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Photo by Joe Hall, Sony Pictures

Sony Pictures Studio tour

January 30, 2019

On January 30, 2019, twenty-six Wings Over Wendy's members attended a Sony Pictures Studio tour. Most of the group assembled at the Platt Village parking lot to car pool to the Studio in Culver City. The traffic was slow, and it took over an hour to arrive at the Sony Pictures Studio parking structure.

Attending the tour were: Ron Boggess, Bob Donovan, Bob Eisenhart, David Greenberg, Alan Hill, Fred Kaplan, Louis Kridelbaugh, Larry Kushner, Mike LaVere, Howard Leeds, Barney Leone, Ken Mayer, Sam Mulley, Kurt Rademacher, Ed Reynolds, Judy Reynolds, Jack Rolston, George Rothman, Lezar Saunders, Phil Shapiro, Roz Shapiro, Bob Stiles, Michael Sugar, Howard Swerdlick, David Timmerman, and Leon Waldman.

The tour was conducted by Marianne Laurenson, Manager of the Sony Pictures Studios Tour Department assisted by Shelby Monaghan from the Department and Michael Cummings, Coordinator of Studio Services.

The first stop on the walking tour was the Morita Museum, which contains 1st and 2nd generation props and costumes from some of Sony's biggest film and television productions. It included a replica set of the Seinfeld show, along with genuine Oscar and Emmy statuettes that many of us posed with. We could take pictures in the museum but not on the lot or most of the other buildings.

From the museum we walked to a small theater where we watched an historical introductory tour video describing the history of the various picture studio lots throughout the Los Angeles area. The current complex was the original studios of Metro-Goldwyn-Mayer from 1924 to 1986 when it was sold to Lorimar-Telepictures which sold the lot to Columbia Studios. In 1989, Sony Corporation purchased Columbia Pictures Entertainment and the old MGM lot in Culver City, later renaming the company Sony Pictures Entertainment and remodeled the Culver City lot.

(Continued Page 2)

The video also contained many clips from television and film, from classic to current shows and some soon to be released previews.

Marianne and Shelby then told us about the famous “Esther Williams” Stage 30 which contains a large tank for water scenes and was used for all of the mermaid films and recent productions such as “Castaway”, “Spider-Man” and “Hail, Caesar”.

In the historical video we had seen the scene of Esther Williams diving into the water and Marianne pointed out that she had just a small circle deep enough for her dives. She did break three vertebrae in her neck filming a 115 ft dive off a tower during a climactic musical number for the film *Million Dollar Mermaid* and was in a body cast for seven months.

From the theater we walked to the Scenic Arts Building which was built by MGM to paint backdrops for their film productions. Inside the ten story building we took a small (4 people at a time) elevator up 9 stories to the area where the backdrops are painted. There we had the opportunity to take photos with backdrops from the classic “Sound of Music” and “North by Northwest” scenery.

Our final stop was the *Wheel of Fortune* Stage 11 and watched a video that gave a ‘behind-the-scenes’ look at the production of one of the most famous game shows in the world. The set was lit for the special Nashville contest winners, who will be there for e taping Thursday, January 31st. Marianne asked everyone where they served in the military and told the group about her father flying the ‘Burma Hump’ flights into China, and her uncles that participated in the D-Day landing. She finished by thanking us for our service.

Everyone received a group photo that was taken on the lot behind Stage 10, the home of *Jeopardy*!

January Speakers

January 7, 2019



Photo by Harlis Brend

Arnie Schwartz

On the first meeting in 2019 we welcomed back Arnie Schwartz who used to attend meetings in his US Navy uniform when Crash Blechman was leading the meetings. Arnie has the distinction of serving in the US Navy as an Enlisted man, the Merchant Marines as a Communications Officer, the US Coast Guard, and then back in the US Navy Reserve as an Officer. He also taught for 30 years in the LAUSD. The story of his Enlisted years is in the Profile section of this newsletter. (See page 6)



