

September Event

Reel Cowboys Silver Spur Awards

September 21, 2018



This years Reel Cowboys Silver Spur Awards Dinner was a great success. Honorary member, Robert Lanthier, President of the Reel Cowboys was able to get Director/Producer Bob Carney to sponsor seats at his table for Mike and Boots LaVere, John Helm and Ed Reynolds, asking Mike and Ed to wear their military uniform.

They sat at a 12-seat table with Bob Carney, Cheryl Rogers-Barnett, (Roy Rogers and Dale Evan's Daughter), and her husband, Micheal Dante and his wife, the event's warm-up comedian: Mark Staggs (a Festus impersonator), among others.

At other tables sat Wings Over Wendy's members, Bob Donovan, Jim Sivazlian and Dov Cohen. (Paul Boghossian was a last-minute cancellation).

One of the honorees was Billy Zane (from the movie Titanic) who asked to meet the veterans since one of his films was the "Memphis Belle" in which he played the role of the B-17 bombardier.



Photo by Ed Reynolds

Billy Zane and Mike LaVere

The high-light for Ed Reynolds was talking to Rosey Grier who he had first met in 1956 when the New York Giants worked out at SMU when Ed was the Senior Football Team Manager. That meeting was followed up when the New York Giants played the Green Bay Packers in a pre-season game on Sept 5, 1959 in Bangor, ME. The game was reported as one of the hottest high-humidity games of many of the player's career. Since six ex-SMU players were on the Packer's roster and three on the Giant's roster, Ed was invited to the pre and post-game meetings.

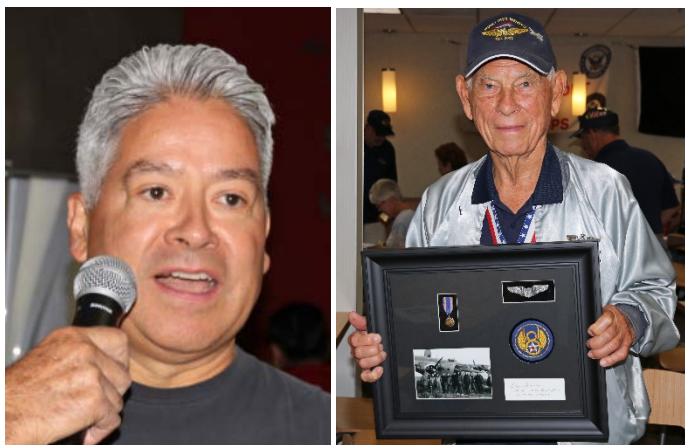


Photo by Ed Reynolds

Ed Reynolds and Rosey Grier

September Meetings

September 3, 2018



Photos by Harlis Brend

Andrew Negrete

“Frames for Heroes”

The month started with a visit by Andrew Negrete from *Frames For Heroes* to present a framed display of military service to Elmo Maiden and Don Foster. Andrew had previously presented similar framed displays to Barney Leone and Leon Waldman at earlier meetings.

Andrew is concentrating on WWII veterans he meets at veterans' events.



Photo by Harlis Brend

LAPD Officers Greg Archambault & Duke Dao

On September 3rd, Wings Over Wendy's good friend SLO Duke Dao stopped by to introduce Officer Greg Archambault to the organization.



Photo by Harlis Brend

Jerri Bergen

“Nose Art - Monsters to Sirens and back again”

A Fun day on September 2nd when Jerri Bergen, President of the American Aviation Historical Society, Chief Planning Officer, and Director of the American Aviation Historical Society Journal (AAHS) visited and gave a slide presentation on aircraft “Nose Art”. She also owns "Your Custom Nose Art Source" that provides flight jackets painted with nose art replicas or styles.

Jerri treated us to a slide show and commentary about the history of aircraft nose art. She showed many photos and pictures as she told us about the history of aircraft nose art.

Her presentation is titled “Monsters to Sirens and back again”. Jerri started by telling us she is not talking about tattoos on nostrils, rather the personal markings that were painted by servicemen and women on the sides of aircraft during combat times and has been with us as long as we been using aircraft in wartime situations. It also showed up on tanks, bombs, guns, all sorts of vehicles, and even in mess halls. But, was here to talk about the aviation use of nose art.

