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Ed Reynolds Publisher

Email Wings News at Ed_ReynoldsJr@msn.com

Judy Reynolds Editor



Photo by Alan Hill

Boeing Satellite Systems Tour

June 27, 2018

Through an invitation arranged by Steve Klausner, Warren Weinstein scheduled a tour of the Boeing Satellite Development Center (SDC), El Segundo, facility on Wednesday, June 27th.

Thirty-seven members met in the Platt Village parking lot as a bus from Tourcoach Charter & Tours that arrived right on time at 08:45 and departed at 09:00. It took exactly one hour to arrive at the Boeing facility where they were met by Chip Stevens, Kurt Rademacher and Alan Hill who had driven to the event. The group was greeted assigned Visitor Badges, provided coffee and cookies and seated in a large conference room.

Kevin Gaston, a veteran himself, welcomed the group

and gave the rules of conduct for the tour such as no photography and mute cell phones, be escorted to rest rooms, emergency exits, etc. He then asked Fred Kaplan to lead the group in The Pledge of Alliance to the flag.

Enrico Attanasio, Director Navigation & Communications Programs then gave the group a slide show briefing, outlining the history of the Boeing Company and its acquisitions over 100 years. Enrico had spent over 30 years in the Satellite Systems business starting at the Aerospace Corporation, Hughes Space and Communications Company which opened its doors in El Segundo in 1961 and was acquired by Boeing in 2000.

(Continued Page 2)

Today, the Boeing Satellite Development Center (SDC) in El Segundo is the largest satellite factory in the world, encompassing more than 1 million square feet. In 55 years, the plant has produced satellites used for research, exploration, communication, navigation, entertainment, intelligence and surveillance. The SDC produced the first spacecraft to make a fully controlled soft landing on the moon and the first spacecraft to penetrate Jupiter's atmosphere. It also provided the radar for the Magellan spacecraft that took detailed images of Venus' surface.

Enrico provided slides of the various Boeing Satellites and their uses by both the military and commercial enterprises. He answered many questions about satellites, Boeing aircraft, future plans.

Following the briefing the group adjourned and divided into three groups. They were given 2-way headsets set to a tour group leader frequency. Each participant was given a small pouch containing:

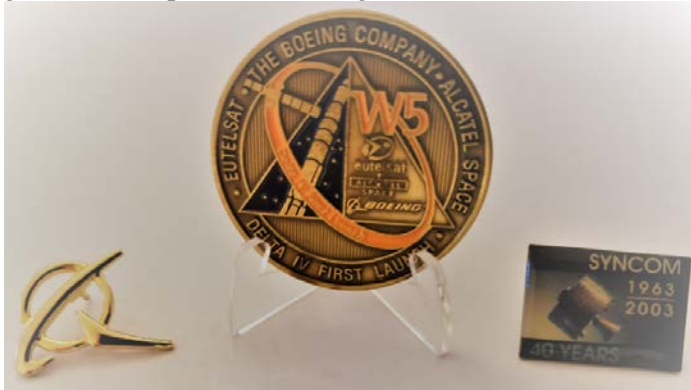


Photo by Ed Reynolds

The groups boarded the bus and were driven to building S01. The three Boeing Group Leaders: Leo Kopsombut, John Ochoa and Jim Glass then lead their groups on tours of the facility. Most of the facility required the wearing of a smock, cover over our hats and safety glasses.

The development of a satellite starts in an assembly area where the payload and electronics are integrated. It then moves to a Solar Array area and then into the High Bay areas to environment tests for thermal vacuum, vibration, and acoustics. The groups passed through an area that had a plaque on the wall for every satellite produced over 55 years. An impressive display!

Following the tour, the groups boarded the bus to travel to The Proud Bird Food Bazaar for lunch.

The lunch was provided by John Deluca, an Investment Advisor with strong ties to the former Hughes employees

Those attending the tour included: Alan Hill, Anita Green, Barney Leone, Bob Bermant, Bob Stiles, Bruce Schultz, Sam Schultz, Chip Stevens, Claude Maugein, Connie Hein, Dave Steinbacher, David Alvarez, David Greenberg, Ed Reynolds, Frank Lopez, Fred Kaplan, Harlis Brend, Howard Swerdlick, Jack Rolston, John Helm, Kurt

Rademacher, Lee Auger, Leon Waldman, Lezar Saunders, Lou Kridelbaugh, Mark Ax, Mike LaVere, Phil Aune, Richard Gross, Richard Kinder, Richard Raskoff, Ron Boggess, Sam Mulley, Shannon Muchow, Steve Klausner, Steve Eide, Tom Bates, Warren Weinstein, Marcene Rankin, and Carl Rankin.