Photo by Harlis Brend

Andy Romanisky

Following Arnie we heard from his good friend Andy Romanisky. Andy has been in electronics most of his adult life and knew Fred Blechman since 1972, Leo Keligian and Don Foster for years. He was working full time as a Sheriff’s Deputy and couldn’t make the Monday meetings that Fred, Leo and Don were always telling him about. He joined the Air National Guard after serving in the Navy in the Vietnam era 1965 to 69 as a crewmember with anti-submarine warfare aircraft in the Navy P-3 Orion and P2V-7 Neptune out of Puerto Rico and Bermuda flying the “Bermuda Triangle” area. In 1967 he was at Mayport Naval Station when a companion in the Electronics Shop asked if he could take his place on the afternoons mission so he could get his monthly flying hours for flight pay credit. Right after the aircraft took off it collided right over Jacksonville Beach with an F-8 Crusader operating off the Shangri-La that had lost radio contact with the carrier.

Andy was off base when it happened and was trying to find out what crew was on the Neptune. Everyone on base assumed he was on the flight and were surprised when he returned to the base.

Years later he got an email from the son of the copilot who was just 3 or 4 years old at the time and he wanted to know from Andy what the circumstances were about his father’s death and wanted to get closure on the circumstances and what he knew about his father since he was crewed with him on many missions. (Continued Page 3)

Andy also told us a story about his days in the California Air National Guard when he volunteered for a flight to Panama in December 1989 because he had been there many times during his US Navy tour. Noriega was harassing Americans so three C-130's from the California Air National Guard were deployed to Howard AFB to support the 101st Airborne invasion of Panama to capture Noriega. He witnessed the bombing and the sky lighting up. The C-130 then flew around Panama picking up wounded soldiers. Andy also was involved in Desert Storm missions and Embassy support missions around the world.

He finished by telling us his father was a Radio Officer in the Merchant Marines and it was through his father that Arnie got his job with the Merchant Marines and the US Coast Guard.

January 14, 2019



Photo by Harlis Brend

Joe Mueller

On January 14th in the heavy rain outside Joe Mueller, Colonel, USMC (Retired) and leader of the Tuesday meetings in Tarzana invited the group to attend a special presentation he arranged for January 22nd to hear a presentation on *Legends of the Flying Clippers* by Doug Westfall.



Photo by Harlis Brend

Lee Auger

Lee Auger, just back from a vacation with his daughter in Hawaii reported on the trip. One of the things they did was find the MIA plaque for a friend of his that was missing in Vietnam.

Lee told us the story of his friend, Tom Whiteman, he served with in the Navy during the early 1950's. Lee and Tom roomed together in London and lost track of each other after Lee left the service. Years later Lee's unit held a reunion in Bloomington, Minnesota. Tom had been from Redwing, Minnesota so Lee went about trying to find Tom. He found a cousin who told him that Tom had gone on to become an USAF Pilot and was shot down in Vietnam and was listed as an MIA until 1995 when his remains were discovered.

So, on his trip to Hawaii Lee found Tom's MIA plaque on the Memorial Wall. He was able to find Tom's widow and although she had remarried, she was glad to hear from Lee and she had lunch with Lee and his daughter. It was the high point of his trip, being able to meet Tom's widow and talk with her.



Photos by Harlis Brend

Franky Ortega & son

The LAUSD was on strike and there was heavy rain but our Honorary Teacher, Franky Ortega walked the picket line for two hours and still attended our meeting with his son to tell us about his upcoming adventure.

Franky is a parachutist and is a member of the World War II airborne demonstration team that is based in Oklahoma. They jump out of C-47's and create World War II style, static line Paratroop drops. They parachute at Air Shows around the United States in World War II US Army paratroop gear.

He informed us that he will be participating in the 75th anniversary of the Normandy Invasion and will be parachuting into France. He will be part of 30 aircraft that will fly across the English Channel. The paratroopers have to have their Passport with them and will be met on landing by a French Customs and Immigration Official.

Currently, Franky is practicing in WWII gear at Paris, CA and hopes to be certified by the FAA to jump at Wings Over Camarillo this summer.



Photo by Harlis Brend

Michael Stevens

Following Franky's talk he introduced to the group an old friend of Wings Over Wendy's, Michael Stevens, President of the Museum of the San Fernando Valley. Michael spoke about how much the Museum felt honored to have an Exhibit of WWII items and have Wings Over Wendy's members sitting in the room to answer any questions that visitors would have about WWII.