A big reason nose art was very common on a lot of aircraft was for identification. Some of you could, but many could not recognize a B-17 by its serial number. If someone said 42-3289 you would not know which aircraft that was. But if they said the “Memphis Belle”, you understand very clearly what aircraft they were talking about. Jerri displayed a picture of the artwork of the Memphis Belle on the screen which was created by George Petty. The bomber was one of the first B-17's to finish 25 missions over

Europe in the beginning of World War II and its pilot Bob Anderson had no nose art on it at the time. He was ordered to come over to the states for a War Bond tour and it didn't have nose art, so Bob Anderson wrote to the men's magazine of the time, which would've been, Esq., and said "we'd like to have a girl for the airplane, a special girl." The magazine promptly sent back one of their centerfolds done by George Petty and that is the girl that you see on both sides of this B-17.

One of the reasons Nose Art was so prevailing in combat times was it was used as a good luck charm for the people flying on that aircraft. Jerri showed a couple of planes: such as "Lucky 11", "Lady Luck" and "Lucky Lady" as the symbology of good luck charms constantly in nose art pieces because these crews need to get whatever help they could to come back alive.

Another reason for nose art was to uniquely identify the aircraft to a crew. In WWII crews were assigned to a particular airplane. In later conflicts it was not as common and actually was banned in SAC. But it was used in Vietnam more to identify aircraft by unit rather than individually.

Jerri displayed historical art work on WWI aircraft and up to the current day. She discussed the history of the shark jaws that were originated by the British, adopted by the Flying Tigers (The First American Volunteer Group of the Chinese Air Force in 1941). She discussed the artists of WWII and the various methods used to transfer paintings on to the aircraft.



Photo by Harlis Brend

Victory Girl Custom Painted Flight Jackets

Jerri concluded her talk with a lot of pictures including pictures of pieces cut from the side of aircraft prior to their destruction and a discussion of her jacket art which individuals or military re-union groups often have her produce.



Photo by Harlis Brend

Holly Webster

Our busy Labor Day meeting was concluded by a visit from Holly Webster, LtCol, USAF (Retired), a Woodland Hills, resident that works for ENSCO in El Segundo. Holly told us her story.

Her father flew B-17G's during WWII in the "Shoo Shoo Baby" out of the Peterborough area of England. He later migrated to B-17's with a boat on the bottom to fly Air Sea Rescue missions, upgraded to B-29s and then spent the rest of his career in Air Sea Rescue. Holly grew up living on a lot of USAF bases. She was as one of the first female USAF Academy Cadets and upon graduating was assigned to the Sunnyvale Air Force Station (which became Onizuka AFS) "Blue Cube", satellite command-and-control.

She obtained a graduate degree and then was assigned as a professor at the Air Force Academy teaching various topics of engineering specifically Astrodynamics and classical three-dimensional vector dynamics. From the USAFA she was assigned to Los Angeles AFB in a Systems Program Office, then to the Naval War College and on to Patrick AFB as the Deputy Director for Subsurface Programs. A little know fact is the USAF owns and operates a worldwide network of underground and underwater sensors. Since her background up to that point had been space systems she felt she was an alien in underwater systems and decided to retire to work for Northrop Grumman on a program called Joint Stars, (E-3 aircraft which is a modified B-707 freighter). She then returned to Colorado Springs where she worked for a trade group for a while on both some national reconnaissance efforts as well as missile-defense. Holly returned LA to a defense contractor ENSCO working with the Air Force at LA Air Force Base, helping them in procurement and sustainment projects on both the launch ranges and satellite control network. She is now a Senior Staff Systems Engineer at ENSCO, El Segundo.

September 10, 2018



Photo by Harlis Brend

Nina Hoffmann

On September 10th Howard Swerdlick facilitated the meeting while Ed Reynolds was at a Car Show at South Lake Tahoe. The guest speaker was Nina Hoffman.

Nina was commission in the US Army through the ROTC program at USC in 1989. She served 4 years in Germany and left the active service as a Captain and became involved in Veteran's programs. Nina told us about the Veterans Masters Program that was started at USC five years ago. She is the present Chair of the Veteran Alumni Association. Every year USC gives a free ticket to veterans to one of their football games. This year over 100 veterans attended a big tailgate party prior to the game.



Photo by Harlis Brend

Dave Anderson Cowboy Social Club “Pasta & Pistols VI”

Also, on September 10th we were visited by Dave Anderson, a friend of Wings Over Wendy's inviting the members to attend the Cowboy Social Club “Pasta & Pistols VI” fund raising dinner to benefit Honor Flight Southland. The event was scheduled on September 22nd at the VFW Hall Burbank. Tickets for the Spaghetti Dinner was \$20 and included was a screening of the classic Bob Hope movie “The Paleface”.



