both consider themselves unambiguously American.

"I was born in Arizona on November 23 on a plain desert. There was no housing. Where we lived was a shack my dad made, and we lived off the animals that we had... with the chickens and goats you know. One morning my brother and I... there is a big canal where we get water... and one day we were out there, and we saw people from the school district driving by and seeing us out there and they asked us how come we weren't in school. I didn't even know what they were talking about you know. They came back and brought an interpreter. So, they asked us again why we weren't in school. We didn't know how to respond because there weren't any schools in the reservation. So they told my dad that we had to go to school. At that time, I was about eight. My dad had to get rid of all the animals. At that time, they didn't have kindergarten. It started from first grade up. I was eight years old and I was in the first grade. My brother was nine and a half and you can imagine... we were big compared to the rest. My mom used to make burritos for lunch. The kids used to come and take our lunch you know and just throw it away just to be mean. That's the way we went to school. We were a little bigger you know. We used to get beat up.

Three years later I was maybe about eleven. There was a fella named Stewart; he was an ex-boxer and he was teaching his son to box; so what he did was practice after school. (Continued page 8)

There are now, 20 B-2s in service with the United States Air Force, which plans to operate the B-2 until 2058.

The B-2 is sixty-nine feet long and seventeen feet high. It has a wing span of 172 feet. It has a speed of 680 mph and a maximum altitude of 50,000 feet.

Former Chief of Staff Larry Welch has stated that the B-2 has a radar cross section in the “insect category”. Nearly 80 percent of the aircraft is made of woven composites that incorporates glass, carbon and graphite fibers, while the remainder is made of aluminum and titanium. The “Spirit” also has a radar absorbent coating whose sole purpose is to further reduce the radar signature. The B-2 is stationed at Whiteman AFB in Johnson County, Missouri, the only permanent base for the “Spirit”. The USAF can launch combat sorties directly from Whiteman AFB to any part of the globe—engaging adversaries with nuclear or conventional weapon payloads. In 2008 a B-2 was destroyed in a crash shortly after takeoff. The crew was able to eject safely.

Researched and written by Peggy Jean Bassett.



Ed Reynolds' B-2 Model autographed by Northrop B-2 Division Chief Test Pilot Bruce J. Hinds:

The F-35's Escort



Two F-35-A Lightnings soared with the B-2 Spirit bomber at the Rose Parade.

About the F-35s:, they are stationed at Edwards Air

Force Base; they are located outside of Lancaster, California. This is the base for the U.S. Air Force's 461st Test Flight Test Squadron, 31st Test and Evaluation Squadron, and the United Kingdom's Royal Air Force's 17 Squadrons. Their flight was to honor the men and women of organ donors and their recipients and the “Gone West” pilot of the B-35, Major Benjamin “Chex” Meier, who suffered massive head injuries in 2015. Chex was an organ donor of many of his organs that saved the lives of eight people who were honored guests at the Rose Parade.

About the F-35 Lightning: it is a single seat engine all weather Stealth multiple fighter aircraft. Lockheed Martin is the prime contractor with principle partners Northrop Grumman and BAE Systems—The fifth-generation combat aircraft is designed to perform ground attack and air superiority missions. It has advanced Stealth and exceptional agility and maneuverability, and it has top speed of 1,200 MPH. Pratt and Whitney builds the F-35s-F-135 propulsion system. A two spool after burning turbofan engine. The world's most powerful fighter ever developed (Sept 2016.) Air Force fighter aircraft are on the average more than 25 years old. The F-35 was designed to recapitalize allied fighter fleets and to counter emerging threats. The F-35 is optimized to be a multirole, with the ability to perform air to air, air to ground and intelligence surveillance and reconnaissance (ISR) missions with air-to-air capability superior to all other fighter aircraft!

Researched by Plane Peggy.

P.S. Lockheed Martin F-35 has three main models: the F-35A, a conventional take- off and landing (CTOL) variant; F-35B, short take-off and vertical landing (STOL) variant; and the F-35 carrier-based Catapult Assisted Take-off but Arrested Recovery (CATOBAR) variant.

Lockheed SR-71 “Blackbird”

It started as the CIA A-12 “Spy” plane.