Michael then told that the museum is setting up an exhibit for the 50th anniversary of the first moon landing. They will turn the museum's big room into an reenactment of the landing. He asked if anybody had artifacts or know somebody that was associated with Rocketdyne or Marquardt or any of the subcontractors that were associated with the Apollo mission particularly, in Apollo 11, please let him know so he can include them in the exhibit.

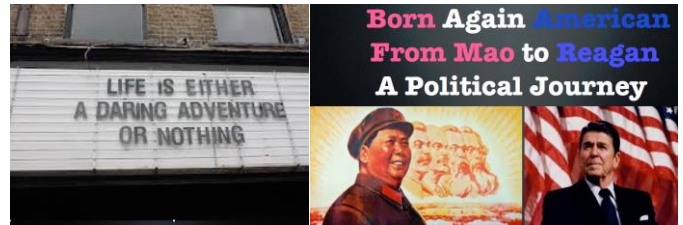
January 21, 2019



Photo by Harlis Brend

John Duffy

On January 21st John Duffy gave us a slide presentation on his life story and political journey from Mao to Reagan.



John grew up in the Bronx. He grew up in poverty, and his neighborhood was considered to be "the worst example of urban poverty in America." This was so bad to the point that President Carter toured his neighborhood in 1977, making promises to fix things that never really happened. He had guns put to his head 4 times in the Bronx and dropped out of Cardinal Hayes High School at the age of 15, leaving him with a lack of education or life direction. In order to become more connected with his community and the groups involved with his community, he decided to buy papers from groups such as the Black Muslims and the Black Panthers in attempts to associate with members of those parties.

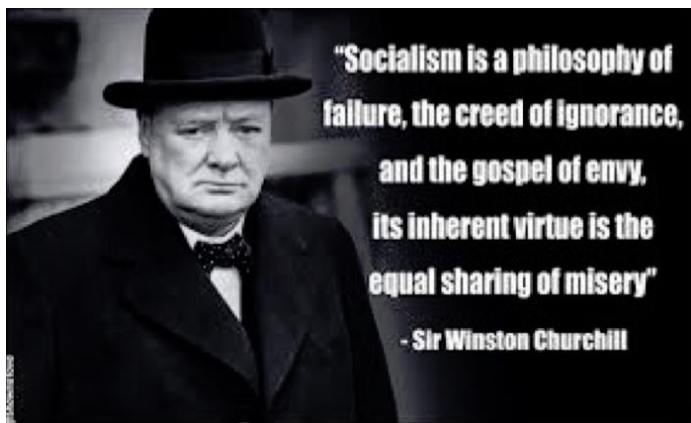
Eventually, he joined a group called White Lightning, which was an anti-drug group that was also dedicated to the violent overthrow of the U.S. government. He became the leader of this organization. During this time, he read a lot of books about leaders and their revolutionary ideas, which is where he picked up political beliefs in favor of Communism. He joined the Community Party (Marxist-Leninist), which was considered the sister organization of the Chinese Communist Party.

At the age of 26, he took a trip to China where he talked with many officials about communism and toured Korean Autonomous Area at the China Border with North Korea in 1978. After he saw past the utopia that he thought Communism created he started to question his beliefs. When he came back from this trip, he got his GED and went to college. Pol Pot's Massacre of the Cambodian People was a big turning point and in college he read The CIA World Factbook on every country in the world and used the Freedom of Information Act to see the FBI file on himself.

In 1980, he made a big decision to start his life over. He left behind his Communist beliefs and decided to work as a mail handler at the Post Office. After 5 years, he was impressed by Tony Robbins: *Turn Fear into Power*. he went to Hollywood to become a counselor, actor, and a producer. After 9/11, he started to realize that the U.S. Military is very important and vital to our country. He decided to attend events and try to give back to veterans as much as possible, forming who he is today.