Photo by Harlis Brend

Pomelo Community Charter School “3rd Grade Hero Feast”

Jennifer Murkey brought a group from Pomelo to the meeting on September 10th to invite the members to their 2018 “3rd Grade Hero Feast” for veterans and first responders to be held at 10:00AM on Thursday, November 15th. The school is at 7633 March Ave, West Hills.

September 17, 2018



Photo by Harlis Brend

Jesse Gabriel State Assemblymember

Our areas new State Assemblymember, Jesse Gabriel visited the September 17th meeting. (Continued Page 5)

Jesse replaced Matt Dababneh as the West Valley State Assemblymember. He talked to the group about his background in Washington where he served as counsel to Evan Bayh while Bayh was a member of the United States Senate. The Senator was a member of the Armed Services Committee and the Select Committee on Intelligence which gave Jesse an understanding of Military and Veterans issues and spent a lot of time thinking about how the government could take care of our soldiers, sailors, airmen and Marines because he thinks it's a sacred obligation in a trust that we have to take care of those who've served our country.

His Grandfather served in the Pacific in WWII. He heard a lot of stories about it and always admired so much all of the service and sacrifice that all of the veterans in the room have made.

In his short time in the Assembly he has co-sponsored several bills that affect veterans. A major bill is on the Governor's desk waiving the \$5 fee that veterans must pay to get the Veterans identification on their Driver's License. Another bill he is sponsoring is for an Assembly Veterans Internship Program.

Jesse answered several questions around DMV issues from the floor. He is well aware of what he calls the "Ping Pong" that veterans have to go through to get the special veterans ID and he hopes he can help pass legislation to improve DMV service.

After answering the questions, he called up to the podium his locally based field representative who will be person to take action on requests for assistance from the State.



Photo by Harlis Brend

Catherine Coddington Field Representative 45th Calif. Assembly District



Photo by Harlis Brend

Ed Reynolds' 1953 MG-TD

Following the raffle Ed Reynolds explained why he was not at the September 10th meeting. He was at what is called the "Gathering of the Faithful-West", an annual week-long event held in the western part of the United States for 45 years of MG T series cars. Ed drove his car (which was judged first place in the TD class at the event) to the meeting on the 17th to show the members. Howard thought it should be a raffle prize and Ed agreed if a member knew how to start it. There were many wild guesses but no right answer even from the members that had once owned a TD in the 1950's.

Ed then told the story of how he won the car as a Freshman in college in a "Why I Like My Papermate Pen" contest. He found out a year later it was somewhat "rigged" contest considering only college students from SMU and TCU because Papermate figured that would influence the largest number of potential buyers. At the time the ball point pen was not universally used.

He attempted to sell the car in 1959 when he was assigned to Dow AFB, ME and discovered it was not a car to drive in Maine winter weather. The dealer only offered \$100 on a trade in for an enclosed car so he kept it. He drove it in 48 states and parts of Canada and Mexico during his 4 years in college and 22 years in the USAF.

The most memorable trip was his honeymoon. He married Judy in Newfoundland, Canada where she had been teaching school at Ernest Harmon AFB. Judy owned a VW and neither car could tow the other car, so they had to drive from Newfoundland to Ed's next duty station in Reno, NV in separate cars. The VW would pass the TD going down hill and the MG would pass the VW going uphill. Neither car had a gas gauge but had the same range on a tank of gas, so they stopped for gas, meals and the night together. She only ran out of gas once when she had her maid of honor ride with her across Ontario, Canada. The extra weight had her burn more gas than Ed had calculated.

When Ed retired from the USAF to live in California he had a frame up restoration on the car in 1985 and has shown it in 90 car shows often winning best in class.



Photo by Harlis Brend

Henny Neys & Giji Axe

Chip Stevens introduced two colleagues of his from his travel business: Henny Neys and Giji Axe. Henny is the President for The Netherland Benevolent Society of California.

She spoke to the group about growing up in Amsterdam during WWII but also about both her first husband and Giji who were growing up in Indochina and suffered under the Japanese.

Her early memories of the Nazi occupation in Amsterdam was brutal telling us of Jews jumping out windows to escape being sent to concentration camps, her brother being forced to watch execution of Jews, of starvation and dysentery. As a young child (she was born in 1937) living through death and destruction all around her.

As terrible as she was experiencing it was worse under the Japanese which she described. She recited the number of deaths caused by the war and is forever thankful for the US and British for defeating the Germans and Japanese.

September 24, 2018



Photo by Harlis Brend

Chaplain Dov Cohen

On September 24th we were visited by Chaplain Dov Cohen to invite veterans to the various VA events he is associated with during the next few months and to tell us the story of his career.