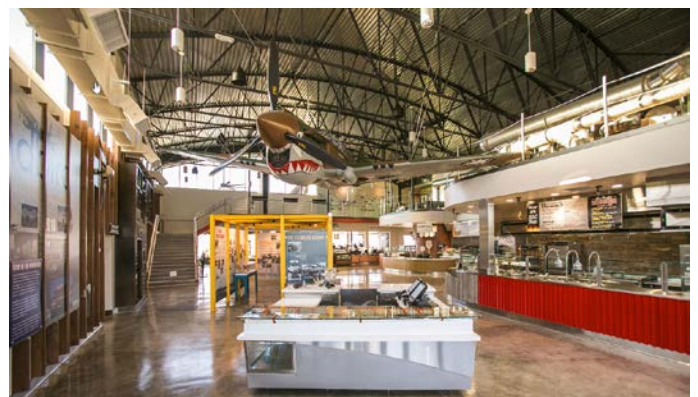
The Proud Bird

Many of the members on the tour had dined in The Proud Bird or attended meetings or events there in the past, but few had dined since it was remodeled into a "Food Bazaar" in 2017.

It was originally founded by David Tallichet in 1967. (He also founded the 94th Aero Squadron in Van Nuys) and became a popular gathering spot for aviation executives, LAX employees, plane spotters and just about everyone else involved in the aviation industry, with a very successful bar on the second floor where guests could enjoy a drink and listen to the control tower through tableside headphones.

Many of the organizations that Wings Over Wendy's members belong to had on occasion held events in the facility. As an example, the General Doolittle Chapter of the Air Force Association which Ed Reynolds and Lou Kridelbaugh served as Chapter Presidents in the 1980's and 90's held an annual event honoring the Doolittle Raiders at the Proud Bird.

Most of that has changed in the remodel to a "Food Bazaar".



The "Food Bazaar" has replaced the traditional dining area on the ground floor with 6 kitchens featuring Asian, Latin, Italian, BBQ and American cuisines.

The outdoor Airplane Park still exists with Tallichet's collection of WWII fighters. The P-40 was moved inside and exhibits for General Doolittle; Women Aviators, Tuskegee Airmen, Aztec Eagles and The Story of SpaceX have displays.

June Speakers

June 4, 2018



Photos by Harlis Brend

Mark Reed **“Sepulveda VA”**

On June 4th Mark Reed talked to Wings Over Wendy’s about the Sepulveda VA. He started the talk by reminding us that Rob Tillman is serving 8 years in prison for scamming off the top for selling or leasing VA property. The VA is stopping the Mental Health Internships and only has 3 Psychologists serving over 4 to 5 thousand veterans.

Mark said the West Valley needs representation that supports West Valley issues. He comes from a Military family. His father served as a LCDR in the USN, six brothers served in Vietnam. His mother worked at Lockheed as a riveter.

He talked about the situation with buildings 4 and 5 that have a 75year lease as a facility to treat drug addiction and because it is funded by HUD very few veterans are treated there.

His focus is to get the Sepulveda VA back to full hospital status with an Emergency Room and Surgery. The battlefield survival rate is so much higher than in the past, and the veterans from these conflicts need to be taken care

of. The facility is there but Washington wants to focus on West LA and Long Beach, not realizing the difficulty of the veterans that live in the Valley and north of the Valley to get over the mountains to reach those facilities.

He told us that the VA should be refurbishing and building more hospital specially to treat the homeless veterans’ mental health.

He has been fighting the issue for 8 years. The San Fernando Valley used to have three VA facilities and now only Sepulveda remains. It should be the “Shining Light” on the Hill!

Mark finished by answering questions.

June 11, 2018



Photo by Harlis Brend

Jack Norris **“Clyde East Aircraft Painting”**

Jack Norris talked to us on June 11th initially about the Mike Machat picture on the wall of Clyde East’s aircraft downing a German aircraft. He talked about how close to a photograph was Mike’s painting. Jack then talked about how the Spitfighter really saved the Battle of Britain, and the P-51 saved many B-17 crews.



(Continued Page 4)

He then talked to us about Norman Rockwell who also made perfect paintings. By many he was not considered an “Artist” rather he was an “Illustrator”. He discussed the pros and cons of art.