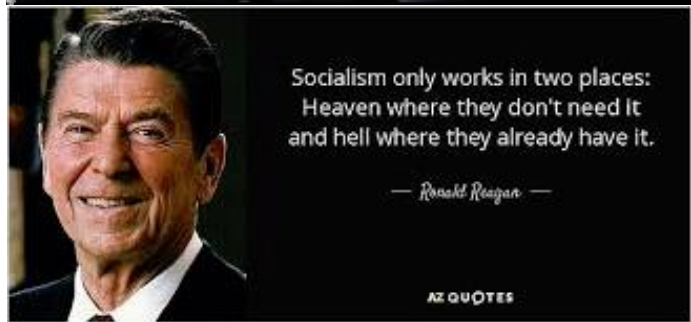
He produced training films for the USMC, volunteered at Operation Gratitude, worked with Gary Sinise, taught film in the MBA program at JP Catholic University. His current project is *The Flag, A Story of Honor and Respect*. He finished by saying a quote from Lou Holtz: "We're Going to Stand for The Flag and Kneel for the Cross".

(Continued on Page 5)



"Socialism is a philosophy of failure, the creed of ignorance, and the gospel of envy, its inherent virtue is the equal sharing of misery"

- Sir Winston Churchill



Socialism only works in two places: Heaven where they don't need it and hell where they already have it.

— Ronald Reagan —

AZ QUOTES

The years ahead will be great ones for our country, for the cause of freedom and the spread of civilization. The West will not contain Communism, it will transcend Communism. We will not bother to denounce it, we'll dismiss it as a sad, bizarre chapter in human history whose last pages are even now being written. **Ronald Reagan**

It was an impressive story of what took place in the 1960's and 1970's and how things changed after 9/11.

January 22, 2019

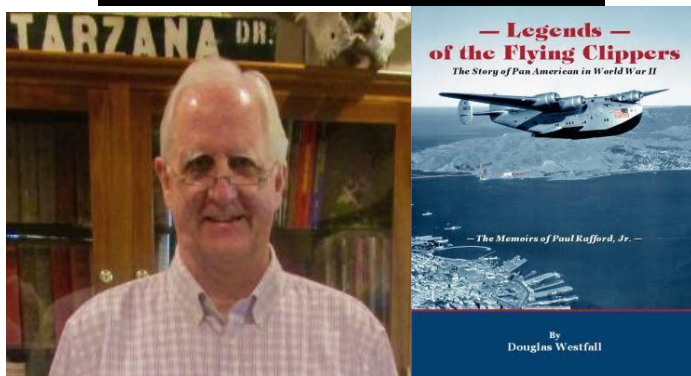


Photo by Nathan Wolfstein

Doug Westfall

"Legends of the Flying Clippers"

On Tuesday, January 22nd those that attended the WOW2 meeting in Tarzana were treated to a fascinating presentation by Doug Westfall on his book *Legends of the*

Flying Clippers. The book is based on the memories of Paul Rafford, Jr., a Flight Radio Officer for Pan American World Airways who participated in many of the Boeing 314 most memorable and historic flights both as a civil airliner and for the US Military during WWII.

Doug's presentation lasted over an hour and finished with a discussion on the mystery of Amelia Earhart's last flight. Doug told us about Paul Rafford's theories based on her radio transmissions and the current prospect that the wreckage may have been found.

Doug also touched on the other Historical Books his company The Paragon Agency has published on Aviation, WWII, Korean War, Civil War and Amelia Earhart.

A fascinating meeting thanks to Joe Mueller for setting it up.

January 28, 2019



Photo by Harlis Brend

Ed Reynolds

On January 28th Ed Reynolds gave a slide presentation that he had given the previous week to 90 students at Birmingham High School on his experience with the Vietnam War. The presentation followed two tracks, one with his life and military career and the other the world situation at the same time frame with the Communist expansion in Europe and Asia after WWII and how that affected Ed's career. While the events in South East Asia led to the US committing combat troops into Vietnam and bombing North Vietnam, Ed was in the Strategic Air Command focused on the USSR nuclear threat.

The two tracks converged in 1971 when Ed was transferred to be the Senior Intelligence Advisor to the Chief of the Vietnamese Air Force (VNAF) Intelligence Organization. His mission was to implement President Nixon's Vietnamization Policy to end US involvement in the Vietnam War through a program to "expand, equip, and train" South Vietnamese forces and assign to them an ever-increasing combat role. (Continued Page 6)

To perform that mission Ed traveled throughout the area. He visited every VNAF base in country to assist in expanding, equipping and training the VNAF Intelligence operation and visited every USAF Base in Thailand to determine what worked and could be implemented in VNAF.