He started out by telling us about the "Pink Lady Presents" TV Talk Show he co-produces with The Pink Lady, Jackie Goldberg. She has interviewed Bob Donovan about Operation Gratitude and will interview Ed Reynolds in December about Wings Over Wendy's. You can watch her shows on You Tube.

Dov grew up in Boston and his family purchased their meat at Howard Swerdlick's father's butcher shop. He served in the USAF during the Vietnam War.

Dov was in seminary and got a call that the USAF needed chaplains, so he went down to Lackland AFB and went through basic training thinking he would be sent to Vietnam. Within a week of arriving at Lackland the Jewish chaplain got a humanitarian discharge and Dov was assigned TDY to take his place for three weeks which turned into five months. When he got his PCS orders instead of being sent to Vietnam he was assigned to Paris to service eight Air Force bases in France, Spain, Morocco, Libyan and Germany for 3 years.

Next he was assigned to Eglin AFB for 8 months to complete his obligation. Dov stayed in the reserves for 2 years and became the chaplain at the Chelsea Soldiers' Home in Boston working with the Jewish war veterans. He was inducted into the Jewish war veterans in 1966 and the and is Commander of the Tibor Rubin post.

He told us about Tibor Rubin who was the Holocaust survivor that served in the USA in Korea, was captured and was eventually awarded the Medal of Honor. His story was profiled in the documentary *True Honor* which many of us saw two years ago. Rubin is also one of only three veterans that have a VA Hospital named after them.

Dov then told us about his volunteer work with the Jewish program at the women's prison in Corona and at the men's prison in Chino Hills. He started veterans' programs at both facilities and has formed posts for both inmates and employees at both.

He then talked about the annual West LA event on the first Friday in December honoring families of deployed and homeless veterans. The event was held in El Monte last year, and this year it will come back to West LA in 2019. Last year 2,500 families of deployed servicemen were in El Monte their husbands or wives were overseas.

The reason for the change in location is because the Los Angeles National Cemetery has not had a formal burial since 1974. It has 88,800 graves and needed a columbarium which is now being constructed on the site of on the VA grounds just east of the Jackie Robinson baseball stadium. It will have 90,000 niches at the end of construction. The first 10,000 will open this coming spring and will start having no fewer than 15 funerals a week. (Continued Page 7)

Dov is now the President of the LA National Cemetery Foundation. at the Los Angeles national Cemetery. He has some new programs such as on Veterans Day, he has coordinated with all of the churches in and around West LA with plans to go citywide and then statewide. But this year in West LA they will ring their church bells at 11:11AM on 11/11 as is done in Europe. We've never done it here if you are affiliated with a church please ask them to ring their bells at 11:11 on 11/11 for two minutes. In addition to that, he has contacted all the synagogues in LA and in front of all the synagogues they will have someone in front of their synagogue sounding the ram's horn at 11:11 on 11/11.

The program is extending out across the country. If you are not otherwise committed on Veterans Day. Dov implores you, begs you to come to the national Cemetery. this Veterans Day at 10 o'clock for the ceremony from 10 to 11. They will have the church bells in the Bob Hope Chapel ringing at 11:11 and have Jerry Olin, one of the finest shofar mavens in the country sounding the shofar in the national Cemetery at 11:11, for two minutes. At 11:13, they will segue from the end of the ceremony to the Randy Van Horn singers all the songs that were popular at the end of World War I because it's the 100th anniversary of the end of World War I.

So, they want you to have a showing. If you're able to come wear your shirts. It will be Dov's first big event as president. He will MC the event and he wants to make a big deal of the fact that Wings Over Wendy members are with the program.

Dov concluded his talk about future plans such as Memorial Day inviting Wings Over Wendy's members participate.



Photo by Harlis Brend

SLO Duke Dao Cancer Society Keychains

SLO Duke Dao dropped by again this month. This time he had keychains made by a 12 year old he was selling for a \$10 donation to the American Cancer Society. He donated one for our raffle.

+++++

Peggy Jean's Hanger

A monthly column by Peggy Jean Bassett

pjbflyer@gmail.com



DC-3's- Flying Tigress Norah O'Neill

Norah O'Neill was born on August 23, 1949 in Seattle, WA. In her early years she was a waitress at Kodiak Island Lounge in Alaska, to earn enough money for flying lessons. Then in the winter, she went to live with her parents and continued training in San Diego, California. She learned to fly in 1973 and earned her commercial and instrument pilot certificate. In the beginning of her career she landed a job as a flight instructor in Fairbanks, Alaska, gaining certificates along her course. Her qualifications increased with multi-engine and sea plane ratings on her commercial pilot certificate.



