



## Visitors & “Thank You’s”

We started April with a young visitor from Indianapolis, Indiana, Sam Elder. He came with his Aunt, Beth Molina. He aspires to be a History Teacher and wanted to talk to veterans about their experiences.



Picture by Peggy Jean Bassett

### Sam Elder & Beth Molina

Sam and Beth stayed after the meeting and interviewed several the veterans. On Tuesday, they also attended the Tarzana Group meeting (which was held in Woodland Hills Wendy's due to the Election Polling Place taking over the Tarzana Meeting place.)

Sam sent us the following message after his visit:  
Thank You!!

Hi, my name is Sam Elder. Some of you may not remember me or were not at the meetings I was at. I'm fifteen and I love military history, talking to veterans, and hearing their stories (veterans are my heroes). I was visiting from Indianapolis, and when my aunt told me about your group we decided to go to one of your meetings. We liked the meeting so much that we decided to attend a second one (we went to the group on Monday and then the smaller group on Tuesday). I really enjoyed my time with the group. You were all so friendly to me and

made me feel like I was a part of the group. I loved hearing your stories and wrote down what I can remember from them to preserve them. I would love to keep in touch with any of you willing to keep in touch with me. If you would like to keep in touch with me just send me an email (at: [samelder2003@gmail.com](mailto:samelder2003@gmail.com)) and I'll respond as soon as I can. Once again thank you guys and gals so much for letting me and my aunt join your group for a few days.

“Sam”uel Lewis Elder

Several weeks after the visit I received the following:

Dear Mr. Reynolds,

A few weeks back, my nephew Sam Elder and I had the absolute pleasure of meeting you and your wonderful group Wings Over Wendy's. “WOW”! Doesn't even began to describe you all! Or define you!

Each and everyone of your kind group were so welcoming to Sam and I. Sam was really taken by the openness, handshakes, the valor, bravery, humor and niceness of the men pulling him in and giving him information. This made a HUGE impact on his life. He went back to Indiana looking for a Veteran's Group because of your group's inspiration.

Sam and I appreciated everyone's' hospitality and it was just fun! Everyone in WOW is super nice and it was entertaining to sit and learn and make a few friends, just an enjoyable time.

So, we just would like to say thank you very much. Our family appreciates all your kindnesses you have shown to us. And we especially appreciate and thank you for your service to our country.

Sincerely,

Beth Molina

(Continued page 2)

We need to recruit Beth because after Sam returned to Indianapolis she attended the Tarzana group's meeting on April 10th and is working on trying to get us a guest speaker. Her husband has good connections with the "Show Car" crowd.

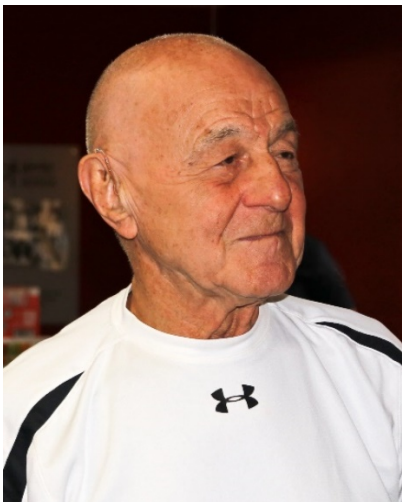


Photo by Harlis Brend

## Nick Telis

Also, on April 2<sup>nd</sup>, Anarg Frangos', childhood friend, Nick Telis visited from Philadelphia. Nick had served after WWII in the 82<sup>nd</sup> Airborne and told us the story of parachuting on a training mission and hitting a fellow jumper's parachute on the way to the ground. They both survived the experience without getting hurt.



Photo by Harlis Brend

Duke Doe attended the meeting on April 2<sup>nd</sup> and presented Gary LaPook's granddaughter with a "huggee bear"



Chris Hayes, Andy Madgesian, Manny Garcia, Nelson Velasquez. Eddie Castillo (Photo by Harlis Brend)

## Veteran Students at CSUN

On April 16<sup>th</sup> five veterans that are students at Cal State Northridge along with two members of the University Student Union, Veterans Resource Center staff (Christa Haines and Patrina Croisdale) visited Wings Over Wendy's and invited us to visit their weekly Wednesday meeting they call "The Blend". They meet from 09:30 to 11:30 for relaxation and good conversation while enjoying light snacks and beverages. On the 17<sup>th</sup> I received the following thank you message from Eddie Castillo who arranged the visit:

On behalf of the VRC I would love to thank you for hosting us at yesterday's meeting. The camaraderie you all exhibited was heartwarming and motivating. As promised, attached are directions and a map of the VRC located on CSUN for our weekly event, The Blend. Please let me know if anyone has mobility issues so we can have a golf cart ready to shuttle veterans to and from the parking lot. We look forward to meeting some of your members.