He discovered that the US Military had some good intentions but poor follow through and he met many self-serving US Officers and NCOs out to just "Get their ticket punched" and go home. They focused on self and not Vietnamization with little regard or confidence in the Vietnamese. He discovered that it was a religious war: Communism vs religion; Catholics vs Buddhist, Cao Dai, Hoa Hao, Confucius and Taoist religions. Most Officers were from the north that moved south to practice their religion. Catholics were in charge, but Buddhist were the majority and fought their leaders' Catholic policies.

The country has been at war for so many years that almost everything was tied to the military. Most soldiers had been fighting their whole adult life and saw the conflict as a 5 day per week 9-5 job. The US Military on one-year tours didn't understand this.

Ed discovered the US had trained VNAF to use 1960's era sophisticated systems and it was difficult to pass the knowledge on to new airman with little education, plus it was difficult to maintain the systems and by 1972 many of the VNAF systems no longer interfaced with USAF systems. He gave examples of the difficulty getting staples, and aircraft parts.

The war's end came after he left, and the US Congress after Nixon's resignation stopped funding the South while at the same time the USSR was providing equipment and supplies to the North.

Most of Ed's Vietnamese friends were able to escape and he still is in contact with them today.

PROFILES

Arnie Schwartz



My Enlisted Story

By LCDR Arnold (Arnie) Schwartz, USNR (retired)

How I became a Navy Cryptologic Technician (CT). When I was eleven years old, I built my first crystal radio set. Over the next few years, I learned schematic symbols and how to read a schematic diagram. With this newly gained knowledge I was able to build my own regenerative receiver, a tuned radio frequency receiver (TRF receiver) and a Super-heterodyne receiver. While I was in high school 1956-59, I liked to listen to my upstairs neighbor's Zenith Shortwave Radio. I thought it might be fun to learn the Morse code. So, while I was taking Drivers Education, I would try to memorize the Morse code alphabet, instead of paying attention to the lessons in my driver's education class. After I graduated high school, I remember seeing a Navy program on TV and told my dad that the Navy sounded interesting. He said, "I will drive you to the Naval Recruiter." He did and the recruiter said that he would guarantee me Electronics Field if I enlisted. I decided to enlist and went for my physical exam. Well, they encountered some minor problem with my physical and I could not enlist until the problem was resolved. About 6 months later, on October 25, 1960, the problem was resolved, and I again went to the same recruiter to complete my swearing in.

I remember, that as soon as the group that I was in completed the swearing in, the recruiter said now I want you guys to clean the office from fore to aft, and we were given brooms and mops. After we finished cleaning the recruiter's office, one of the recruits, with some military experience, was given all our records and we then boarded a bus that took us from Los Angeles to the U.S. Naval Training Command, San Diego, CA.

I was assigned to company 578. I remember our company commander, QM1 Rigley, asking if any of his recruits had any military experience. I had none, so I did not raise my hand and I was not given any position of responsibility. So, I was assigned the position of a squad member. Boot Camp was not too difficult, and I remember the day that I took the ACT-GRI battery of tests. With my knowledge of Morse code, I aced that portion of the test. I really wanted to become an Electronics Technician. However, the qualifier told me that my high scores qualified me to become a Navy Cryptologic Technician (CTR). I did not know what that meant. However, the qualifier assured me that it was in the Electronics Field.

While I was in Boot Camp, I remember telling one of my shipmates that I somehow acquired spots all over my body! He said that I better report to sickbay as soon as possible! I went to sickbay the next morning and they quarantined me for having German measles! Fortunately, it did not last too long, and I was not set back in any of my training. (Continued Page 7)

I was given four days travel time to report to USNCTC Pensacola, FL. I decided to take a bus across country to see some of the USA. When I arrived at Cory Field, I was put in class 05B with instructor CT1 Leathers. Later I was in classes 06B with CTC Lutz and 06A with CTC Jeschke. I obtained my Novice Amateur Radio License WV6RAD, prior to graduating CTR training and on August 18, 1961 I went on my 30-day annual leave before reporting to Adak, Alaska on September 18, 1961. Looking back, Adak was an outstanding opportunity to learn about nature and how troops were billeted in Quonset huts during WWII. Before arriving on Adak, I had never seen an American eagle up close or seen the Salmon run.