A-12

(Continued page 10)

A sleek, white, delta-shaped aircraft, possibly a hypersonic or spaceplane, is shown in flight. It has a very sharp, pointed nose and a smooth, aerodynamic body. The aircraft is flying above a thick layer of white clouds, with a clear blue sky in the background. The lighting suggests it might be daytime.

The Stealth Recon Blackbird SR-71 is still the fastest plane ever built, even as the development of the hypersonic strike aircraft, SR-72 is announced as its predecessor. The iconic Mach 3 SR-71 Blackbird remains one of the fastest planes ever flown operationally and holds the record of 2,193.13 MPH set in 1976. As the fastest jet on the planet, it could fly coast to coast in one hour and could literally outrun missiles. When the SR-71 entered the active service with the USAF in 1964 as the military version of the CIA A-12 aircraft, its flight characteristics were incredible. It was able to fly at more than three and half times the speed of sound at 88,000 feet, over sixteen miles up. The Blackbird took photos from three times the height of Mt. Everest and its pilots were suited in full pressure suits like astronauts.

The engines were the A J58, a single spool turbo jet with an afterburner, referred to as a turboramjet. There were only a few ways to start the J58 and one of them was hooking up a pair of Buick Wildcat V8's together and spinning the engines until they lit up. Each engine was good for 340 hp. "Imagine that."

Researched by Plane Peggy.

ATC (Air Traffic Control), Groundspeed & the Fleeting SR-71

THE DEEP BLUE

The Blackbird loved being up high. She came into her own up there and never ceased to impress me with what she could do. Because of the design of the inlet system, the faster the jet flew the more efficient it became. Better range was attained by increasing the speed. This was the opposite of other jets I had flown, where fuel flow increased at higher speeds. Once the SR-71 was at cruise speed, I continually adjusted the throttles back to keep the speed down. The jet cruised in afterburner, but rarely was maximum power needed.

To more fully understand the concept of Mach 3, imagine the speed of a bullet coming from a high-powered hunting rifle. It is travelling at 3100 feet per second as it leaves the muzzle.

The Sled would cruise easily at 3200 feet per second, with power to spare. There was a lot we couldn't do in the airplane, but we were the fastest guys on the block and frequently mentioned this fact to fellow aviators. (Continued page 11)

I'll always remember a certain radio exchange that occurred one day as Walt Watson, my Reconnaissance Systems Officer, or (RSO) and I were screaming across southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles Center's airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its groundspeed. "90 knots," Center replied. Moments later a Twin Beech required the same. "120 knots," Center answered.

We weren't the only one proud of our speed that day as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests groundspeed readout." There was a slight pause. "525 knots on the ground, Dusty." Another silent pause. As I was thinking to myself how ripe a situation this was, I heard the familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a groundspeed readout for us?" There was a longer than normal pause. "Aspen, I show one thousand seven hundred and forty-two knots." No further inquiries were heard on that frequency.

When we flew at low altitudes and skimmed by clouds, we sensed our speed by how fast

the clouds swept by. When we were high above the earth, we had little physical cues that made us feel we were flying at great speed.... I preferred to keep a sense of our speed by simply watching my distance measuring equipment (DME) click off a mile every two seconds....

Once at altitude, the view from the cockpit was spectacular but normally went unappreciated because cockpit duties monopolized my attention. As my flight time in the jet increased, I occasionally took a few seconds to look outside. Even though these moments were brief, my memory of them was lasting.

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!**



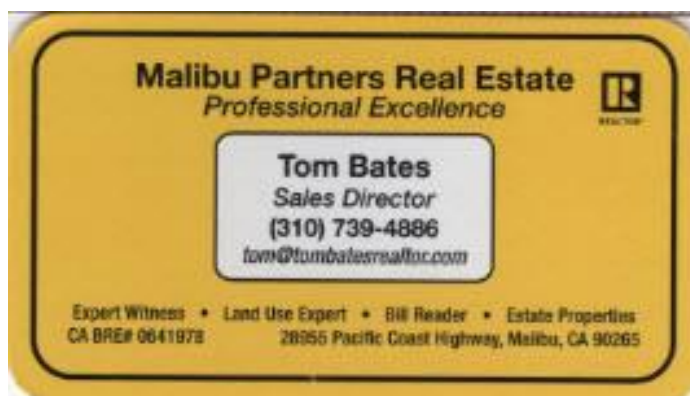
February Scheduled Tour



Wednesday February 28, 2018
09:30am

Meet in the Platt Village parking lot to car pool to the museum. The address of the museum is;