Best, Eduardo Castillo,  
Student Assistant, Veterans Resource Center

## April Tour



## Reagan Library – Genghis Khan: The Exhibition

On April 25<sup>th</sup> a small group of Wings Over Wendy's members toured the Reagan Library Genghis Khan Exhibition. After the tour the group had lunch at the Golden Panda Buffet.



## Members in the News



Phot from Jim McMichael

### **Jim McMichael Elected ROA Dept. of Golden West Exec VP**

On April 21<sup>st</sup> Jim McMichael helped lead the Reserve Officers Association's Joint Officer Professional Development Seminar (JOPDS) in San Diego. It is a bi-annual event whereby Reserve Officers spend a weekend teaching leadership skill to junior officers, pay grades O1-O4, on how to be better leaders.

Jim teaches the Air Sea Battle Concept segment and while in session he was elected the organization's Executive Vice President. Congratulations Jim!

## April Speakers April 2, 2018



Photos by Harlis Brend

### **Leon Waldman & Barney Leone**

On April 2<sup>nd</sup> Leon Waldman and Barney Leone gave us a trip report on the 7 Night Classic California Coast cruise they took out of the Port of Los Angeles arranged by Chip Stevens. They cruised on the Princess Cruises "Ruby Princess" cruise ship up the coast under the Golden Gate bridge to San Francisco and then down the coast with a stop at Monterey, on to San Diego and Ensenada, Mexico before returning to Los Angeles.

Lee Auger served as their "taxi" driver, taking them to the departure dock. Leon reported that Barney attracted many women on the cruise and shore excursions.

## April 9, 2018



Photo by Harlis Brend

### **Mike LaVere & Barney Leone**

Barney Leone told us about plaques he received from Andrew Negrete a gentleman that met Barney and Mike at the Wings Over Camarillo Air Show last summer. After talking to them at the air show he obtained details on each of them on the web and created plaques in their honor. He presented Barney with the plaques at the B-17 meeting at the Chino Airport and had him pass on Mike's plaque.



Photo by Harlis Brend

### **Ethel Margolin**

(Continued page 4)

On April 9<sup>th</sup> Ethel Margolin showed the group a video of her participation in the Gary Sinise Soaring Valor Tour she took in October 2017. The video was created especially for her focusing on her activities. A nice bonus from the Gary Sinise Foundation.



Photo by Harlis Brend

## Frank Lopez

Talked to the group about the battles of the Philippines and his experience of taking Kent Kellegrew to reunions.

**April 16, 2018**



Photo by Harlis Brend

## Abe Hoffman

On April 16<sup>th</sup> Abe Hoffman talked to us about the German Graf Zeppelin's visit to Los Angeles in 1929 during an around the world flight and a close call it had in LA. The airship was over two football fields long (776ft) and 10 stories high. The trip cost the German Government

\$250,000. William Randolph Hearst paid \$100,000 to have correspondents on board to report the flight. One of them was Lady Hay Drummond -Hay who would be known as the first woman to circle the globe.

The gondola held 20 passengers that paid \$3,000 for the trip. The two-story passenger gondola had 20 bedrooms, a dining room, a ballroom area and many other amenities. Since it was filled with hydrogen no smoking was allowed. It took hundreds of men to secure and service the airship and thousands watched the landing and takeoff. Celebrities were in the crowd. A banquet was held to honor the passengers and crew.

When it arrived in LA to land at Mines Field a temperature inversion made it difficult to bring the ship down, requiring the valving of large quantities of hydrogen. The lost hydrogen could not be replaced at Los Angeles, and the takeoff, with the ship unusually heavy, was even more challenging.



Graft Zeppelin at Los Angeles, August 26, 1929

Captain Hugo Eckener and his officers feared they could experience the same phenomenon on departure; their ship might be trapped on the ground like Los Angeles smog, buoyant in the cold air at ground level but without enough lift to climb through the warmer layer above.

To make things worse, the hydrogen tanks at Mines Field did not have enough gas to replenish all the hydrogen that had been valved to land. Eckener ordered drastic measures to lighten the ship: Fuel and water ballast were reduced to minimum levels; anything that could be left behind was offloaded; and Eckener sent six crewmen ahead to Lakehurst, the next stop, by train. But even that did not lighten the ship enough for it to rise into the warm air over the field. Eckener decided to use aerodynamic lift to force the heavy ship to climb, and with four of the engines at maximum power the ship raced down the field with its elevators pointed up to lower the tail and raise the nose. But even at sixty miles per hour the ship would not climb. Raising the elevators farther would cause the tail to hit the ground, but as the ship approached the high-tension lines at the edge of the field Eckener knew he had no choice; if the ship hit the electrical wires it would be destroyed in a blaze of flaming hydrogen. (Continued Page 5)



Eckener ordered the elevators full up; the tail fin was driven into the ground and it dug a furrow almost 200 feet long as the ship scraped along. Finally, the nose lifted upward, and the gondola cleared the wires by a matter of feet.