My next duty assignment was as NAVCOMMSTA Navy 85 in Wahiawa, Hawaii, where I was stationed for two years. I volunteered several times for surface duty and did “temporary additional duty” (TAD) on board the DER397 Wilhoite, USS Midway (CVA-41), and USS Bon Homme Richard (CVA-31). I put in for an early release from active duty to go to college. It was granted and I reported to Treasure Island, CA to be processed for discharge. However, while going through medical they again found something minor with me and I was sent to Tripler Army Hospital for treatment where I awaited two months prior to my being released from the Navy. Since I enlisted for 6 years, 4 active and 2 reserve, upon my separation from active duty, I had to report to the closest Naval Reserve Command to determine if I wanted to drill or not. I chose not to drill and that was that!

After graduation in 1972, I married my one and only wife. The two of us enlarged the family by having both a boy and then a girl. With my bachelor's degree, I could then be hired as an Electronics Teacher with the Los Angeles Unified School District, where I taught for 30 years before retiring in 2002.


reserves! So, at 42 years of age I again visited a Naval Recruiter. They told me I was too old, and they were only interested in younger people. Across the hall was the Coast Guard Recruiter and I figured what is the difference between one and two rejections in the same day! The Coast Guard recruiter also asked me how old I was, and I told him. Then he said are you a former veteran? And I said yes. He then said that I just made it, as 42 were the maximum age for a former veteran to enlist in the reserves. Because of my civilian work experience as a Radio Officer in the Merchant Marine, I was given the rate of Radioman First Class (E6) when I enlisted. I stayed in the Coast Guard Reserves for 6 years until I found out that the Navy was looking for Merchant Marine Radio Officers to be commissioned as O-1's in the Naval Surface Reserve Force, Merchant Marine Training Unit. I submitted all the appropriate paper work in 1990 and I was commissioned an Ensign at the age of 48 and I became the oldest Ensign in the U.S. Navy! I received all my promotions on time and stayed in the Navy until my 60th birthday, when I retired with the rank of Lieutenant Commander. I truly enjoyed all of my time in both the Navy and the Coast Guard Reserves.



Try to stay in the middle of the air, do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, and interstellar space. It is much more difficult to fly there. "LOL", Plane Peggy Jean.

A flight on EAA's Ford Tri-Motor is a flight back to a time when air travel was considered a luxury.


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The Ford Trimotor was nicknamed the 'Tin Goose', and it has quite a history.

1) Only 199 Trimotors were built, and only 8 are in airworthy condition today.

2) The metal frame of the airplane was corrugated to strengthen it, but it significantly reduced performance due to drag.

3) The Trimotor's rudder and elevator control cables were strung on the outside of the airplane.

4) Engine gauges were also mounted externally on the engines. Pilots have to look out the windows to see them.

5) While it didn't go fast (130 knots max speed) its stall speed was an impressive 56 knots. That's almost as slow as most 4 seat training aircraft today.

6) Pan American Airways used Ford Trimotors for its first international scheduled flights from Key West to Havana, Cuba, in 1927.

7) Charles Lindbergh and Amelia Earhart flew the same Trimotor (C-1077)

8) In 1929, the Trimotor was the first airplane to fly over the South Pole.

9) Franklin Roosevelt flew on a Trimotor in his 1932 presidential campaign - one of the first uses of aircraft in an election.

10) EAA Still Flies NC8407, schedule a ride!

By. Allyn “Al” Lewis & Ken Decker

A converted B-18 Army Bomber became missing from a flight after leaving Mormon Mesa. Utah on April 24, 1947. The flight was to return to its point of origin at Walnut Grove. California. a suburb of Sacramento. on the afternoon of the same day. No word was received from the crew.

On board the aircraft were four men from the Sacramento area. The men were all experienced air travelers, and this was a definite plus for their survival.

On board were Victor Spezia 26. pilot; Vernal Silvia 36. and Jack Burchell 30, all residents of Walnut Grove. Also, on board was copilot. C. Allyn Lewis 23 of Sacramento. a pilot making a familiarization flight for the route to be flown on future occasions.

