

November Events

November is always a very busy month for Veteran's. Wings Over Wendy's gets invited to many events preceding Veterans Day and the week following.

Canoga Park Woman's Club Veterans Lunch November 3, 2018



Photos by David Anderson

The month of many Veterans celebrations was kicked off on Saturday, November 3rd when 27 Wings Over Wendy's members and guests attended the Canoga Park Woman's Club 18th Annual Veterans Luncheon. They were treated to a delicious lunch catered by; "Valley Castle Social Catering" and entertained by Rick Jarrett. Cary Bird served as the Luncheon Chairperson and did an outstanding job.

Those attending included: Shirley Andrews, Peggy Jean Bassett, Ron Boggess, Barry Chapman, Howard Davis, Gerald Detamore, Julio Jimenez, Fred Kaplan, Elmo Maiden, Bob and Nancy Shattuck, Tom and Rebecca Maiden, Ed and Judy Reynolds, Ray and Maria Rodriguez, Bob Stiles, Sharon Fine, Richard Burns, Phil and Roz Shapiro, Dan and Carole Stark.



Annual Bohemian BBQ November 7, 2018

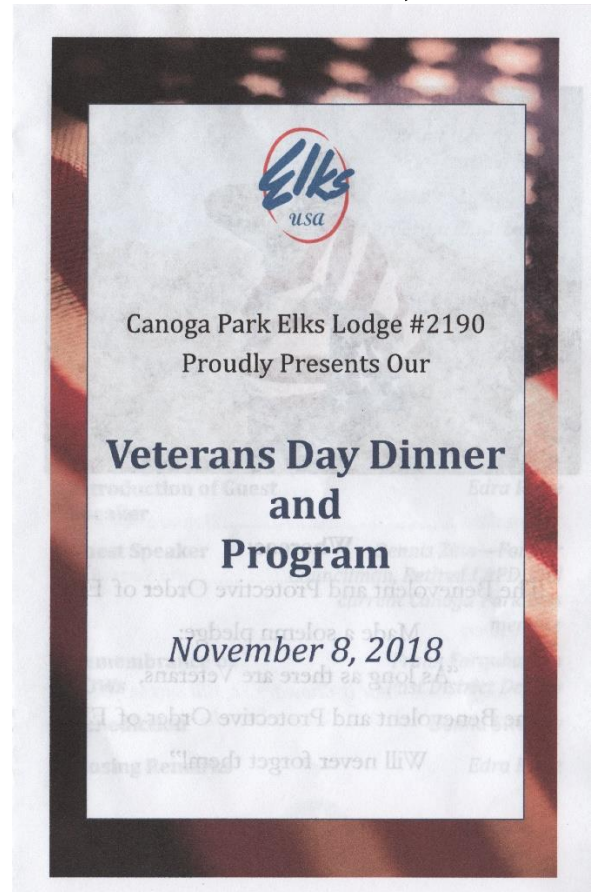


Photos by Harlis Brend

A dozen Wings Over Wendy's members attended this year's Annual Bohemian BBQ at Rosie's, Northridge. They painted a picture and had a fine Rosie's BBQ dinner. Those attending included:

Peggy Jean Bassett, Harlis Brend, David Greenberg, Richard Gross, Elmo Maiden, Bob and Nancy Shattuck, Thomas Maiden, Kurt Rademacher, Bob Stiles, Warren Weinstein, and Bill Wishard.

Canoga Park Elks Lodge Veterans Dinner November 8, 2018



Despite the fire evacuations in the West Valley, over 20 Wings Over Wendy's members attended the Canoga Park Elks Lodge Veterans Day Dinner on November 8th. Edra Rowe put on a fine program and Dennis Zine was the Keynote Speaker. Attending from Wings Over Wendy's were: Lee and Cherie Auger, Phil and Joan Aune, Steve and Darlene Birgel, Ron Boggess, Tom Carey, Patric Daly, Bob Donovan, Neil Houston, David Plumb, Marce Rankin, Bill and Mary Ratner, Ed and Judy Reynolds, Ray and Maria Rodriguez, Bob Stiles, Sharon Fine, David Tostenson, and Leon Waldman. It was a pleasure to see "Chief" David Plumb out and about. He is still wheel chair bound as his leg has not healed.

North Valley Military Pass in Review November 9, 2018



Photo by Kay Deitch

Paul Boghossian, Barry Chapman, Jim Sivazlian, and Maurice Vasquez along with Jim Webb (not shown) attended the North Valley Military Pass in Review on November 9th.

Veterans Day Ceremony. Daniel Pearl Magnet H.S. November 9, 2018



Photo by Mary Chakerian

Also, on November 9th, Ed Reynolds, Richard Kinder, Bob Donovan, Bob Stiles and Leon Waldman attended the Veterans Day Ceremony at the Daniel Pearl Magnet High School. Ed Reynolds was the Keynote Speaker and each Wings Over Wendy's member gave a brief recap of their military experience.

Mary Chakerian, Congressman Brad Sherman's Field Representative, presented each veteran with a flag that has flown over the U.S. Capitol. The event was sponsored and arranged by Franky Ortega and attended by over one hundred students.

Veterans Day Event at the Museum of the SFV November 10, 2018



On November 10th several members of Wings Over Wendy's including Richard Kinder and Bill Ratner attended the Veterans Day Event at the Museum of the San Fernando Valley.

San Fernando Valley Veterans Day Parade November 11, 2018



Photo by Paul Boghossian
(Continued Page 4)

Wings Over Wendy's had a truck again in the annual San Fernando Valley Veterans Day Parade. Ron Boggess drove with Fred Kaplan. Lee Auger, Paul Boghossian, David Greenberg, Julio Jimenez, and Maurice Vasquez rode in the truck. Ken Mayer rode in the ANA entry.