But the danger was far from over. While the ship's nose was now clear, its tail was still below the fast-approaching wires. Choosing his moment carefully, Eckener ordered his son Knut, who was handling the elevator wheel, to apply 'full down' elevator; the ship's nose pivoted down, the tail raised up, and the tail fin cleared the wires, just barely. Graf Zeppelin had come within a few feet of destruction.

**April 23, 2018**



Photo by Harlis Brend

## Mike "Majik" Boyd

Mike "Majik" Boyd sang his song "American Soldier – Thank You for All the Things You Do" on April 23<sup>rd</sup>. Mike had attended our meetings in the past and wanted us to hear the song he wrote and recorded on his *Singboy Record* label. He is a veteran's supporter and attends many events in the area. Thank you, Mike, for what you do!



Photo by Harlis Brend

## Jim Webb

Also, on April 23<sup>rd</sup> Jim Webb from the Boys Scouts of America visited our Monday meeting. Jim is the Exploring Executive for the area and attends Tuesday meetings in Tarzana where he is establishing a Disaster Emergency Pod.

His Boy Scout Council has over 1,500 scouts with 135 Eagle Scouts. Exploring is one of five Scout Programs training scouts in 12 career fields. The West Los Angeles area has number of scouts training for careers in Law Enforcement. Jim's current focus is working with establishing 22 Disaster Emergency pods in the area with support from Kaiser Permanente. Once a pod has been provisioned the perishable provisions have to be maintained by an Explorer Scout.

**April 30, 2018**

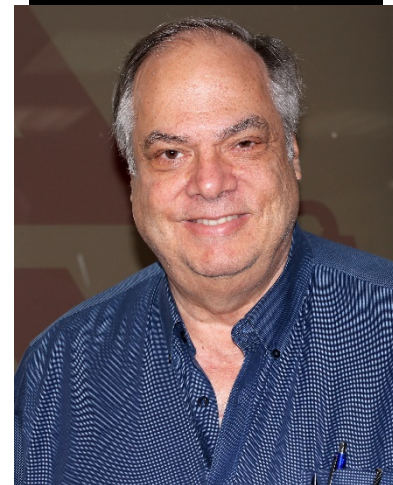


Photo by Harlis Brend

## Mark Neudorff

Mark Neudorff, Canoga Park Chamber-Commerce visited our meeting on April 30<sup>th</sup> to invite Wings Over Wendy's to participate in the annual Canoga Park Memorial Day Parade.



Photos by Harlis Brend

## "Donut Dollie" Dorset Anderson and her son Norm

(Continued Page 6)

Norm Anderson returned to a meeting on April 30<sup>th</sup> to introduce his mother to the group. Norm's documentary "The Donut Dollies" was seen by several Wings Over Wendy's members on the 29<sup>th</sup>. They reported rave reviews.



Photo by Harlis Brend

## Bonnie Bowden

The high light of the April 30<sup>th</sup> meeting was a thirty-minute concert performed by Bonnie Bowden. Bonnie sang eight songs from a variety of styles. They included:

***Fools Rush In*** – Johnny Mercer & Ruby Bloom

***You Make Me Feel So Young*** – Josef Myros & Mack Gordon

***You'll Never Know*** – Harry Warren & Mack Gordon

***One Note Samba*** – Antonio Carlos Jobim

***Everlasting*** – Allyn Lewis & Bob Ralston

***Mambo Italiano*** – Bob Merrill

***O Mio Babbino Caro*** – Giacomo Puccini

***Music of The Night*** – Andrew Lloyd Webber

The surprise of the performance was the song: ***Everlasting*** which was written by Wings Over Wendy's member Al Lewis as a love song to his wife. Bonnie has an outstanding voice and we hope to hear her again.



Ed Reynolds presenting Bonnie with Wings Over Wendy's mementoes  
Photo by Harlis Brend

## PROFILES



## Dick Gross

By Chuck McNary

Dick Gross grew up in the San Fernando Valley where he graduated from John H. Francis Polytechnic High School in Sun Valley, CA. At the age of 17 and with the world at war, he had a desire to serve his country and enlisted at Ft McArthur on July 13, 1944. Six months later he was called to active duty on Jan 26, 1945.

He received basic training at Amarillo Air Base and was there on VE Day. Staying in the states, he was assigned to Castle Air Base, Merced, CA where he painted anti-glare paint on the back sides of propellers of AT-6 trainers to avoid blinding sun flashes. He was then transferred to Yuma Air Base, Yuma AZ, and was there for VJ Day. At Yuma he worked in the motor pool where he was trained to drive various vehicles including 2.5 ton trucks.

Given his Motor Pool training Dick was selected to ride as co-driver in his group's Army bus on night ride from Yuma to Pomona where he found pleasure in erratic fast driving before being cautioned by his senior officer. On another evening out at the closing night of the Stage Door Canteen Dick and his young colleagues were surprised by the entertainment duo of Roy Rogers and Dale Evans, a very special treat for young impressionable non-coms.