19300 Ike Jones Road
Santa Ana, CA 92707



Departed in 2017

We recently became aware of the passing of two members of Wings Over Wendy's flew to the great beyond during 2017 that we didn't list in last month's Wings News.

Clint White

July 23, 1922 to June 27, 2017



During our audit of the Wings Over Wendy's roster we discovered that Clint White, one of the early members had passed away. Clint was a WWII 15th AF P-51 pilot and started attending meetings after the Dennis McCarthy August 2002 article described the meetings.

Ron Hackney

January 19, 1937 to November 22, 2017



Ronnie Hackney, 80, West Hills, CA, died November 22 at his home with his family. Born January 19, 1937 in Orleans, IN, son of John and Hazel Hackney. He graduated from Orleans High School with the class of 1955. Then

married Jeanie Lawyer of Orleans in 1958, and she survives. He owned Hackney Auto Repair in Orleans and he still holds the record for fastest speed taking Orleans county-line curve... in his 1955 Ford. He moved his family to California in 1976 and retired as Senior Mechanic from the Los Angeles Police Department. He was a Christian and attended Shepherd Church in Porter Ranch, CA.

Survivors include: Two sons; Ronny Dale and Dennis Hackney. Three daughters: Teri Ellison (Doug), Sandy Hackney (Justin), and Annette Evans (Craig), all of California. Eight grandchildren: Blake Whiteford, Kristi and Craig Ellison, Lauren and Luke Hackney, Camille and Isabella Evans, and Trust Hackney. Two brothers: John Riley Hackney of North Charleston, SC, Jerry Hackney of Seymour, IN. One sister, Karen Barrett of Cincinnati, OH. He was preceded in death by his parents and brothers; Harley, Gene, and Dan Hackney. Sisters; Evelyn Faubion and Charlotte Hawk.

A celebration of his life was hosted by his son Ron Hackney, Jr on Saturday, January 20, 2018.

Col Lawrence J. Powell, Jr.

May 17, 1923 to December 23, 2017



On December 23, 2017, Larry Powell flew west for the last time. He had an outstanding career and was a fascinating warrior, patriot, and inspirational speaker to many groups, telling his story of the events in his life.

He was born on May 17, 1923, in Chicago, Illinois, but grew up in Glendale, California where he graduated from Hoover High School, and was married in September 1942. Larry began his aviation career in 1939 as a student at the Curtis Wright Technical School in Glendale.

Col Powell was drafted into the Army on 21 January 1943 and completed basic training at Fort MacArthur. He was soon selected for the Aviation Cadet program and trained at Maxwell, Shaw, and Spence Fields before receiving his wings. His first operational aircraft were the P-39 and P-40.

In April of 1944 he transitioned to the P-51 and was assigned to the 339th Fighter Group, 8th Air Force at Fowlmere, England. (Continued page 13)

Lt. Powell flew 68 combat missions during which he was credited with the destruction of 2.5 enemy aircraft in aerial combat, plus 3.5 on the ground while strafing enemy airfields. On January 14, 1945, he was shot down and belly-landed his aircraft without getting injured. He escaped the area but was eventually captured in Holland on January 16th and was held as a Prisoner of War until the end of the war. After the war he returned to the area and met a man who saw him crash land. The man told him that soon after he escaped the area Nazis arrived looking for him.

Lt. Powell left active duty and joined the California Air National Guard on January 19, 1947, serving with the 195th Fighter Squadron at Van Nuys ANGB, California, from January 1947 to February 1955, and then with the 146th Fighter Bomber Group at Van Nuys from February 1955 to September 1958. Lt Col Powell served as commander of the 195th Tactical Fighter Squadron at Van Nuys from September 1958 to February 1960, followed by service as operations officer for the 146th Tactical Fighter Group at Van Nuys from February 1960 until his retirement from the Air National Guard on May 1, 1963.