Congressman Tony Cárdenas, 2018 Veterans Day Forum November 11, 2018



Photo by Ken Mayer

Elmo Maiden cutting the cake with the Congressman

Over a dozen Wings Over Wendy's members attended Congressman Tony Cárdenas, 2018 Veterans Day Forum held this year at the 94th Aero Squadron Restaurant. Elmo Maiden, 99 years old, assisted in cutting the cake. Among those attending was: Ron Boggess, Paul Boghossian, Steve and Cheryl Eide, Richard Gross, Richard Kinder, Marion Lovelace, Elmo Maiden, Bob and Nancy Shattuck, Ken Mayer, Ed Reynolds, Bob Stiles, Tony and Karen Velarde.



St. Martin's Veterans Chapel November 14, 2018



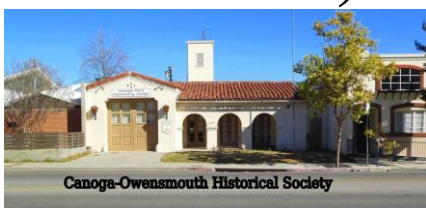
Photo by St. Martin

Over a dozen Wings Over Wendy's members attended the annual St. Martin's Veterans Chapel. Susan Emslie arranged another great celebration by the students. Jimmy Weldon gave his rousing rendition of "Old Glory", The President Ronald Reagan Detachment #597 of the Marine Corps League conducted the flag ceremony with "Gunny" Napper and the "Rolling Thunder" motorcycle team. After the ceremony the veterans were treated to a hot breakfast provided by "Gunny" Napper. Attending was: Ron Boggess, Bob Stiles, Joe Mueller, Bill Wentz, Paul Boghossian, Judy and Ed Reynolds, Maurice Vasquez, Bob Donovan, Jimmy Weldon, Bill Tapp, and Lou Kridelbaugh.



Photo by Ed Reynolds

Canoga-Owensmouth Historical Society Meeting November 14, 2018



A small group of Wings Over Wendy's attended the Canoga-Owensmouth Historical Society Meeting on November 14, 2018 to hear a presentation by the DAV.

Pomelo Elementary School Hero's Feast November 15, 2018



Photos by Ken Mayer

Over 30 members of Wings Over Wendy's attended our favorite Veterans Month event; the Pomelo Elementary School Hero's Feast on November 15, 2018. The event is arranged each year by the parents of the 3rd grade. The third graders Pledge Allegiance to The Flag in sign language. This year the honor guard was provided by the El Camino HS ROTC and the Star Spangled Banner played by the Chaminade College Preparatory - High School Marching Band. Each Veteran and First Responder gave their name, service and where they are from. That was followed by an outstanding buffet catered by Stonefire Grill, Olive Garden and other local restaurants.

Following the feast Wings Over Wendy's was presented a "Certificate of Special Congressional Recognition in recognition of outstanding and invaluable service to the community" by John Brodtke from Congressman Brad Sherman's office.



November Meetings November 5, 2018

David Greenberg
presented a Challenge Coin
by Jim McMichael



Photos by Harlis Brend
(Continued Page 6)

Jim McMichael started the month by honoring David Greenberg with a Challenge Coin. David is our faithful meeting room early morning setup man. He arrives before 7am every Monday morning to move the tables, chairs, and hang the flags.

Jim is also an early arriver and one morning tasked David to study the history of Challenge Coins in the USAF. David did the research and reported to Jim on the history of the Challenge Coin. Having passed the test, on November 5th Jim presented David a Challenge Coin in recognition of his service to the Wings Over Wendy's organization.

A well-earned recognition to one of our most active Veterans and Wings Over Wendy's supporters.

David Timmerman

"Dave Thomas Display"



Photo by Harlis Brend

David Timmerman told us about his recent trip to Seattle and Spokane to visit Aviation Museums. On his way back south on I-5 he stopped at the Veterans Memorial Museum, Chehalis, Washington where he discovered a display honoring Dave Thomas, Founder of Wendy's Restaurants. David took some pictures and created a display that depicts Dave Thomas in the US Army from 1950 to 54. He told the story of Dave Thomas as a Sergeant and cook in the 4th Division during the Korean War and a tour in Germany. He later used the knowledge of cooking gained in the US Army to develop restaurants after he got out.

Dave Thomas was adopted as a baby and his adoptive mother passed away while he was still a young child, so he had a soft spot for orphans. He spent his spare time at an orphanage in Germany where he could to bring some peace and joy to the children. He died on January 8, 2002.

The display was presented to Ron and Diane Ross.