The war was over, but he still had to serve so he was transferred to Keesler Field, Biloxi, Miss arriving ahead of his personnel records and was relegated to odd jobs (including KP). The final assignment of his 8 months on active duty was to March Air Base where he was discharged on November 14, 1945. His short tour of duty and numerous moves coincided with the rapid down-sizing of the Air Force at the end of WWII.

As a 19-year old Dick was not well prepared to enter the work force. He took advantage of the GI Bill to attend USC for two years before dropping out, not knowing what career path he wanted to follow. (Continued Page 7)





Footnote one. Consequently, on December 7, 1941 Grumman held a ceremony to open a new plant and display the new TBF to the public. On that day the Imperial Japanese Navy attacked Pearl Harbor. The plant was quickly sealed off to guard against possible sabotage.

Footnote two. During WWII, on September 2, 1944 a TBF Avenger was shot down while flying with USN torpedo squadron 51. The pilot was Lt. George H. W. Bush. He was rescued and went on to become the 41<sup>st</sup> President of the United States.

“Salute to you, George”

## ‘I thought I was done’: George H.W. Bush faced death at 20 during WWII

By Rachel Siegel April 23 at 10:44 PM  
The Washington Post



A young George Bush, center, with Joe Reichert, left, and Leo Nadeau during World War II. (Robert B. Stinnett/National Archives)

A high school senior on Dec. 7, 1941, Bush was walking the campus of Phillips Academy Andover when he first heard the news that the Japanese had bombed Pearl Harbor. According to Bush biographer and presidential historian Jon Meacham, Bush’s immediate reaction was to serve.

“After Pearl Harbor, it was a different world altogether,” Bush would later recall for Meacham’s biography, *Destiny and Power: The American Odyssey of George Herbert Walker Bush*. “It was a red, white, and blue thing. Your country’s attacked, you’d better get in there and try to help.”

Bush initially decided he wanted to become a pilot — and fast. He briefly considered enlisting in the Royal Air Force in Canada because, as Bush told Meacham, he “could get through much faster.” But Bush was lured by naval service, inspired by the grandeur of the Navy’s power, and its reputation for camaraderie and purpose. A combination of flying and the Navy fit just right.

That winter, Bush was not yet 18 years old. He’d go home for his last Christmas out of uniform. And at a Christmas dance, he’d set his eyes on Barbara.

On June 12, 1942, Bush turned 18 and graduated from

Andover. After commencement, he left for Boston to be sworn into the Navy. Nearly one year later, Bush became an officer of the United States Naval Reserve and earned his wings as a naval aviator. Meacham speculates that Bush was likely the Navy’s youngest flying officer just days shy of his 19th birthday. He was assigned to fly torpedo bombers off aircraft carriers in the Pacific theater.

At dawn on Sept. 2, 1944, Bush was slated to fly in a strike over Chichi Jima, a Japanese island about 500 miles from the mainland. The island was a stronghold for communications and supplies for the Japanese, and it was heavily guarded. Bush’s precise target was a radio tower.

At about 7:15 that morning, Bush took off through clear skies along with William G. White, known as “Ted,” and John “Del” Delaney. Just over an hour later, their plane was hit. Meacham wrote that smoke filled the cockpit and flames swallowed the wings. Bush radioed White and Delaney to put on their parachutes.

“My God,” Bush thought to himself, “this thing is going to blow up.”

Choking on the smoke, Bush continued to steer the plane, dropping bombs and hitting the radio tower. He told White and Delaney to parachute out of the plane, then climbed through his open hatch to maneuver out of the cockpit.

“The wind struck him full force, essentially lifting him out the rest of the way and propelling him backward into the tail,” Meacham wrote. “He gashed his head and bruised his eye on the tail as he flew through the sky and the burning plane hurtled toward the sea.”

As Bush floated in the sky tethered to a parachute, he saw his plane crash into the water and disappear below. Then he hit the waves, fighting his way back up to the surface and kicking off his shoes to lighten his load.

“His khaki flight suit was soaked and heavy, his head was bleeding, his eyes were burning from the cockpit smoke, and his mouth and throat were raw from the rush of salt water,” Meacham wrote.

Fifty feet away bobbed a life raft that Bush managed to inflate and flop onto. But the wind was carrying him toward Chichi Jima, so Bush began paddling in the opposite direction with his arms. Bush would later learn of horrific war crimes committed against American captives at Chichi Jima, including cannibalism.

[‘We knew the ship was doomed’: USS Indianapolis survivor recalls four days in shark-filled sea]

“For a while there I thought I was done,” Bush told Meacham.

He was alone, vomiting over the side of the life raft and slowly grasping that White and Delaney were gone. Hours passed. He cried and thought of home. Barbara would soon receive a letter from him saying “all was well,” but she had no true way of knowing. The letter was dated before his plane had been hit. (Continued on Page 9)



Bush, who would win the Distinguished Flying Cross for heroism under fire, thought he was delirious when, suddenly, a 311-foot submarine rose from the depths to rescue him.

“Welcome aboard, sir,” greeted a torpedoman second class.

“Happy to be aboard,” replied the future commander in chief.