Flying Tigers DC-8
(Continued Page 8)

Nora was hired by the Flying Tiger Line, a world-wide freight carrier. She was the first woman in the world of flying to fly the Douglas DC-8 jet airliner as flight engineer and pilot. Nora was the first woman airline pilot to land in Korea, Japan, the Philippines, Malaysia, Saudi Arabia and Hong Kong, piloting large jet transports on Trans-Pacific routes for "Flying Tigers". Nora served as vice president of the International Society of Women's Airline pilots and was one of the founders of that organization, Member of women in aviation, and the Ninety-Nines. She was a pioneer, a role model for other women pilots, with her stamina and courage in the ranks of mastering the large airplanes. Nora amassed 22,000 hours of flying time in over 35 years of her career. Nora O'Neill flew west on September 22, 2001 only one year ago. At her home in Seattle, Washington. After a long, brave battle against cancer, she is survived by two adult children. Her career would "fill a book", since this is only a column I'll say "Hats off to you" Norah O'Neill.

By Plane Peggy

Footnote the Douglas DC-8, jet airliner was the first jet powered transport airliner an American four engine mid-to long-range narrow body airliner, built from 1958 to 1972, top speed 588 and only 556 built, and went through seven major variants.

NASA Armstrong operates a highly modified DC-8 jet airliner as a flying science laboratory, based at NASA Research center facility in Palmdale, California.

By Peggy Jean Bassett.

Aviation Current Briefs: "Rusty Pilot Seminars"

The Aircraft owners and Pilots Association (AOPA) reports that more than 5,7000 rusty pilots have regained currency through its inception in 2014 of the Rusty Pilots Program. The program has held 704 Seminars attended by 23,206 pilots, many of whom were not technically "rusty", but found the refresher training helpful. Rusty Pilots participants attend seminars held in their local areas to get up to speed on changes that have occurred in the aviation world since they last flew. Then they fly with a local certificated flight instructor until they have accomplished a flight review and are good to act as pilot in command again. No check ride involved, (AOPA) officials note.

Rusty Pilots seminars are free to (AOPA) members and are offered nationwide with new dates and locations added regularly.

"CAF Rise above WASP"

Hemlock Films have begun filming "CAF Rise above WASP" a new documentary about the women Airforce Service Pilots (WASP). It will be part of the "Rise Above Education" initiative created by CAF Museum.

"You Can Fly" Program

The Aircraft Owners and Pilots Association (AOPA) has raised more than \$3.6 million for its "You Can Fly" program to get people flying and keep them flying.

Encourage "tell the grandkids"! Applications are being accepted until January 3, 2019 for King Schools-National Association of Flight Instructors scholarships, which includes \$ 5,000 for an initial or advanced instructor rating and lifetime access to all King schools courses, including FIRC 'S.Kingschools.com

Reported by Peggy Jean Bassett

One more

Plane Peggy.

Publisher's Addendum

In obtaining a picture of Norah O'Neill I found the following chapter from the book *Flight to Success* by Karlene Petitt, a Seattle A-330 Pilot:



Norah O'Neill
747 1984

Norah's life began the day she ran away from home to the top of Mt. McKinley after she'd learned her husband had filed for divorce, after three weeks of their working apart, and his girlfriend had become pregnant. In hindsight, I don't believe Norah was running from anything. I think she was being pulled toward her destiny.

She'd been crushed and ready to make a change in scenery. Norah jumped at the chance to fly north and become part of a modeling shoot for skiwear. An avid skier herself, this was exactly what she needed. Being airlifted to the top of Mt. McKinley, for the five-day skiwear shoot, appealed to her on every level. But it wasn't until she was leaving the mountain, would her life change forever.

Having flown up the mountain laying down in the cargo compartment, strapped down with the cargo, Norah insisted on sitting in the cockpit on the flight back down. That flight changed the course of her life. It gave her direction and focus.

"As I looked out the cockpit window, I felt curiosity and wonder and fear, but I did not immediately recognize the welling up of need from deep inside me.... I was in love." (Continued Page 9)

23-years-old, and no home to return to, she'd made her decision to learn to fly. She found a nighttime job in Kodiak Alaska's most prominent bar, frequented by prostitutes. She worked all night, slept for a few hours in the morning, and took flying lessons in the afternoon before she went back to the bar to work. Living in a furnace room of an old house, she exchanged housework for rent, so every penny could go to the airport. She learned to fly, became an instructor, then became a charter pilot.