Captain Dale Dye

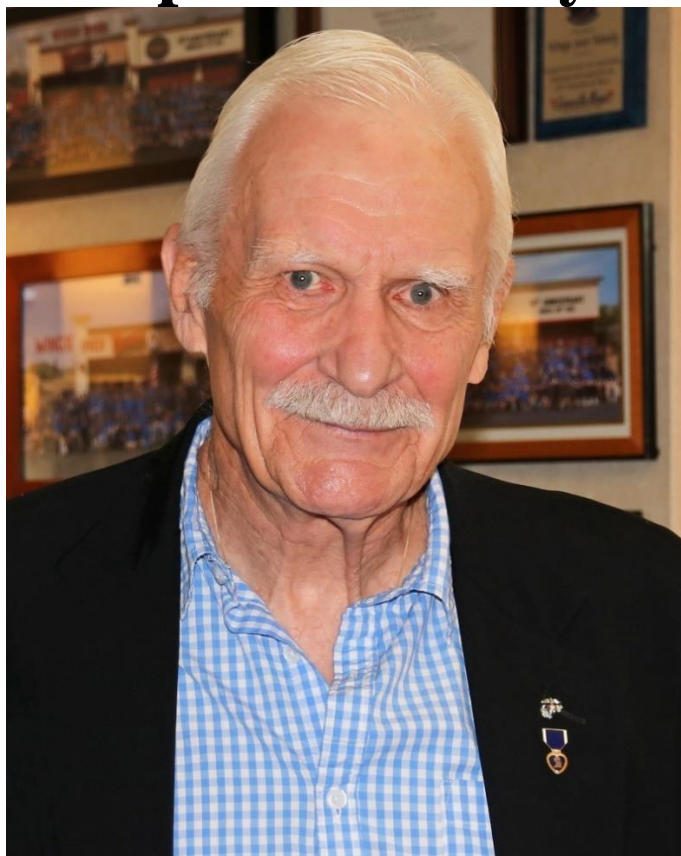


Photo by Harlis Brend

Our guest speaker on November 5th was a movie, and radio personality Captain Dale Dye. Dale started his talk by expressing his surprise at the size of the group. He told us he wanted to be a pilot and enlisted in the USMC and told them he wanted to be a pilot and was greeted by a wonderful nice disposition Gunnery Sergeant that looked at him and said: "I got just the deal for you ass-eyes" and put him through boot camp and into an infantry battalion. Upon arrival at his battalion he went up to a Gunnery Sergeant and said he wanted to be a pilot. The Sergeant said "that's exactly what you're going to do see the sandbags over there? Pile a lot here and then pile a lot over there." So, he didn't get the opportunity to fly helicopters, which mainly got shot down most of the time, but he spent about 22 years in the United States Marine Corps. Dale went through the ranks before he got a commission. He spent about three years in Southeast Asia and then continued his career in Lebanon between 1980 to 1983.

October 1983 broke his warriors' heart and he retired and listed his liabilities and assets. One asset was he was a movie fan and had seen almost every military movie made and he was bothered that they didn't speak to the military and by the minor discrepancies in the military roles, uniforms and actions. Wearing the uniform wrong, using weapons not available for the time and place of the scene,

(Continued Page 7)

He came to LA and started hanging around movies lots and didn't like seeing how movies about war were filmed. He approached writers and directors to tell them how they screwed up and of course was arrested and thrown off the lot. The guards were ex-Marines and they would let him back in. He found that Hollywood thought anyone who wore a uniform couldn't possibly have a creative bone in his body or they would be making movies rather than serving his country and frankly that ticked him off even worse.

Dale said that it is wrong, and he could fix it, so, he began to question who were the military technical advisors? He would see the credits that somebody's brother-in-law who did six months in California National Guard and hired for three hundred dollars a week and sit him in a chair and wake him up when they needed to know which side the ribbons were on was about all the involvement that was expected. He knew that it was more about then just which side ribbons go on.

We have all seen how scenes are screwed up, the weapons not handled properly, and so on and so forth that take you right out of the story. He had that reaction and perceived there is something deeper, something more important. It is how we are, how we veterans think, how we feel, how we relate to each other, how we understand that there is a larger thing than an individual, there is a mission, there is relying on the man on your right. That's how we do things. That's how we perceive things but actors not having that experience had no conception of it, so Uncle Dale can fix that. He'd just train them, he'd just run their ass out wearing down until all that civilian crap was pulled out of their head. Did that sound familiar to anybody? That's how we do things in the military and now he had a blank slate. Then he can tell them how the soldier thinks and makes us do the things that we do.

It was difficult to take actors out in the jungle and make them stay overnight without air conditioning. But it worked, and *Platoon* won an Oscar. Dale also used his approach on *Born on the Fourth of July*, *JFK*, *Saving Private Ryan*, *Heaven & Earth* and many other movies and TV shows. He changed the way Hollywood made war movies, the way actors portrayed the military. He created a corporation that provides technical advising to movies and TV. He also produced a publishing house that publishes stories by veterans in the book form.

Dye worked for a year at *Soldier of Fortune* magazine after his retirement in 1984. He spent time in Central America, reporting and training troops in guerrilla warfare techniques in both El Salvador and Nicaragua before leaving the magazine in 1985 and heading for Hollywood. He is the founder and principal of Warriors, Inc., which provides technical advisory services to the entertainment industry worldwide. Services included performer training, research, planning, staging and on-set advisory for directors and other key production personnel. It was a great talk!

November 12, 2018



Photo by Harlis Brend

Chip Stevens

The November 12th meeting was lightly attended due to the fires and evacuations. Fortunately, not one member lost their house. Two events were cancelled: the Saturday November 10th Temple Aliyah Shabbat Morning Service Honoring Veterans and the Sunday November 11th Malibu Veterans Day Ceremony. The 101 was closed which made it difficult for those living west of Woodland Hills to attend the meeting and those living east of Woodland Hills that planned on attending the Veterans Ceremony at the Reagan Library to get to the Ceremony.

Chip Stevens spoke to us about the son of his close friend Marc Orfanos, who died in the Borderline Bar & Grill shooting. "Tel" Orfanos an Eagle Scout who served for 2 1/2 years in the U.S. Navy and sometimes worked as a bouncer at the Borderline Bar & Grill but wasn't working on the night of the shooting. (Continued Page 8)



Photo by Harlis Brend

Guy Chookoorian **Our Residence Comedian**

(Continued Page 8)

After the Raffle we woke up our Residence Comedian, Guy Chookoorian for a joke. Guy doesn't spend the night but sometimes sleeps at Wendy's. He told us how Eskimos capture Polar Bears. The Eskimo cuts a hole in the lake and spreads peas around the hole. When the bear goes to take a "pea" they kick him in the ice hole.

November 19, 2018



Bobbi Cattanese “American Addiction Advocate Foundation”

On November 19th our guest speaker was Bobbi Cattanese from the “American Addiction Advocate Foundation”. Bobbi told us that her father and uncles were WWII veterans. She would ask them about their experiences and they would tell her about the good times and leave out the gritty details until she saw the movies “Saving Private Ryan” with her father and he left the theater in tears, not over what he saw in the movie but what was not shown. After the movie he started to show her pictures he took during the war and the many concentration camps he helped liberate as a member of the 3rd Army.