## Thunderbird's #4 Crashes



On April 4, 2018 Major Stephen Del Bagno, 34, of Valencia was killed in an aircraft crash. He was performing a routine aerial demonstration as a pilot of the Thunderbirds Team of F-16's and was preparing for the Air and Space Exposition in Riverside County, California. He was the squadron's slot pilot and flew the number 4 F-16 and was alone. The accident occurred near the test and training range of Nellis Air Force Base outside of Las Vegas, Nevada. Del Bagno had more than 3,500 flight hours in 30 different aircraft, 1,400 hours were as an Air Force pilot. Prior to joining the Thunderbirds, he had served with the 58<sup>th</sup> Fighter Squadron at Nellis Air Force Base as a Stealth evaluation pilot.

Major Del Bagno graduated from Utah Valley State University and received his commission from Officers' Training School, Maxwell Air Force Base, Alabama in 2007. He was a former civilian flight instructor and a banner two pilot, a skywriter and a corporate pilot, and at death a Thunderbird pilot. Aviation certainly was Del Bagno's passion. Too Soon “Gone West” in his Red Helmet.

By Plane Peggy Jean.

## Thunderbirds – A Brief Outline

On May 25, 1953, the Air Force official air demonstration team was activated at Luke Air Force Base, Arizona. The unit adopted the name Thunderbirds influenced by the native American culture and folklore

from the Southwestern United States where Luke Air Force Base is located. They flew the F-84G Thunderjet as was well suited for aerobatic and demonstration maneuvers but could not exceed the speed of sound. In 1955 they switched to the swept-wing F-84F Thunderstreak for one season. They then traded that aircraft for the world's first supersonic aerial demonstration jet, the F-100C in 1956, and flew it until 1963. The F-105B Thunderchief performed six shows between April 26 and May 9, 1964, and then following an accident in the F-105, they transitioned back to the F-100 Super Saber “D” models which remained with the Thunderbirds for the next 4 years. In 1969, The McDonald Douglas F-4E Phantom began the team's conversion. Although other modifications were made the paint scheme was changed due to the need of a paint to resist heat and friction at Mach 1 speeds. The result was the white base and remains today as part of Thunderbird aircraft design.

In 1974 a fuel crisis caused a change to the T-38A Talon. Although the Talon did not fulfill the tradition of flying front line jet fighters, it did demonstrate as a prominent Air Force aircraft. The First red, white and blue F-16A was assigned to the Thunderbirds and was delivered to Nellis Air Force Base on June 22, 1982.

The team flew the F-16 for the 1983 Show season again flying a front-line fighter. There has been thirty-five years and so much history between 1983 and 2018. They are still flying the mighty F-16C Fighting Falcon and also flying two F-16D twin seat trainers.

“Keep ‘em flying America's Ambassadors in Blue, flying the Red, white and blue fighting falcons.”

Researched and written by Peggy Jean Bassett

## Thunderbirds Add Pilot to Replace Officer Killed in Crash

The Associated Press 26 Apr 2018

LAS VEGAS — A veteran U.S. Air Force Thunderbirds pilot is returning to the aerial demonstration team to replace a colleague who died during a training flight three weeks ago.

An Air Force statement said that while Maj. Nick Krajicek requalifies, the six-member team has canceled plans to appear at air shows in Charleston, South Carolina, and in Fort Lauderdale, Florida.

Air Force Master Sgt. Christopher Boitz at Nellis Air Force Base confirmed that Krajicek is returning to the Thunderbird 4 slot position he held in 2016 and 2017.

The Air Force is investigating the April 4 crash of an F-16 Fighting Falcon that killed Maj. Stephen Del Bagno in the remote Nevada Test and Training Range north of Las Vegas.

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# Boeing 737 Incident April 18, 2018.

Captain Tammie Jo Shults of Southwest Airlines safely landed the 737 Jetliner flight 1380 after the jetliner engine was torn apart in midair, the flying shrapnel shattered a window nearly sucking a female passenger out. Sadly, she was killed. Capt. Shults took the jetliner into a rapid descent with nerves of steel calmly reacting to the catastrophe. The passengers used oxygen masks that dropped from the ceiling, Tammi Jo made an emergency landing safely at Philadelphia International Airport. Tammi Jo's husband is also a Southwest pilot. He said "She is as smart as a tack", - "I'll agree to that." said Plane Peggy.

Tammie Jo Shults graduated from Mid-American Nazarene University in Kansas in 1983. Then she signed up with the U.S. Navy and as Lt. Commander was the first female fighter pilot in the U.S. Military and broke barriers as a Navy pilot.

By Peggy Jean Bassett.