Jack then talked about the design of the P-51 and a mistake in the tail where the rudder was aft of the stabilizer which would affect the rudder’s ability to recover the plane from a stall and resulting spin.

After a little coaxing he told us about his history. Jack was a model airplane designer and won the national championship. He graduated from Ohio State with a Commission from USAF ROTC and was assigned to Wright Field in the Aircraft Branch, where he worked on the design of F-100, F-102, F-103, F-104, B-66. He started a company that designed flight controls for all the Boeing aircraft and then the maneuvering rockets for the Mercury, Gemini and Apollo spacecraft and then the control of the Disney animated Lincoln figure. He was also the Technical Director of the Voyer Flight around the world.

June 18, 2018



Photo by Harlis Brend

Ed Reynolds “North Korea”

The Monday after the historic Singapore meeting between President Trump and North Korea’s Kim Jong Un Ed Reynolds was astonished by the misinformation reported in the media. He was prompted to comment on what he considered many of the misconceptions described

in the media about North Korea and its people. Based on his tour of North Korea in September 2012 Ed told us about his trip, observations of the people and the landscape.

His trip started in Beijing and his tour group flew on a North Korean Airline Russian built aircraft. At airport arrival he had to surrender his cell phone (you can now keep then) and telephoto camera lens. They were returned on departure.

He admitted that he didn’t travel into the area along the China and Russian border but did see a lot of the countryside both on and off the highways between Pyongyang and the DMZ.

His tour deviated from a strict scripted tour when his bus was stuck in the mud on a detour from the main highway. That afforded him the opportunity to wander around a village without an escort to see the locals up close. They appeared to be well fed in that area growing vegetables on the roof of their houses and in place of lawns around their homes.

Ed described the hotel, subway and general impressions of the people in the villages and the city that differed greatly from the previous weeks’ media reports by “experts” which he suspected were more tightly controlled and scripted than he experienced.

After his description of his experience he answered questions from the floor. His opinion which he stated back in 2012 is Kim Jong Un wanted to be recognized as the leader of his country and get a “seat at the table” of world leaders.

He hopes the meeting with President Trump dials down the threatening rhetoric.



June 25, 2018



Photo by Harlis Brend

Jimmy Weldon “Old Glory”

On June 25th one of the original members of Wings Over Wendy's, Jimmy Weldon visited the Woodland Hills Wendy's meeting. He opened the meeting with his stirring rendition of “Old Glory” followed by The Pledge of Allegiance to the flag. Jimmy gave the members a short bio of his association with our founder Fred Blechman, his Beech Bonanza, his career in showbusiness as the voice of the Hanna-Barbera cartoon character “Yakky Doodle the little Duck” and as the host and ventriloquist in the locally produced television series “The Webster Webfoot Show.”

We see Jimmy at military events throughout the year and look forward to his visiting again and performing his longer rendition on the flag and the creation of “The Star-Spangled Banner”.



Photo by Harlis Brend

The Barney & Leon Show “The Gary Sinise Foundation Fund Raiser”

Our favorite entertainers performed on June 25th. What started out with what was supposed to be a report by Barney Leone on his weekend as the guest of Gary Sinise and a featured speaker at a Gary Sinise Foundation Auction Fund Raiser for veterans turned into a hilarious description of the adventure. Gary had told Barney he could bring a guest and Barney asked Leon to be the guest.

The adventure for them started with a limo pickup, a stay at the Hotel Angeleno and then, they attended the Fund Raiser at Dr. Frank Luntz's mansion located a short distance away in Brentwood. At the Fund Raiser they met many celebrities. Money raised went into the Gary Sinise Foundation which *supports those who sacrifice to defend our country: active duty, veterans, first responders, and their loved ones.*

Frank Luntz's mansion is like a museum including a replica of the White House Oval office.



Courtesy of the Hollywood Reporter

On Sunday Gary took Barney on a tour of his Moorpark, CA estate not far from the Reagan Library, before returning to West Hills.



Gary Sinise's house (Google Maps)
(Continued Page 6)

The differences between Barney and Leon in describing each event was met by uproarious laughter. The contradiction by each of them as the other described the event made us wonder if they both attended the same event. Gary Sinise should book them as a duo at his next fund raiser.

They finished our meetings for the month on a high note and had everybody leaving with smiles on their faces.