She wanted to join the Army but suffered a broken neck and back doing a Gymnastic fall her Junior year of High School. After recovering she decided to become a Paramedic. She married and started to raise a family but obtained her license but in 1999 she had a horse fall on her breaking her back again.

Bobbi returned to work splitting time between two hospitals, one in New Jersey and St. Vincent's in NYC

when 9-11 occurred. She was one of the first Paramedics on the scene. She told us “That was the closest taste I ever got to war and when I say that in all humility. Never Comparing It to What You Guys A Lot of You Have Been through and I was only there for 3 1/2 months. That is not a long time.” It was really traumatizing and when she got home, she literally had a meltdown. She could not acclimate back into regular society and couldn't understand how people were going on with their lives. She would lose her concentration and come home deeply traumatized.

After 9/11, she became an alcoholic while she was there because everyone wanted to buy her a drink every night. She had to walk from the World Trade Center all the way down to this hotel housing the workers eight blocks from the cleanup site. So she got down to the hotel and passed bar after bar and of course if they knew that you were a first responder everyone would buy a drink and would come home with the DTs and was so naïve, she thought she had the flu. That went on for a couple years and then she lost her parents in a horrible accident.

She always consider herself super resilient super strong, never had to self-medicate for anything but when she saw what had happened to herself from what she went through it started making her think about what happens to a veteran see these guys that go over there for an year away from their families, no communication and not staying in a nice hotel like a she was and having drinks every night. She started reflecting over what they go through.

She stopped drinking and, her husband entered her into rehab. About three years into it and she think it's over. She was fortunate enough that her husband had money and she was able to get top-of-the-line care, not everyone gets to have that, and it wasn't until she really found it in specialized people and was she able to kind of get over everything.

Bobbi's husband retired at a young age and moved to California to open a Rehab Clinic for people like Bobbie. They discovered that it was a dirty business with a lot of corruption. She saw the VA overwhelmed and the Veterans were not getting the treatment they needed. There were a lot of private agencies making treatment a Money-Making Racket so she and her husband and some friends started a non-profit foundation to provide first class treatment to Veterans and First Responders that sent people to the latest in cutting edge scientific treatment. The AAAF not only helps our Veterans and First Responders find treatment for Trauma and substance abuse, they also become a continuous support system for them afterwards. Right now, the average wait time is 30-90 days for a vet to get help in the VA , and first responders usually do not even have the kind of insurance that can get them top level help. They can get people in treatment within 24 hours of them calling. AAAF works off of private donations only, that uses 90% of every dollar directly going towards treatment costs.

November 26, 2018



Photo by Larry Kushner

SLO Duke Dao

LAPD Senior Lead Officer Duke Dao visited us on November 26th to give an update on crime in the area. There is an increase in home break ins, don't store valuables in your Master Bedroom which is where the burglars primarily loot for items to steal. He also cautioned us to be extra vigilant shopping for Christmas and not to leave anything in our cars or handbags on shopping karts or the back of restaurant chairs. Do not respond to telephone solicitations for the fire victims they are mostly a scam.



Photos by Larry Kushner

Ron Rubine & John Lee

We were also visited on November 26th by Ron Rubine and John Lee. Ron invited us to Councilmember Mitch Englander's Holiday Breakfast & Farewell Celebration, Thursday, December 13th at the Greig Smith PALS Youth Center, 8721 Wilbur Ave., Northridge. He then informed us that John Lee, Mitch's former Chief of Staff will be a candidate to replace the Councilmember when he steps down on January 1st.

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Peggy Jean's Hanger

A monthly column by Peggy Jean Bassett

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Aviation Humor: What Did You Do in WWII?

My high school assignment was to ask a veteran about World War II. Since my father had served in the Philippines during the war, I chose my father. After a few basic questions, I very gingerly asked, "Did you ever kill anyone?" Dad got quiet, then in a soft voice, he said, "Probably, I was the cook."

A Lumbering Old Bomber?



Pictures from Wikipedia

An F-111 was flying escort with a B-52 and generally making a nuisance of himself by flying rolls around the lumbering old bomber. The message for the B-52 crew was, "Anything you can do, I can do better." Not to be outdone, the bomber pilot announced that he would rise to the challenge.

The B-52 continued its flight straight and level. Perplexed, the fighter pilot asked, "So? What did you do?" The pilot responded, "We just shut down two engines".

A Mass of Medals

A gentleman stood near me at the airport. His uniform bore a mass of medals, and his shoes were spit shined. Filled with gratitude, I struck out my hand and said, "I'd like to thank you for your service." "You're very welcome," he said. "Army?" I asked. "Yes", he replied, "Salvation".

C-Rations

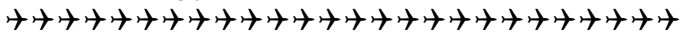
A veteran spoke at an elementary school. A student asked about what he ate during the battle. "C-Rations," the veteran said. "Ooh!" she squealed, "I love seafood!"

Never catch a snowflake with your tongue, until all the birds have gone south for the winter!



To my WOW brothers and sisters of this fine troop; Veterans, supporters, and to the newspaper reporters. It's been a year of happiness and some sorrows. May God give us many more tomorrows, at Wings Over Wendy's. To share on Monday mornings, or just anywhere, because we care! "Oh! My! How the time does fly." Perhaps in a warbird; Well, that's just what I heard!

"Merry Christmas and a Happy New Year, 2019," said Peggy Jean.



It's the kind of statistic that makes an airline CEO cringe. Earlier this year, Boeing released its 2018-2037 Pilot Outlook, estimating a 635,000 strong pilot shortage by 2037. The aviation industry knows that a perfect storm is brewing, and is frantically hoping that respective Governments, training providers and industry bodies will agree how to ride it out.