## Southwest 1380 Pilots Steered a Well-Timed Descent

Abrupt dive was needed to get to a breathable altitude; 'you can't do it slower'



NTSB investigators examined the damaged engine on Southwest Flight 1380 in Philadelphia April 17. PHOTO: HANDOUT/GETTY IMAGE

By Jo Craven McGinty April 27, 2018 9:00 a.m. ET  
**THE WALL STREET JOURNAL**

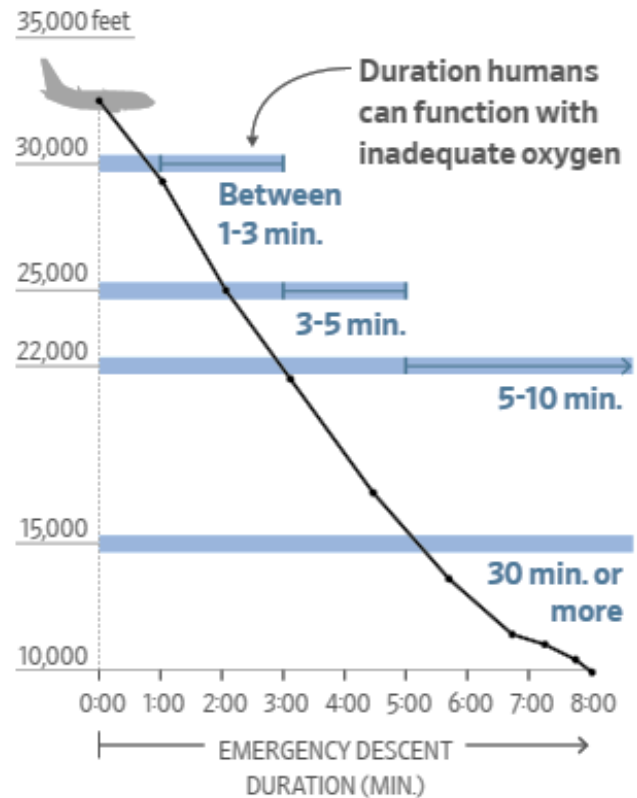
When the left engine of Southwest Flight 1380 broke apart last week, shattering a window of the aircraft and causing the Boeing 737 to lose cabin pressure, the pilots pushed the nose of the plane down and zoomed from 32,500 feet to 10,000 feet in about eight minutes.

The abrupt dive led some passengers to describe the change in altitude as a free fall. But the pilots appear to have executed a perfect emergency descent.

The reason for the steep drop was straightforward: Without enough oxygen, everyone aboard the plane could lose consciousness.

### Prepared for Landing

Pilots of Southwest Flight 1380 executed an emergency descent after losing an engine and cabin pressure. The goal is to quickly descend to an altitude where people can breathe.



Sources: Courtesy of FlightAware (descent information); SKYbrary Aviation Safety (duration humans can function)

At 35,000 feet, the duration of useful consciousness—the length of time pilots can perform their duties efficiently while deprived of adequate oxygen—is no more than 60 seconds. At 30,000 feet, they can hang on for as long as three minutes. At 10,000 feet, the air is breathable.

Masks provide pilots with pressurized oxygen that could last several hours, but passengers receive only 10 to 20 minutes of oxygen with no pressure. At more than 30,000 feet, even with the air flowing, they're in an emergency situation, so when an airplane's cabin depressurizes, the goal is to quickly descend to an altitude where people can breathe.

"You can't do it slower," said Chris Manno, a former Air Force pilot who now flies 737s for American Airlines. "You have to get to a habitable altitude as soon as possible."

Although it's uncommon for two abnormal events to happen simultaneously, the Southwest Airlines Co. pilots were able to respond coolly to engine failure and cabin depressurization because, like all commercial pilots in the U.S., they regularly train for the malfunctions.

(Continued page 11)





On the West Coast, we now have the **WWII ADT Western Platoon**. We are the representatives of WWII ADT who live on the West Coast. We have partnered with the **Commemorative Air Force Inland Empire Wing** at Riverside Municipal Airport. CAF-Riverside is part of Commemorative Air Force headquartered at Dallas. "CAF members live in every state and 28 foreign countries. CAF has been collecting aircraft for nearly a half a century and now ranks as one of the largest air forces in the world." We do training jumps and static displays for the public out of their C-53 D-Day Doll.



D-Day Doll @ 2014 Wings Over Camarillo Airshow

"D-Day Doll" was built at the Douglas factory in Santa Monica, California. It is one of 159 C-53Ds and was delivered to Army Air Force on July 7, 1943. It was assigned to the 434th Troop Carrier Group and was stationed at various locations in the UK before being assigned to the 72nd Squadron. The group's D-Day mission was to tow gliders carrying reinforcements to 101th Division troops who had been dropped earlier in the night near Utah Beach. At 0119, June 6, 1944, 53 of the Group's planes, each towing a Waco glider took off from RAF Aldermaston Airfield for Normandy. D-Day Doll flew three missions on D-Day and the next day. It also participated at Market Garden in Holland, the re-supply of Bastogne and the crossing of the Rhine. It also flew various support missions and wounded evacuations to England. Source: <https://www.inlandempirecaf.com/ddaydoll>

## **The Western Platoon will have a Static Display at the August 18-19, 2018. Wings Over Camarillo Air Show.**

If you would like to get in touch with the article contributor, Franky Ortega (who is a member WWII ADT), regarding any of the WWII ADT Western Platoon upcoming events please don't hesitate to email him at: [frankyliketoteach@hotmail.com](mailto:frankyliketoteach@hotmail.com).