She eventually departed her Alaska job after she was hired by Flying Tigers—their first woman pilot. To say the boys embraced the concept of a woman would be a lie. They embraced the challenge of trying to drive her out. She was known as C-1, and the stories Norah tells in her book *Flying Tigress*, will shock you, make you cry, laugh out loud, and you will understand what my early predecessors went through. I know C-4 at Northwest, and those days were not fun for the ladies. But they survived, and they did make a difference for the rest of us. Those shocking stories, they're all true. And this is where truth is stranger than fiction.

She eventually departed her Alaska job after she was hired by Flying Tigers—their first woman pilot. To say the boys embraced the concept of a woman would be a lie. They embraced the challenge of trying to drive her out. She was known as C-1, and the stories Norah tells in her book *Flying Tigress*, will shock you, make you cry, laugh out loud, and you will understand what my early predecessors went through. I know C-4 at Northwest, and those days were not fun for the ladies. But they survived, and they did make a difference for the rest of us. Those shocking stories, they're all true. And this is where truth is stranger than fiction.

The long nights. The laughter. The tears. The death of friends. She's seen it all. She struggled with balancing motherhood and flying, marriage and trust. She fought with loneliness, the need to love and to be loved. Her story is honest, open and riveting.

“I contemplated the phrase I’d heard, that life was not measured by the number of breaths one took but by the moments that took one’s breath away. I thought of the other marvelous things I had viewed from the cockpit. These were God’s gift to pilots: snow crawling down the Rockies, sunrise over the Grand Canyon, the vast green mat of the Amazon jungle, the twisting silver road of the Mississippi, and the top of Everest—a cone 10,000 feet below. I had seen the Great Wall of China curving below, the harbor at Rio, the starkness of the Australian Outback, the towering plume of Mt. Saint Helen’s ash, the curvature of the earth at the North Pole the deep blue of the stratosphere. I had crossed the equator, awed by sunstreaked evenings, dappled earth, velvet night, and spun-silver clouds. I flew inside God’s weather; saw horizontal rain and contrails. On night over the north slope of Alaska, I turned off my small plane’s lights and flew, just a dark spot against the starry skies, in to the green and yellow and pink of the dancing of the Aurora Borealis.”

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A native of Coney Island, Brooklyn, New York, Mort was born on February 6, 1933. He served in the US Navy from 1951 to 1955 during the Korean War but spent his time on ships in the Mediterranean and the ship Captains Administrative Assistant. When he got out of the Navy he moved to the Los Angeles area eventually settling in the San Fernando Valley, selling houses and Insurance. He married Anita in 1971 after selling her an insurance policy.

Mort was a born salesman with a big smile and in addition to his RE and Insurance he had a business in advertising. He had been a faithful member of Wings Over Wendys for ten years and contributed many items for the raffle. Unfortunately, he suffered from Alzheimer's disease and was unable to attend meetings during the last year and suffered a cardiac attack during the month and never recovered.

He was a member of the Neptune Society and wishes to have his cremated remains spread out to sea.

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 David Plumb Alice Stone,
Ed Moreno Lee Levitan Gus Manders**

October Events

October is the start of the busy fall season for Wings Over Wendy's, leading up to Veterans Day in November. The following is a list of the events.

**COUNCILMEMBER MITCHELL ENGLANDER'S
7TH ANNUAL
PRINCIPAL'S MEETING**



2019 MAKING MOVIES THAT MATTER FILM FESTIVAL
LOS ANGELES FIRE DEPARTMENT
LOS ANGELES POLICE DEPARTMENT
LAUSD SCHOOL POLICE
LOCAL DISTRICT NORTHWEST
CD12 NEIGHBORHOODS FIRST PROGRAM
CALARTS COMMUNITY ARTS PROGRAM
PARENTS AND FRIENDS OF LESBIANS AND GAYS (PFLAG)
TARZANA TREATMENT CENTER K-12 PROGRAMS
CD12 BUS PROGRAM - E12 LEADERSHIP PROGRAM
BREAKFAST SPONSORED BY NYSTROM

OCTOBER 4, 2018

BREAKFAST 8:15 AM - PROGRAM 9:15 AM
NEW HORIZONS
15725 PARTHENIA STREET, NORTH HILLS
FOR MORE INFORMATION OR TO RSVP,
CALL (818) 882-1212
OR EMAIL RON.RUBINE@LACITY.ORG



From Franky Ortega

REQUESTING WWII VETERANS FOR:

10/13/18. Saturday, 12:30-1:30PM.