But let's be realistic. According to the Federal Aviation Administration, in the United States alone, 160,000 airline pilots were actively employed in 2017. An additional 635,000 pilots more than doubles the workforce currently in employment worldwide. It requires over

Some aviation experts claim that the total number of additional pilots required by 2037 is more than the number of pilots trained since the dawn of aviation. Let that sink in for a minute.

The shortage isn't limited to the cockpit, either. Boeing also predicts that an additional 890,000 cabin crew will be required. However, the training of cabin crew – effectively a customer service primer with a twist of safety – can be carried out quickly and inexpensively. For most airlines, the entry requirements for cabin crew are fairly low, and there is a steady stream of young people wishing to enter the exciting and glamorous world of air travel.

HOW DID THE AVIATION INDUSTRY END UP IN THIS SITUATION?

With the retirement age of most airlines at 60 or 65, mass numbers of current pilots are reaching this threshold, and transitioning from the industry. In 2017, 31% of all active airline pilots in the United States were aged between 50 and 59. That's a huge number of pilots that will be departing the line in the next ten years.

In many countries, the time from commencing entry level pilot training to a jet role could be six or seven years. Life for a young pilot usually means low wages, long hours and a huge level of investment – and this can continue for years before getting anywhere near a well-paid jet or turboprop position. It could be argued that the ideal time to commence training is actually during a recruitment downturn, in the hope that demand will increase over the intervening period between training and gaining enough hours to enter jet employment.

However, trying to convince a twenty-something that they are best off bankrolling their aviation training isn't easy, particularly when they could get a Bachelor's degree – and a juicy paycheck as a Marketing Manager – in three or four years. (Continued Page 11)

Even if training schools ramp up their operations to create more qualified pilots right now, there is a lead-time before these pilots have the relevant experience – read, hours – to fly the large jet aircraft supporting the expansion of the aviation industry. It's too late to wait any longer. Airlines are looking for innovative – or fast and efficient – ways to get more pilots into the recruitment pipeline.

So how exactly is the industry responding now, to avoid the pitfalls of the predicted shortage?

THE RESURGENCE OF THE CADET PROGRAM

While the downturn following 9/11 saw most airlines abandon their cadet programs, these are now starting to see a comeback. Aiming to take new recruits from 'zero to hero' – no flight experience right through to line employment – airlines are afforded total control over the training and recruitment process. This, however, often comes at a large financial cost to the carrier, or individual.

These cadetships are particularly attractive when you consider the low salaries offered to Flight Instructors – a typical post training job – coupled with the high cost of training. The cost of training becomes a lot more palatable when a learner is guaranteed a reasonable income at the end of it.

FASTER, CHEAPER.... SAFER?

The Multi-Crew Pilot Licence (MPL) is a relatively new development and was introduced to deliver pilots that were line-ready within a shorter period of time. Simply put, it shifts the focus from flying hour requirements to competency-based training and assessment – meaning less time in the air, and more in the simulator. Typically, it means that pilots do not spend years in general aviation building up hours before transferring to a multi-crew jet environment – allowing a much swifter transition from training to jet employment.

However, it's not without its opponents. There is an argument that MPL cadets do not gain enough practical flying experience. Some argue that cadets lack the advanced decision-making skills and experience needed to deal with emergencies in the cockpit, which are apparently much better honed during practical flying experience.

Will the FAA Change the Rules to Avoid a Serious Pilot Shortage?

The Regional Airline Association (RAA) and regional carriers around the country are hoping that the Federal Aviation Administration (FAA) will make a bold move in order to help the industry. Airlines being impacted by the pilot shortage would like to see the FAA create an exception to the rule that pilots need 1,500 hours of co-pilot training before being able to fly commercially.

The FAA's current rule requiring pilots to put in 1,500 hours of training was put in place in 2013. The rule was designed to create safer flying experiences. However, granting exemptions isn't totally out of the question for the

FAA.

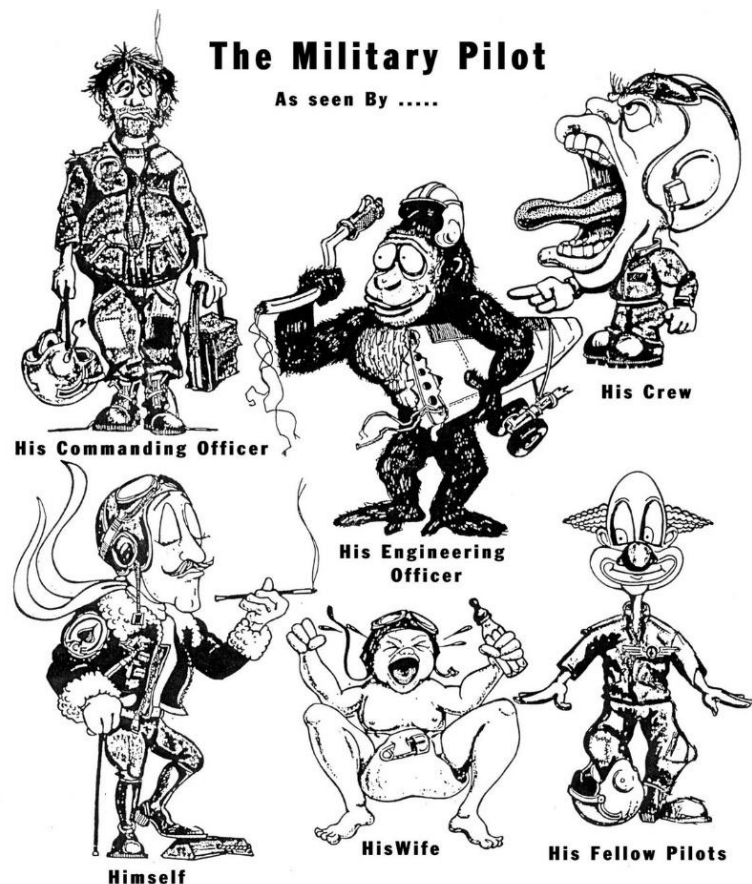
The FAA already makes exceptions for military pilots who have 750 hours of experience. In addition, pilots who have graduated with bachelor's degrees from qualifying aviation programs are allowed to fly after finishing just 1,000 hours of co-pilot training.