PROFILES

Moe Berg: Catcher & Spy



By Nick Acocella, ESPN Classic

"He [Moe Berg] bluffs his way up onto the roof of the hospital, the tallest building in Tokyo at the time. And from underneath his kimono he pulls out a movie camera. He proceeds to take a series of photos panning the whole setting before him, which includes the harbor, the industrial sections of Tokyo, possibly munitions factories and things like that. Then he puts the camera back under his kimono and leaves the hospital with these films," says Nicholas Dawidoff, a Berg biographer.

Moe Berg has long enjoyed a reputation as the most shadowy player in the history of baseball. Earning more notoriety for being a frontline spy than for being a backup catcher, it is difficult to separate fact from fiction in Berg's undercover career. Just Berg being a spy begs the question: How much of the fiction might have been used as cover?

In 1934, five years before he retired as a player, Berg made his second trip to Japan as part of a traveling major league All-Star team. One might wonder what the seldom-used catcher, a .251 hitter that season, was doing playing with the likes of Babe Ruth and Lou Gehrig.

Berg, who spoke Japanese, took home movies of the Tokyo skyline that were used in the planning of General Jimmy Doolittle's 1942 bombing raids on the Japanese

capital. The U.S. government wrote a letter to Berg, thanking him for the movies. Biographies, magazine articles and word of mouth have elevated this story into the stuff of legend.

The only utility player to be the subject of three biographies, few of his accomplishments came in the batter's box. It was Berg who St. Louis Cardinals' scout Mike Gonzalez was describing when he coined the phrase "good field, no hit" in the early 1920s.

In his 15 major league seasons, in which he played just 662 games, Berg was a lifetime .243 hitter.

He started out as a slick-fielding utility infielder before the Chicago White Sox in 1927 moved him to catcher, where he then found his niche as a substitute backstop, filling that role until he retired in 1939.

In only one year did the 6-foot-1, 185-pound Berg appear in more than 100 games; he played in fewer than 50 games in 12 seasons. But he was a brilliant scholar, picking up degrees from Princeton and Columbia Law School and studying philosophy at the Sorbonne.

His linguistic skills inspired this observation by a teammate: "He can speak seven languages, but he can't hit in any of them."

Berg was a hit with people, though. He had a reputation for charm and erudition that brought him introductions to powerful people, such as the Rockefeller family, who ordinarily did not associate with ballplayers.

Morris Berg was born in a cold-water tenement on East 121st Street in Manhattan on March 2, 1902, to Russian-Jewish immigrant parents -- Bernard, a druggist, and Rose. The family moved across the Hudson River to Newark, N.J., in 1906.

At seven, Berg began playing baseball for a Methodist Church team under the pseudonym Runt Wolfe. He later starred at Barringer High School. From there, it was on to Princeton, where he majored in modern languages and played shortstop on the baseball team. He and a teammate, also a linguist, would communicate on the field in Latin.

After graduating magna cum laude in 1923, Berg was signed by Brooklyn, for whom he played shortstop and batted .186 in 49 games. After spending the winter at the Sorbonne in Paris, he returned to the United States and played two seasons in the minors.

A student at Columbia Law School, in 1926 he joined the White Sox, who had bought his contract from Reading of the International League. Berg became a catcher by accident the next season. In August 1927, after three Chicago receivers were injured in a matter of days, he volunteered for the job.

A deft handler of pitchers and possessor of a rifle arm, by 1929 he was the White Sox's regular catcher. He hit a career-high .288 in 106 games and received two votes in balloting for the American League's Most Valuable Player.

(Continued Page 7)



North American B-45



Convair XB-46



Martin XB-48

The powerplant was to be General Electric's new TG-180 turbojet engine.

In May 1945, the von Kármán mission of the Army Air Forces inspected the secret German aeronautics laboratory near Braunschweig. On von Kármán's team was the eminent chief of the technical staff at Boeing, George S. Schairer. He had heard about the controversial swept-wing theory of R. T. Jones at Langley but seeing models of swept-wing aircraft and extensive supersonic wind-tunnel data generated by the Germans, the concept was decisively confirmed. He wired his home office: "Stop the bomber design" and changed the design of the B-47 wing.