## **Colt 1911 --- A Great Story**

Nice story. Maybe yes, maybe no.

Owen John Baggett was born in 1920 in Graham, Texas. By 1941 he graduated from college and went on to work on Wall Street, but by the following year, he enlisted in the Army Air Corps (now USAF) when the United States entered the war.



A studious man, he graduated from pilot training in just five months and was sent to Burma, flying a B-24 Liberator. What happened the following year is one of those stories we just described.

On March 31st, 1943, Baggett and his squadron were sent on a mission to destroy a bridge of strategic importance. On their way, the B-24s got intercepted by Japanese Zeros which hit the squadron hard. Baggett's plane was riddled with bullets to such an extent that the crew was forced to bail out.

While parachuting, a Japanese pilot decided that downing the plane wasn't enough. He circled around and started shooting at the bailed out pilots, killing two of the crew. Seeing this, Baggett did the only thing he could. He played dead.

Not convinced Baggett was dead, the Zero pulled up to him at near stall speed, the pilot opening his canopy to check on his horrendous work. Not wasting any time and thinking on his feet (no pun intended), Baggett pulled out his pistol and shot the pilot right in the head.



This is considered the best shot by a Caliber .45 M911 pistol of ALL TIME.

The last thing he saw was the Zero spiraling toward earth.

When he landed, he and the other bailed out crew members were captured and sent to a POW camp where they remained till the end of the war. They were liberated by OSS agents and Baggett was recognized as the only person during the war to shoot down a Zero with a pistol.

Verification of story is at:

[https://en.wikipedia.org/wiki/Owen\\_J.\\_Baggett](https://en.wikipedia.org/wiki/Owen_J._Baggett)



# In Memoriam

## **Kent Kellegrew**

**September 5, 1923 to April 5, 2018**



Photos by Harlis Brend

One of Wings Over Wendy's faithful members, 94 years young, passed away April 6th. Kent was born in Minnesota, but spent his childhood in Salina, Kansas, where he survived the ravages of the dustbowl. He served as an Army corporal in the Pacific theatre during WWII. Wounded at Hacksaw Ridge, his battlefield return was cut short only by war's end. Several fellow soldiers credited Kent with saving their lives and stayed in touch throughout their lifetimes. He returned to post-war Los Angeles where he met and married Mary McMullin. Kent graduated from USC with a BA in Education. He had a 32-year career as an LAUSD elementary school teacher and was active with UTLA. He also was a mover for Bekins during summers. Kent and Mary raised two sons.

Later, he married Bonnie Thompkins. Kent continued to substitute teach and volunteer into his late 80s. Throughout his life, he enjoyed calligraphy, reading, and any party. He walked daily, even with advanced throat cancer. He attended Wings Over Wendy (veterans group) and a men's discussion group up until the last weeks. He was a kind, gentle, and tolerant man. He was an excellent listener and generous to a fault. He happily greeted each 'Top of the Morning' and everyday was 'Tip-Top'. His positive attitude was an inspiration to all.

Kent is mourned his sons Kent (Diane) and Scott (Denise) and grandchildren Brandi, Matt, and Eric. He is also missed by his stepchildren Andy, Lauri, Kerri, and Robert and grandchildren Jason, Brandon, Cassie, Jamie, Heather, Julie, Shawna, and Eric.

If one so choses, please donate to Gold Coast Veteran's Foundation in Kent's honor.

His son Kent (M) is a judge for the Superior Court of Ventura County.

# 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:

**Ellie Harrison**  
**Mort Green**  
**Richard Myers**  
**David Plumb**  
**Alice Stone**  
**Bill Tapp**

## Flower Donations



Lori Brainard of Pierce Flowers, 10621 Victory Blvd., North Hollywood, CA 91606; (818) 761-4280; has offered to donate an arrangement as shown above to the services for any Wings Over Wendy's member that 'flies west'.