Pilots who have graduated with associate degrees from qualifying programs can be considered ready after completing 1,250 hours.

The pilot shortage facing the regional airline market isn't something that's going to go away on its own soon. In fact, a forecast out of the University of North Dakota shows that the United States could be short by 3,500 pilots by as soon as 2020.

Convincing people to pursue careers as pilots is no easy task for airlines. It is not uncommon for a pilot to spend \$200,000 in educational costs before completing a program. What's more, the long training process for becoming a pilot takes years.

The current pilot shortage in the United States is creating a large chasm between regional carriers and larger carriers. The nation's airline industry has increased by almost 15 percent in the last decade. However, regional carriers have seen a decline of 4.5 percent in that same span of time.



'NOVA: The Last B-24' & the Search for America's Missing in Action

Military.com | By James Barber

The PBS science program NOVA isn't usually a show that brings up strong emotions, but its upcoming episode "The Last B-24" tells a powerful story about the men and women working to retrieve and identify the remains of American military members missing in action.

The U.S. Defense POW/MIA Accounting Agency (DPAA) is actively engaged in locating information about the 82,000 missing American service members still unaccounted for and bringing them home to give closure to their families. That's a staggering number and NOVA does a great job of telling the story of this little-known agency.

The episode focuses on the search for three crew members in the wreckage from the December 1944 crash of an American B-24 Liberator bomber known as the Tulsamerica into the waters off what is now the Croatian island of Vis.

The Tulsamerica was the last B-24 to roll off the assembly line in Oklahoma. The factory workers who built the planes paid for this one out of their own pockets, so this particular crew got a lot of press coverage in the waning months of the war in Europe.

Most of the crew was rescued, but Flight Engineer Charles E. Priest, Navigator Russell C. Landry and Pilot Captain Eugene Ford vanished with the plane. Tulsamerica bombardier First Lieutenant Val Miller shares his memories of the day with the NOVA cameras. Fortunately, he was able to share his story before he passed away a few days later at the age of 94.

NOVA is a science program, so there's plenty of footage of the dives to locate remains at the crash site, detailed explanations of their recovery methods and a thorough examination of the DNA science that the DPAA uses to identify the missing crewmen.

There's also a B-17 crash site nearby. That plane is nearly intact on the ocean floor (while the B-24 is broken into myriad pieces) and NOVA takes a moment to explore the design differences between the two planes, differences that may explain why the B-24 had such a mixed record with water landings. The crew films the plane but does not have the permissions necessary to enter the plane and see if they can locate the remains of co-pilot Ernest Vienneau.

There's also a parallel story about the DNA tests on remains from a P-51 crash near the Austrian-Italian border. DPAA researchers believe that they may be Tuskegee Airman Captain Lawrence Everett Dickson, who disappeared in December 1944 during his 68th mission. NOVA spends time with Dickson's daughter Marla Andrews as she awaits news as to whether the tests prove

that her missing father has been located after more than 70 years.

These stories are sure to stay with you long after and one number sticks: the show explores the fates of just five men and there are still almost 82,000 more out there whose families are still waiting for the truth.

New U.S. Army Uniform



The U.S. Army's new uniform may look a lot like the iconic pinks-and-greens worn during World War II, but senior leaders decided to drop the pinks and go with Army Greens as the official name.

Pinks and greens "was a World War II nickname given to it by the soldiers because one of the sets of pants had a pink hue to them. So that is where it came from," Sergeant Major of the Army Daniel Dailey said recently.

The Army Greens, which will become the new service uniform in 2028, will feature taupe-colored pants and a green jacket.

The current blue Army Service Uniform, or ASU, will become the optional dress uniform and undergo a name change of its own, Dailey said.

Officials are working on the wear regulations for both uniforms. Once Army Chief of Staff Gen. Mark Milley approves them, the service will release All Army Activities, or ALARACT, messages online so soldiers can "click and see the updates to the new regulations," Dailey said.

"So basically, we are dusting off old regulations. We will take a look at them. We have a few more decisions we have to present to the chief of staff before we can publish those," he said, adding that the regulation on the ASU will include a new name for the uniform. "It will not be called the Army Service Uniform anymore. It will probably go back to the dress blues."

The ASU became mandatory for wear in 2014, replacing the Army dress green uniform, which saw 61 years of service.

The service plans to begin issuing the Army Greens to new soldiers in summer 2020. Troops will also have the option to begin buying the new uniform at that time.

The next step, though, will be to issue the new uniform to about 200 recruiters who will wear the Army Greens for a few months and then provide feedback for possible last-minute changes to the final design, officials said.

Rare Pics Reveal A Fake Rooftop Town - Seattle Boeing Plant During WWII.

Image credits: Seattle Times archive



At first glance, this looks like an ordinary day in a small village with people enjoying the sun outside. But underneath this 'peaceful town' was a big military secret: a Boeing factory.



During WWII, the U.S. Army designed a whole neighborhood to throw off possible air attacks.