In 1959 he joined the movie industry as an Assistant Director and rose to director specializing in aircraft scenes. He was known for *Midnight Run* (1988), *Bird on a Wire* (1990) and *The Right Stuff* (1983).

Services were held on January 20, 2018

In Memoriam

We lost a very faithful veteran member during the month of January 2018.

George Jacobs III

September 19, 1935 to January 14, 2018



Photo by Harlis Brend

"Georgie Baby"

Georgie Baby was an icon at Operation Gratitude and Wings Over Wendy's. One of the earliest and most active volunteers of Operation Gratitude, his devotion to the cause and the organization knew no bounds. Wherever Georgie went, he proudly wore his Operation Gratitude shirt and distributed "our books" (the Magazine) to everyone he met. He was their official "Line Starter"--handing out the empty boxes at the beginning of the Assembly Line and joking with each volunteer as they started their journey. Remember his energy and spirit at second 31 in this great video: 1,000,000 Packages. He was a faithful member of Wings Over Wendy's sitting right in front of Art Sherman.

Born to WWII Marine Veteran George Jacobs Jr. and his wife Dottie Fitzgerald, on September 19, 1935 in Huntington, New York, Georgie Baby proudly served during the Korean War in the U.S. Navy in Anti-Submarine Warfare. Following several years of hospitalization from disabling injuries, Georgie Baby became a bartender first in NYC (about which he said he knew the "good, the bad and the ugly"), and then in the San Fernando Valley, most memorably at the Irish Castle, the Super Bowl (when played at the Rose Bowl) and Don Drysdale's "Dugout."

Georgie Baby was a member of Wings Over Wendy's, Disabled American Veterans, Veterans of Foreign Wars and the American Legion. As Bob Donovan so rightly described him, Georgie Baby was a "Friend to all, caring and kind, and generous to a fault. Gangbangers or Generals-- all appreciated his presence and style. He was truly one of the 'Great Ones.' Entering a room of friends George always shouted, 'Send Up A Cheer the Baby is Here.'"

One of the favorite memories of Georgie Baby was his extraordinary Swing Dancing ability--he taught many a gal how to dance, and always cut up the floor with all the ladies at the Operation Gratitude Blue Shirt parties! Few could keep up with him.

Georgie Baby loved Operation Gratitude and was so proud to say he worked there. I am sure I speak for all of us in saying we will remember--and miss him--always.

He was memorialized in the newspapers

From the January 26, 2018 Los Angeles Daily News:

Dennis McCarthy: Cheers to the street-smart sinner and saint, who 'charmed your socks off.' RIP

(Continued page 14)



“Send up a cheer, the baby is here.” – Georgie Baby, rest his mischievous, fun-loving soul.

We lost an original a few weeks back at 83 — a fast-talking, street-smart character right out of a Damon Runyon short story, a guy who walked through life laughing with both the sinners and the saints.

His given name was George Jacobs III, but that was just an alias. To everybody who knew him — and there were thousands — he was Georgie Baby, a moniker the Newport News cops laid on him back in early 1952 when he was a young sailor heading out to the Korean War.

He stood 6 feet 4, weighed 130 pounds, and had one major liability for a sailor walking into a bar. He had a baby face.

“The cops roused him twice because they thought he was a kid pretending to be a real sailor,” says Bob Donovan, Georgie Baby’s longtime buddy from the saint side of his life.

“When he told the guys back on his ship that one of the cops said he looked like a baby, they laughed and began calling him Georgie Baby.”

It stuck, even with his saintly mother, Mrs. Baby, as she became known to his friends. And what did Georgie Baby do to make his mother proud when he got out of the service?

What else? He became a bartender.

First back in New York, where his clientele included some unsavory characters and wise guys who loved his banter, then later out here in the Valley at the Irish Castle in Panorama City, and Don Drysdale’s old “Dugout” watering hole in Van Nuys, where the clientele had fewer rap sheets.

How he got to California is pure Georgie Baby. He followed a woman from North Hollywood he met while bartending in New York because he was fascinated with her beehive hairdo, and the fact it was 10 below and snowing outside.