## Wings News Staff

**Publisher:** Ed Reynolds

**Editor:** Judy Reynolds

**Reporters:** Peggy Jean Bassett,  
Ed Moreno,  
Chuck McNary  
Franky Ortega

**Photographers:** Harlis Brend,  
Ed Reynolds  
Mike LaVere  
Howard Swerdlick

**New Members:** Marion Lovelace  
Shirley Andrews

**Reminders:** Connie Hein

**Speakers:** Barney Leone

**Tours:** Warren Weinstein

**Treasurer:** Barry Chapman

**Store:** Bob Bermant

## April Birthdays

<b>Gus Manders</b>	<b>May 03, 1921</b>
<b>Stanley Salmore</b>	<b>May 03, 1924</b>
<b>Milt Weintraub</b>	<b>May 03, 1925</b>
<b>Glenn Gates</b>	<b>May 04, 1947</b>
<b>Richard Decurtins</b>	<b>May 05, 1947</b>
<b>Tom Carey</b>	<b>May 06, 1948</b>
<b>Micheal Bloxberg</b>	<b>May 10, 1934</b>
<b>Bob Bermant</b>	<b>May 11, 1940</b>
<b>Malcom Dipperstein</b>	<b>May 12, 1930</b>
<b>Michael Sugar</b>	<b>May 12, 1946</b>
<b>Ernest Dutcher</b>	<b>May 16, 1920</b>
<b>Charles Hooker</b>	<b>May 16, 1937</b>
<b>Karen Vegtel</b>	<b>May 16, 1950</b>
<b>Bob Peters</b>	<b>May 17, 1939</b>
<b>Fred Phillips</b>	<b>May 18, 1923</b>
<b>Lenny Bloom</b>	<b>May 20, 1931</b>
<b>Herbert Brooks</b>	<b>May 20, 1919</b>
<b>Stanley DeCovnick</b>	<b>May 22, 1932</b>
<b>Maurice Vasquez</b>	<b>May 22, 1968</b>
<b>Earl Minkin</b>	<b>May 25, 1934</b>
<b>Anne Marie Radel</b>	<b>May 25, 1960</b>

## New Members

We welcomed the following new members during the month of April 2018.

**Bill Attig**  
**Keith Blowers**  
**Bob Eisenhart**  
**Don Frimkess**  
**Harvey Krasner**  
**William Pagán**

**WOW's monthly food drive is Monday, May 7th**



## 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
Peggy Jean Bassett	Tom Bates
Bob Bermant	Ron Boggess
Paul Boghossian	Richard Burns
Juan Camacho	Barry Chapman
Patrick Daly	Howard Davis
Gerald Detamore	Skip DeYoung
Malcolm Dipperstein	Bob Donovan
Ernest Dutcher	Dick Edwards
Jan Edwards	Don Eisenberg
Don Foster	Anarg Frangos
Roscoe Frazier	Midge Gisel
Anita Green	David Greenberg
Richard Gross	Dick Guyer
Connie Hein	John Helm
Peter Helm	Richard Hernandez
Fred Kaplan	Andy Kopetzky
Louis Kridelbaugh	Larry Kushner
Nonie Lann	Al Lewis
Morris Litwack	David Loppnow
Ginger Lyon	Elmo Maiden
Ethel Margolin	Claude Maugein
Chuck McNary	Stan Opatowsky
Ed Phillips	Maurice Portnoy
Marce Rankin	Richard Raskoff
Cleo Reynolds	Ed Reynolds
Judy Reynolds	Maria Rodriguez
Ray Rodriguez	Jack Rolston
Bob Rose	Ray Rosenbaum
Abe Rosenzweig	George Rothman
Lezar Saunders	Bruce Schultz
Sam Schultz	Phil Shapiro
Art Sherman	Chip Stevens
Bob Stiles	Alice Stone
Howard Swerdlick	Bill Tapp
Jack Taube	David Timmerman
Maurice Vasquez	Karen Vegtel
Warren Weinstein	Avery Willis

**SFV Historical Society**

**PATRON \$10 CONTRIBUTION  
RENEWAL IS DUE IN MAY**



## 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!**



View: [www.wingsoverwendys.com](http://www.wingsoverwendys.com)

To see the:

- Newsletters
- Roster
- Calendar of events

## May Events

The month of May is traditionally one of the busiest months for Wings Over Wendy's members with many events requesting Veteran's to attend. A calendar of those events is posted on the [www.wingsoverwendys.com](http://www.wingsoverwendys.com) website with the details of each event such as time and address.

The following is a summary list as of May 6<sup>th</sup>.

**May 8<sup>th</sup>** - 11:00am - FBI Memorial Service, Westwood Federal building.

**May 9<sup>th</sup>** - 07:30pm - Canoga-Owensmouth Historical Society, Memorial Day Program

**May 17<sup>th</sup>** - 10:00am - Unveiling of Joshua Cullins Way

**May 18<sup>th</sup>** - 11:15am – North Valley Memorial Day Pass in Review

**May 18<sup>th</sup>** - 06:00pm – British United Services Club Ball

**May 19<sup>th</sup>** - 09:00am – ONE Generation Senior Symposium

**May 23<sup>rd</sup>** - 08:30am – St. Martins School Veterans Memorial Chapel and breakfast

**May 25<sup>th</sup>** - 08:45am - Northridge Academy HS Memorial Day Assembly

**May 26<sup>th</sup>** - 10:00am - Temple Valley Beth Shalom, Annual Veteran's event honoring Wings Over Wendy's veterans

**May 28<sup>th</sup>** - 08:00am – Memorial Day Parade

## ASH SCATTERING, MEMORIAL SERVICES & FLYOVERS

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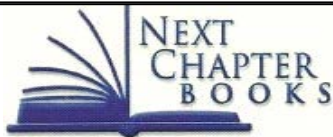
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