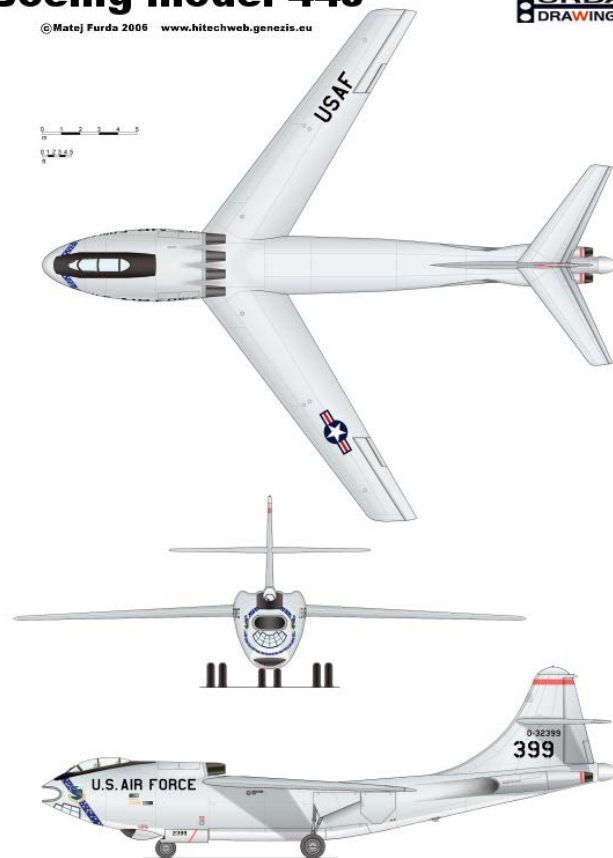
Analysis work by Boeing engineer Vic Ganzer suggested an optimum sweepback angle of about 35 degrees. Boeing's aeronautical engineers modified their Model 432 design to include swept wings and tail, resulting in the "Model 448", which was presented to the USAAF in September 1945. The Model 448 retained its four TG-180 jet engines in its forward fuselage, with two more TG-180s in the rear fuselage. The flush-mounted air intakes for the rear engines were inadequate, while the USAAF disliked

the installation of engines within the fuselage, considering it a fire hazard.

Boeing model 448

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FURDA
DRAWINGS



The engines were moved out to streamlined pods (pylon mounted) under the wings, leading to the next iteration, the Model 450, which featured two TG-180s in a twin pod mounted on a pylon about a third of the way outboard on each wing, plus another engine at each wingtip. The Army Air Force liked this new configuration, and so Boeing's team of engineers continued to refine it, with the outer engines being moved further inboard, to about 3/4 of the wingspan. The thin wings provided no room into which wheels could be retracted, so a "bicycle landing gear" was chosen, with the two main gear assemblies arranged in a tandem configuration and outrigger struts fitted to the inboard engine pods. As the landing gear arrangement made rotation (i.e., lifting the nose during takeoff) impossible, the landing gear was designed so that the aircraft rested on the ground at the proper angle for takeoff.

The USAAF was very pleased with the refined Model 450 design, and in April 1946, the service ordered two prototypes, to be designated "XB-47". The XB-47 design was selected over the Martin XB-48

As a result, the country's first swept Wing multiengine strategic bomber was a revolution in aircraft design. Every large jet aircraft today is a descendant of the Boeing B-17 concept of slender 35 degree swept back wings and placing the engines in pods (nacelles) suspended under the wings.

(Continued Page 9)

Thrust reversers and anti-skid brakes were not yet developed, so a ribbon type drag parachute reduced the B-47's landing speed. The B-47 Stratojet was an American long-range bomber designed to fly at a high altitude to avoid enemy interceptor aircraft. Once airborne, the B-47 jet broke speed and distance records in 1949, and it crossed the U.S. in under four hours.

The B-47 needed defensive armament only in the rear, because no fighter was fast enough to attack from any other angle. The armament was two 20 mm cannons mounted in a remote-controlled turret. Bombs were 25,000 pounds of ordinance. Since the B-47 series up to this point held inherently short operational range of fuel, an in-flight refueling boom receptacle was added to the right side of the nose section to increase range as well as jettison external fuel tanks between the outboard and inward pairing of the engines. This addition deleted the bombardiers' glazed nose cone. The changes resulted in a heavier end product than the XB-47 and B-47A and required several weight-saving measures, including removing of the ejection seats.

In the early 1950's the delay of delivering the RB 47E's led to 90 B-47s being converted to an interim reconnaissance aircraft and were fitted with 8 bomb-bay pods and designated YRB-47s taken swapped for the new RB-47 E in 1954. Delivery of the RB-47E to the USAF began in 1953. Over 240 examples were eventually produced. The 55th Strategic Reconnaissance Wing operated four detachments of RB47's .