“When they got here, dad asked her where he was going to stay?” says Kent Jacobs, Georgie Baby’s son, who inherited his father’s gift of gab. “She said we’ll pick up a Greensheet (the old Daily News thick with classified ads.)

“Dad says ‘what the hell do I need a green sheet for, I don’t even have a bed.’”

From time to time, some of his old mob pals would drop by, and Georgie Baby would take them to see the Dodgers. One time he had a few extra tickets, and he asked his buddy to pull over to the curb as they were driving into the stadium parking lot because there was a guy looking for tickets. It turned out to be an undercover cop who busted them both for illegally selling tickets.

“Georgie Baby, don’t tell anybody back in New York about this,” his friend pleaded. “I’ve been driving for the mob for 30 years, and this is the first time I’ve ever been pinched. And it’s for selling tickets to a (bleeping) baseball game.”

Yeah, Georgie Baby loved the fast life, and the life loved him, but when it came time to clock out with the sinners, he always went looking to hang out with the saints, especially if they were helping veterans.

“He was an icon at Operation Gratitude, one of our earliest and most active volunteers,” says Carolyn Blashek, who founded a Valley-based volunteer organization that has packed and shipped over two million care packages to troops serving overseas and to patients in military hospitals, thanking them for their service.

For many, these packages were the only thing they were getting from home, and Georgie Baby knew that. He also knew the work filling the care packages could get tedious after a while, so he’d go up and down the assembly lines with a look of mischief in his eyes telling jokes and stories from his shady past.

He had figured out a long time ago as a bartender that the clock moved a lot faster when people were laughing and having a good time.

“Georgie Baby could charm your socks off,” Blashek says.

It was the same at Wings Over Wendy’s, Disabled American Veterans, Veterans of Foreign Wars and the American Legion, where he would walk into a room and light it up with just a few words.

“Send up a cheer, baby is here,” he’d shout out.

He never met a Girl Scout selling cookies he didn’t like.

Before it became fashionable to “pay it forward,” and commit “acts of random kindness,” Georgie Baby was already decades ahead opening his heart and his wallet to people down on their luck. Paying the rent for an old widow always a month behind, buying groceries for young families barely scraping by, and slipping a c-note to pals too proud to ask.

(Continued page 15)

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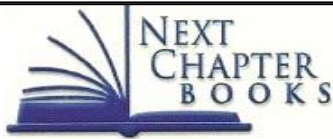
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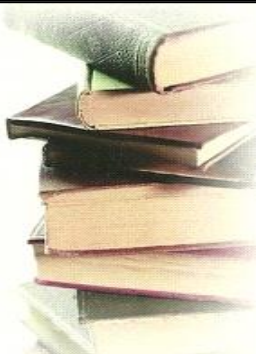
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February Birthdays

Bradley Gerber	February 02, 2001
Richard Raskoff	February 04, 1938
Mort Green	February 06, 1933
Alice Stone	February 08, 1924
Johnathan Dutcher	February 09, 1992
Carl Smith	February 09, 1953
Richard Ruby	February 10, 1930
Benjamin Levine	February 11, 1925
John Cromwell	February 12, 1942
David Alvarez	February 13, 1947
Karl Florine	February 15, 1951
Ed Barkett	February 18, 1957
Richard Kinder	February 21, 1922
Phil Shapiro	February 24, 1935
Paul Boghossian	February 27, 1947
Boyd Davis	February 28, 1946
Ira Kanarek	February 28, 1919
Gary Demaio	February 29, 1948

January 2018 Newcomers

During the month of January 2018, we welcomed the following new attendees to either the Monday or Tuesday meetings:

Norman Anderson	Mother was a Donut Dolly in Vietnam 1968-69
Steve Birgel	USAF July 1943-August 1968; Maj, Navigator, B-24; UK, Japan,
David Burns	USA 1970-71; US Army Band; E-2; Naval Amphibious Base Little Creek
Charlie Fuller	RAC (British Army) WWII; 1941-45; Pte; Middle East; Motorized Unit
Oscar Stein	USA WWII; Sgt