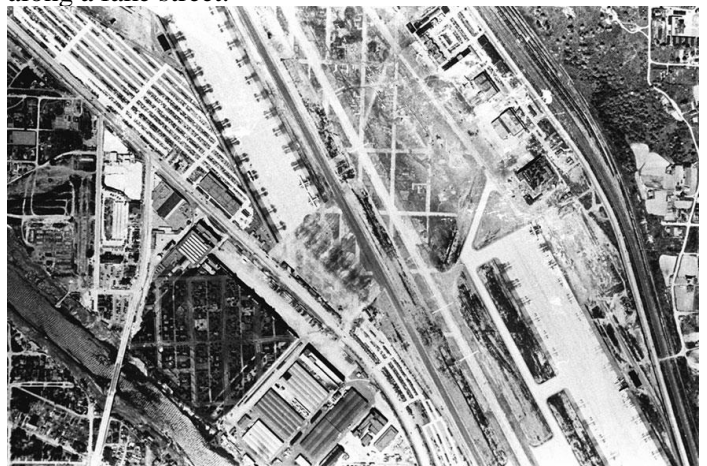
On the roof of Boeing Plant 2, camouflage trees and structures were shorter than a person. Trees were made of chicken wire and feathers.



A street sign plays off the fake neighborhood at the corner of "Synthetic Street" and "Burlap Boulevard" and one of the miniature bungalows in "Boeing Wonderland."

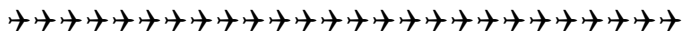


Structures that look like cars from overhead are parked along a fake street.



Boeing plant aerial photo taken from around 5000 feet. This was taken in either 1944 or 1945.

Image credits: Seattle Times archive



December Birthdays

Chuck McNary	December 3, 1937
Bruce Cullen	December 3, 1942
Marty Snyder	December 4, 1923
Shirley Andrews	December 4, 1936
Perry Sperling	December 4, 1954
David Greenberg	December 4, 1965
Bob Eisenhart	December 5, 1938
Dave Worley	December 5, 1953
Jim Henshall	December 6, 1920
Howard Swerdlick	December 7, 1936
David Plumb	December 7, 1952
Jay Guerreo	December 8, 1931
Roscoe Frazier	December 8, 1939
Manny Iglesias	December 10, 1929
Judy Reynolds	December 11, 193
Dan Pemberton	December 13, 1939
Keith Blowers	December 13, 1947
Frank Lopez	December 14, 1961
Alex Daunis	December 15, 1940
Larry Kushner	December 15, 1946
Cliff Rose	December 16, 1926
Arnold Perlin	December 17, 1930
Julio Jimenez	December 17, 1944
Jim Sivazlian	December 17, 1945
Peggy Jean Bassett	December 20, 1938
Jerry Watts	December 21, 1946
Peter Helm	December 22, 1944
Alan Hill	December 22, 1966
Lee Auger	December 23, 1929
Don Foster	December 24, 1920
John Helm	December 24, 1929
Barbara Wright	December 24, 1932
Juan Camacho	December 24, 1945
Claude Maugein	December 28, 1952

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,
Bob Rose,
Ed Moreno,
Gus Manders
Don Foster

New Members

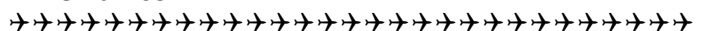
We welcomed the following new members during the month of November 2018.

Paul Ehrenberg

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	Peggy Jean Bassett
Tom Bates	Bob Bermant
Steve Birgel	Ron Boggess
Paul Boghossian	Juan Camacho
Barry Chapman	Patrick Daly
Howard Davis	Gerald Detamore
Skip DeYoung	Malcolm Dipperstein
Bob Donovan	Jan Edwards
Anarg Frangos	Roscoe Frazier
Midge Gisel	Anita Green
David Greenberg	Richard Gross
Dick Guyer	Connie Hein
John Helm	Richard Hernandez
Manny Iglesias	Fred Kaplan
Jerry Knotts	Andy Kopetzky
Louis Kridelbaugh	Larry Kushner
Nonie Lann	Al Lewis
Morris Litwack	Ginger Lyon
Elmo Maiden	Thomas Maiden
Ethel Margolin	Toni Mattock
Ken Mayer	Stan Opatowsky
Dan Pemberton	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	Chip Stevens
Bob Stiles	Howard Swerdlick
Bill Tapp	Jack Taube
David Timmerman	David Tostenson
Karen Vegt	Tom Villanueva
Leon Waldman	Avery Willis
Ellie Harrison	



In Memoriam

During the month of November 2018, two members of Wings Over Wendy's "Flew West".



Lee Levitan

**December 24, 1923 to
November 22, 2018**

Staff Sergeant Leo "Lee" Levitan was born in December 24, 1923 in New York City, New York and spent his childhood there graduating from Abraham Lincoln High School in Brooklyn. He enlisted into the U.S. Army Air Corps in March 1943 and did his Basic Training at Miami Beach, Florida and specialized training at Scott Field, Illinois as a radio operator, aerial gunner and G-Box radar navigator. In October of 1944 Lee deployed to France with his B-26 crew as part of the 557th Bomb Squadron of the 387th Bomb Group.

He flew 35 combat missions out of the air base near San Quentin, France during the Ardennes, Rhineland and Central Europe campaigns. Lee was discharged at Ft. Dix, New Jersey in October of 1945.