Dick Kinder, who was profiled in the June 2018 *Wings News* flew missions in the RB-47.

Reported by Plane Peggy and Ed Reynolds with details from Wikipedia.

P-38 "Glacier Girl"- Amazing Recovery



Lewis Air Legends

On July 15th, 1942, a P-38 Lightning, later christened "Glacier Girl" was a new aircraft rolled out of Lockheed Aircraft along with hundreds of others that were assigned to the United States Army Air Force to be part of the squadrons fighting in Europe. The P-38 "Glacier Girl" was

part of the squadron of six P-38s and two B-17's with 25 crew members taking off from Presque Isle Air Base in Maine. They were to base hop to Scotland across the Atlantic.

Not all made it across. This Squadron of eight planes were forced to an emergency landing on a remote ice cap in Greenland and miraculously, none of the crew members were lost. They were all rescued and home safely after nine days on the desolate ice. The planes became known as *The Lost Squadron*.

After 50 years of searching and excavation, a P-38 was discovered. It was buried as deep as the height of a 25-story building and had drifted over a mile from its original location. In 1992 Rodney Lewis, her new owner, a pilot and president of the Lewis Energy Group in San Antonio, Texas, bought the fighter and began preparations to recover the P-38 from her icy tomb! It was deep and frozen in time from 1942 to 1992 in the glacier.

A Kentucky business man Roy Shoffner financed the Greenland Expedition. A team formed by Pat Epps and Richard Taylor brought Bob Cardin on board as expedition leader. Bob had a hearing device called the "Super Gopher" that circulated hot water through a metal cone that melted shafts four feet in diameter and created a cavern around the P-38. The plane was carefully disassembled, and it took three days of hand cranking to bring the pieces up with the final solution on August 1, 1992. The plane was in remarkable condition and about 80 to 85% could be reassembled to original condition. After a decade of grueling reconstruction, she rolled out for her first public flight since she rolled out of Lockheed in 1942. A crowd pleaser for sure, rescued from her grave and saved from enemy fire and flack. She flies once again. "A Warbird Queen of the Sky." said Plane Peggy.

Researched and written by Peggy Jean Bassett.

Long Ago in Chatsworth a Commando Crashes



Standard Airlines C-46
(Continued Page 10)

July Birthdays

Joe Birg	July 02, 1932
Marge Callahan	July 03, 1927
Don Frimkess	July 03, 1945
Kevin Larosa Sr	July 03, 1950
Gordon Maxson	July 04, 1925
Chuck Slezak	July 04, 1943
Steve Morse	July 06, 1948
Dave Steinbacher	July 06, 1937
Howard Davis	July 07, 1936
Kurt Rademacher	July 07, 1961
Gary LaPook	July 08, 1947
Avery Willis	July 11, 1943
Thomas Cleaver	July 13, 1946
Bob Thomas	July 13, 1924
Louis Kridelbaugh	July 14, 1944
Warren Phelps	July 16, 1936
Anita Green	July 17, 1938
Skip Madsen	July 17, 1943
David Rose	July 17, 1949
Maurice Starr	July 18, 1930
Allan Hitterdal	July 19, 1930
Patrick Huff	July 19, 1948
Ken Sobel	July 21, 1944
Nathan Wolfstein	July 21, 1949
Jack Taube	July 23, 1927
Patric Daly	July 24, 1946
Steve Eide	July 24, 1946
Keith Patri	July 26, 1960
Lezar Saunders	July 26, 1932
Elmo Maiden	July 27, 1919
Oscar Stein	July 27, 1923
Ray Johnson	July 29, 1928
Art Sherman	July 29, 1921
Mark Kalbfeld	July 30, 1959

New Members

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

Jonathan Schaefer
Howard Leeds
Don Robbins
Carl Wakamoto

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	Peggy Jean Bassett
Tom Bates	Bob Bermant
Steve Birgel	Ron Boggess
Paul Boghossian	Juan Camacho
Juan Camacho	Barry Chapman
Patrick Daly	Howard Davis
Gerald Detamore	Skip DeYoung
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John Helm	Richard Hernandez
Manny Iglesias	Fred Kaplan
Andy Kopetzky	Louis Kridelbaugh
Larry Kushner	Nonie Lann
Al Lewis	Morris Litwack
Ginger Lyon	Elmo Maiden
Thomas Maiden	Ethel Margolin
Stan Opatowsky	Ed Phillips
Maurice Portnoy	Marce Rankin
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	Dan Stark
Dave Steinbacher	Bob Stiles
Howard Swerdlick	Bill Tapp
Jack Taube	David Timmerman
David Tostenson	Leon Waldman
Warren Weinstein	Avery Willis