Museum of the San Fernando Valley.

Teacher Workshop. Is it possible to have Barney Leone, Elmo Maiden, and another WWII veteran attend? (The more the merrier). I would have each share 15 minutes with time for Questions and Answers. This event will have 30 teachers in attendance.

10/27/18. Saturday, 2:00-3:30PM.

Museum of the San Fernando Valley.

"WWII in the SFV" lecture by Franky Ortega. Is it possible to have Barney Leone, Elmo Maiden, OR another WWII veteran attend? (The more the merrier). This would not be a speaking event for the veterans though from 3:30-4PM I'm sure the public would love to get to meet them.



UNITED STATES COAST GUARD
U.S. DEPARTMENT OF HOMELAND SECURITY

**Bus Trip to tour the Coast Guard
Terminal Island Port of Los
Angeles/Long Beach Facilities &
USCGC Cutter Halibut Marine
Protector-class coastal patrol boat**

\$5 Lunch in the Galley

Wednesday, October 17th

**Bus departs Platt Village at 7:30AM
and returns around 3:00PM**



AQUARIUM OF THE PACIFIC

**Bus Trip to tour the
Aquarium of the Pacific,
Long Beach**

Thursday, October 25th

**Bus departs Platt Village at
8:30AM and returns around
4:00PM**

**Lunch provided by
Councilmember Englander**

To have and to hold, in Lancer or Spirit bombers: Trailblazing husband-wife pilots retire together

By: J.D. Simkins



Lt. Col. Jennifer Avery was just a child when she realized she wanted to fly. A trip from her hometown of Miami to visit a relative at a South Carolina Air Force base left a lasting impression after her uncle took her for a spin in a flight simulator. “That stuck with me, even to this day,” she said in an Air Force release. “I thought flying was incredible.”

At about the same time, almost 3,000 miles away, in Great Falls, Montana, a young John Avery would routinely watch the Air Force’s F-16 Fighting Falcons flying overhead near Malmstrom Air Force Base, igniting a spark that would eventually flame into a passion for flight. “I really wanted to fly,” Lt. Col. John Avery said. “And I joined the Air Force because I wanted to fly cool planes. I knew being a military pilot, I would be serving my country and have a pretty incredible day-to-day job at the same time.”

Different paths brought the history-making couple together, a journey that began back in the mid-1990s. Jennifer graduated from the Georgia Institute of Technology in 1995 and was subsequently commissioned as a second lieutenant in the Air Force. John, meanwhile, finished an economics degree at Carleton College in Minnesota before being commissioned in 1999.

Both saw their childhood dreams become reality when Jennifer and John earned their pilot wings in 1997 and 2000, respectively. By the time John reported to South Dakota’s Ellsworth AFB in 2000 to fly the B-1 Lancer, Jennifer was already a seasoned pilot who had made history in 1999 in Kosovo when she became the first female to fly the B-1 in combat. John’s arrival piqued Jennifer’s interest.

“Who’s the new pilot?” she remembered thinking the first time she saw John. It wasn’t long before the two started dating. But as the military has the tendency to do, dreams of romance were interrupted when, less than six months later, Jennifer left South Dakota to pursue a dream job of flying the B-2 stealth bomber.

The two pilots, who became the first married couple to pilot the B-2 Spirit stealth bomber, retired earlier this month. “I was drawn to the challenge of flying this unique aircraft that has a mission so vital to deterrence and global safety,” she said. “To be one of the few pilots to fly this aircraft that is the backbone of nuclear security was an amazing prospect.” Not long after being accepted into the B-2 program, Jennifer made history as the first woman to ever fly the aircraft. And in March 2003, she became the first woman — and remains the only one — to pilot the B-2 in combat, when she flew a mission in support of Operation Iraqi Freedom.

John, as it turns out, wasn’t ready to let the life of a pilot interrupt a relationship that was quickly blossoming, so he applied to fly the same aircraft, something he said he never would have done had it not been for Jennifer. “I wanted to fly the B-2 because that was the plane my future wife was going to fly,” he said. “That, and it’s without a doubt the world’s most elite aircraft. As a pilot, there’s nothing more rewarding. Knowing your job is to protect our country, while deterring enemies really is an amazing job to have.”

Accepted into the B-2 program, John soon found himself stationed with Jennifer and the two resumed dating. After marrying in Colorado in 2005, military life rapidly caught back up, as deployments and training assignments threw a wrench into harmonious matrimony. Jennifer decided in 2007 to leave the feverish demands and high stress of active-duty, a difficult choice but one she felt necessary now that two young children were in the picture.