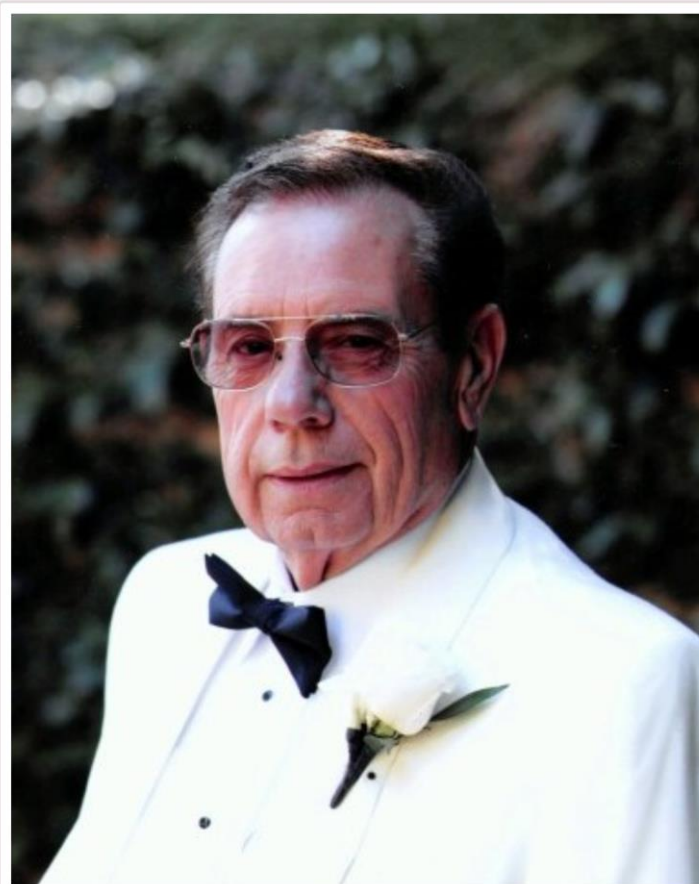
His significant decorations included seven Air Medals, the Presidential Unit Citation, the EAME Campaign Medal

with 3 battle stars, and the World War II Victory Medal

Following World War II, he entered the publishing business, later had his own pet novelty business and retired in 2011 from the advertising industry. Lee and his wife Barbara resided in Woodland Hills, California and their family includes daughters Rhonda, Susan, Laura (RIP), and Nancy, four grandchildren and one great-grandchild.

A Personal Note from Peggy Jean Thanks-For-Giving

A fond farewell to our Wings Over Wendy's member of longstanding: Lee Levitan, faithful, quiet and a friend of mine. Lee went the extra mile for me to see that I received an invitation to the premier of the WWII movie "Unbroken", knowing my admiration of the warbirds. "Lee, like the B-24 Liberator, your spirit has been liberated on the wings of angels."



Charlie Hooker

**May 16, 1937 to
November 08, 2018**

Chief Warrant Officer Four (Ret) Charles Edd Hooker was born in Plain View, Texas, May 16, 1937.

(Continued Page 16)

He began his 33 year service in the United States Army Reserve from July 1957 to December 1965, with a tour in South Korea and standing ready for the Cuban Missile Crisis. In May 1970 he entered the California Army National Guard where he served until his retirement on 31 May 1997. He was deployed in support of Operation Garden Plot in May 1992. Charlie performed duties as a Helicopter Pilot, OH-58 Pilot, and a UH-1 Pilot. His awards include the Army Reserve Components Achievement Medal, the California Commendation Medal, and the Master Army Aviator Badge. Charlie Hooker had 39 years military service, retiring as a CW4 from the California Army National Guard.

From 1963 to 1971 he was a pilot with LA Airways (world's first scheduled passenger helicopter airline) providing service to LAX from Disneyland and other locations in Southern California until it ceased operations in 1971. He had over 13,000 helicopter pilot hours.

Charlie worked for Alpha Beta for several years in various roles including meat supervisor for the stores in western states. He went on to be a store manager and was the one who opened their first Mega Store in Northridge. He managed other stores, retiring as a Ralph's store manager when they took over Alpha Beta.

Charlie was married to Phyllis (his Texas high school sweetheart) for 51 years and was her primary care giver until she passed. After Phyllis passed Charlie became active in several areas including Alzheimer's support groups and Kiwanis.

He joined the MOWW (Military Orders of World Wars), and soon found himself as a Chapter Commander.

Charlie has always been involved in his church. His dad was a pastor. After Phyllis passed, he met Trinette (in grief counseling) who had lost her husband earlier.

As they become friends (and later married) they became a team together working on Alzheimer's and other projects such as the annual Red White and Blue Military Ball at the Reagan Library that raised funds for causes including Alzheimer's. Other events they supported thru MOWW include raising funds for the new Cal Vet Home built on the VA property, off of Wilshire in W.L.A. and Habitat Homes for Veterans.

Memorial services and reception were held on Friday, 30 November 2018 at Calvary Community Church, Westlake Village, CA.

WOW's Annual Toy drive is Monday, DEC 10th & 17th



WOW's monthly food drive is Monday, December 3rd



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 Staff

Publisher: Ed Reynolds

Editor: Judy Reynolds

Reporters: Peggy Jean Bassett,

Photographers: Harlis Brend, Ken Mayer,

Paul Boghossian, Ed Reynolds, & Larry Kushner

Secretaries: Marion Lovelace & Shirley Andrews

Reminders: Connie Hein

Speakers: Barney Leone

Tours: Warren Weinstein

Treasurer: Barry Chapman

Hats, Shirts & Name Tags: Howard Swerdlick



December 15th
Saturday, 9am - 12pm
Sign up to attend

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.



View: www.wingsoverwendys.com
To see the: **Calendar, Roster & Newsletters**

Double check the calendar of events for details, changes and additions on the **TEAMUP** app on your cell phone the app key is: **kswpdaeovnb1jans4**

www.wingsoverwendys.com

then select: **CALENDAR**

Assemblymember Adrin Nazarian Holiday Open House and Food & Toy Drive.

Thursday, December 6th 5:30 - 8pm

Van Nuys State Office Building

6150 Van Nuys Blvd., Suite 300
Van Nuys, CA 91401

Avi & Liat Ben-Shabat Wings Over Wendy's Hanukkah Celebration

Sunday, December 9th 6 to 8pm

23352 Burbank Blvd

Park in Ed Reynolds' back lot



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