SFV Historical Society

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

To see the:

- Newsletters
- Roster
- Calendar of events
- Pictures & Videos of members

WOW's monthly food drive is Monday, July 2nd



Wings News Staff

Publisher: Ed Reynolds

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Reporters: Peggy Jean Bassett,
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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



Actions Speak Louder Than Words

On June 6, 2018 Kevin Schmiegel sent out a message challenging us to support their Care Packages. Many of Wings Over Wendy's donate their time in support of the Operation. I want Wings Over Wendy's to support the Operation in addition to volunteering time. Working with members like Karen Vegtel we came up with the idea of a post card that individuals could write a message on and have it included in a Care Package.

I printed 1,000 of the cards in the design below that I will distribute to our members to write a personal message on the back.



Ed Reynolds

Monday Meeting Facilitator

Events

As of this date there is no Group event scheduled for July 2018, but August 17-18, 2018 is the Wings Over Camarillo Air Show



Gates open at 9:00 AM each day and close at 5:00 PM.
Aerial performance from 12:00 PM -4:30 PM.

There will be a Veterans Tent and Frank Lopez is arranging space for each Wings Over Wendy's member that plans on a display.

AIRCRAFT PERFORMANCES AND STATIC DISPLAYS"

P-51 (Man of War, Miss Kandy and Red Tail)

Bearcat

Hellcat

Yak-3

Zero

P-38

P-63

B-25

PB-J

PT-22

Vampire, Spitfire and L-29. The Vampire will first be flying with the last of the great British WW-II fighters (Spitfire MK-14) and then will be flying in a Dog Fight scenario against a L-29 Delfin Warsaw Pac training jet.

C53 Skytrooper – Built in 1942-1943, played a very vital role in the D-day invasion of Normandy. Will be dropping 8-10 Re-enactor WW-II Parachutists using the Static Line just as done on 6 June 1944.

West Coast Ravens – Experimental RV Aircraft doing formation maneuvers similar to Blue Angeles.

Condors – AT-6 and SN-J – WWII advanced trainers; Fly maneuvers similar to what advanced training that was required for combat

T-34 Mentors – Post WW-II Navy and USAF basic trainer. Navions – Always a crowd pleaser with their formation flying.

Ventura County Sheriff's Organization Air Unit will demonstrate their firefighting and water drop capability in their **UH-1**.

Ventura County Sheriff's Organization UAS Unit will demonstrate the capability to video track automobiles during the Classic Car Parade.

Lancairs, Glassairs, Dragon Fly, J-3 Cub – Experimental airplanes are home-built and many of these flying are built in Ventura County.

STATIC ONLY DISPLAYS

Boeing C-17 Globemaster III is a USAF strategic and tactical airlifter in current service. In continuous production longer than any other military aircraft, the C-130 has earned a reputation as a workhorse ready for any tactical airlift mission, anywhere, anytime.

C-47 Skytrain first flew in 1941, served in every theater in WWII and is still serving around the world even today.

F/A-18 is a twin-engine supersonic all-weather carrier aircraft designed as both a fighter and attack aircraft with speeds up to Mach 1.8; also used by Navy's Blue Angels.

The E-2s are the eyes (radar coverage) for the US Navy Strike Groups at sea. Stationed at Pt. Mugu and supporting the Pacific Fleet, the E-2 has been commonly referred to as the "Hummer" because of the distinctive sounds of its turboprop engines, quite unlike that of turbojet and turbofan jet engines.

The Bell UH-1Y & AH-1Z – are used by the USMC. With updated airframes and state-of-the-art avionics, they have been a mainstay of Marine Corps aviation since Vietnam. Now with digital glass cockpit, new weapons systems, higher thrust engines, and 4 rotor blades, they are in front-line service.

HH-65 Dolphin is the mainstay of the USCG Search and Rescue Helicopter force. Now based at NAS Point Mugu

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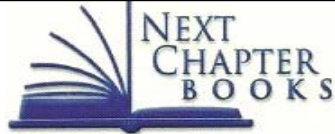
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