“That was the hardest day,” Jennifer remembers. “That drive to work was emotional. But, I felt in good conscience it was the right decision. At the same time, a lot of people believed in me. I’d had so much support along the way, including from John. ... More than anything, I just want my kids to be proud of their mom.”

She resumed flying the B-2 for the Missouri Air National Guard shortly after leaving active-duty. John, unsurprisingly, decided to join her, a move that led to his becoming the first guardsman to pilot the B-2 in combat when he flew a mission over Libya in 2011.

The couple combined for more than 4,000 career flying hours between them — Jennifer finished with over 1,600 and John with more than 2,500.

“We were able to support each other and fully appreciate the other’s successes and failures because we knew exactly what the other person was going through,” John said. “Yes, it was hard. There was a lot of give and take on both sides. We look back though, and have the best memories.”

“We’re a team,” Jennifer said. “We did it. All the way through. Together.”

October Birthdays

Allen Weiss	October 01, 1937
Sam Marion	October 05, 1922
Ernie Medrano	October 06, 1926
Larry Smith	October 09, 1948
Dan Stark	October 10, 1933
Bob Blair	October 11, 1924
Harry Dent	October 11, 1947
Larry Schlesinger	October 11, 1921
George Westfall	October 11, 1943
Harvey Krasner	October 12, 1924
David Tostenson	October 12, 1946
Howard Leeds	October 14, 1935
Dick Guyer	October 15, 1924
Doug O'Brien	October 15, 1932
Douglas Gordon	October 16, 1926
Carl Ehrlich	October 17, 1928
Carl Joers	October 18, 1933
Toni Mattock	October 19, 1951
Kaye Thomas	October 19, 1955
Cesar Morales	October 21, 1920
Darwin Miller	October 22, 1924
Howard Lewis	October 23, 1946
Bob Rose	October 23, 1930
Saul Bass	October 25, 1927
Dave Boger	October 25, 1936
Arnold Weiss	October 25, 1942
Joe Weber	October 27, 1926
Bruce Schultz	October 28, 1949
Bill Tapp	October 28, 1936
Chris Voronin	October 29, 1981
David Burns	October 31, 1947

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!



Wings News Patrons

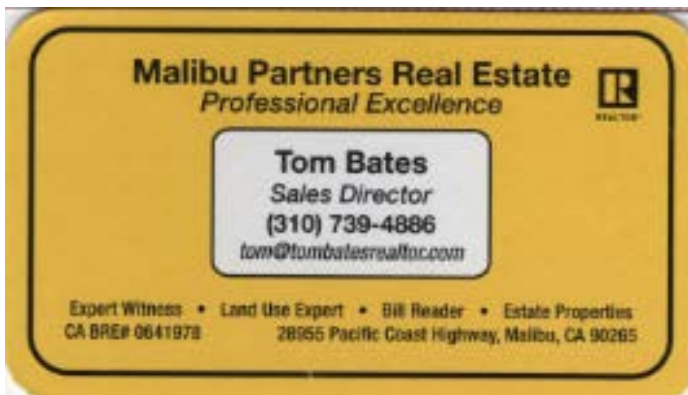
The following is a list of WOW members who have contributed \$10 to fund the publication of the *Wings News* for 12 months.

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Bob Stiles	Howard Swerdlick
Bill Tapp	Jack Taube
David Timmerman	David Tostenson
Karen Vegtal	Tom Villanueva
Leon Waldman	Avery Willis

New Members

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

Jeffrey Cohen
Nina Hoffmann
George Gale



View: www.wingsoverwendys.com

To see the:

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

**WOW's monthly food
drive is Monday,
October 1st**



Wings News Staff

Publisher: Ed Reynolds

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Ed Reynolds

Mike LaVere

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Reminders: Connie Hein

Speakers: Barney Leone

Tours: Warren Weinstein

Treasurer: Barry Chapman

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Packing Days

October 10

Wednesday, 4pm - 8pm

October 20

Saturday, 9am - 12pm

Sign up to attend

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 Vegtal 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.



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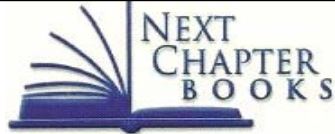
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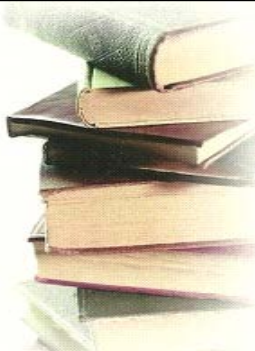
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