The crew members were seasoned fliers, due to the war years prior to this time. Spezia was a business partner in the Spezia Crop Dusters at Walnut Grove, and was a civilian pilot instructor during WWII. His partner in the crop-dusting business was Vern Silva.

Perhaps the most experienced man in the crew was C. Allyn Lewis. (Continued Page 9)

Lewis was a veteran of the 384th Bomb Group and flew a tour out of England as pilot of a B-17. Lewis had been in emergency situations before. On one mission in dense clouds he was in a collision with another plane in his formation. Though the front of his B-17 was chopped nearly all the way off back to the firewall, he managed to limp to a fighter base in Belgium and bring the badly crippled B-17 in for a safe landing. His entire crew survived the collision without serious injury. (See: *Wing News*, February 2017, "The Closest Encounter")

The flight was to pick up tomato plants at Mormon Mesa, Nevada (about 50 miles NE of Las Vegas) and return them to Walnut Grove for immediate planting by some local farmers. The cargo was in what was known as "flats" containing approximately 1 million plants, total. The savings to the California growers would be considerable, even after paying the cost of shipping by the Spezia airmen. Spczia had rented the B-18 used for the flight, from a company at Ontario Airport.

The flight left Walnut Grove in the morning of April 24th and the trip to Mormon Mesa was uneventful. The small landing strip was found and the B-18 was loaded and ready for the return trip shortly after noon.

The aircraft took off at 1:05 p.m., according to the airport manager at Mormon Mesa. He also stated that the plane circled and landed again, and the crew worked on the plane for a few minutes and took off again at 1:30. It was not required to file a flight plan, but Spezia told the airport manager he intended to make the return flight by way of Hawthorne, NV instead of his regular route.

The flight was expected to be at Walnut Grove about 3:30 p.m. but didn't show up and no word was heard from the crew or the plane. It was possible they may have landed at another location. When relatives reported the men had not been heard from, authorities checked airports in Nevada and California and found the plane had not landed at any of the airports, the search was expanded.

The mid-section of Nevada where the flight was to cross was barren except for one main road and one rail line in the span of well over a hundred miles. The route crossed the northern edge of Death Valley and then into the mountains before coming into the Sacramento valley area. Thousands of square miles of desert followed by the Sierra Nevada Mountains.

The extent of the search was wide spread. County and state highway patrols as well as the CAA were among those notified. The Army Air-Sea Rescue Service at Hamilton Field near De Witt, California was also alerted. They dispatched two B-17s to search between Fresno and Las Vegas for wreckage or a possible landing at some remote spot.

The B-17's dispatched for search procedures on the routes were piloted by Lt. Robert A. Lewis dispatched from Hamilton field to search from Fresno to Mount Whitney,

while the other was piloted by Edward W. Lynch and left March Field to search from Mount Whitney to Las Vegas.

The events of the flight as remembered by Allyn Lewis after 51 years are still vivid in his mind.

"On our return flight we had flown north of Las Vegas, westerly. It is likely that we flew over what is now the Nevada (Atomic) Test Site. A few minutes after we had flown over a short crushed-rock runway. Our left engine "blew" and we had to feather the prop. We turned back to the runway and landed without any incident.

In many respects, we were under equipped to dealing with being somewhat stranded. Our radio did not work. we had no provisions and we were otherwise unprepared.

The landing strip was built for WWII flight trainers that were based at Tonopah, NV. Essentially, this was an auxiliary field, not meant for the likes of a disabled B-18.

After some discussion, we elected to explore the area by walking down a "Jeep trail" hoping to find some signs of civilization. We extended our walk with the idea of returning to the B-18 before sunset. In due course, we spotted the remains of an abandoned adobe miners' cabin where we stayed the night. The fourth party in our group was Jack Burchell, Vern's brother in law. He was the only smoker in the party. With Jack's last march, we started a fire in the cabin's fireplace for needed warmth that night.

We agreed that Vern and I would return, about 10 - 12 miles, the next morning to the B-18. We had hoped to see if we could gain radio contact by issuing some distress (SOS) messages. After some vain SOS messages, we decided to use some spare hydraulic fluid to spell out SOS on the crushed rock runway. Additionally, we left written messages in the cockpit explaining that we would follow the "Jeep trail", which we hoped would lead to a public road.

During April, this mesa area, just east of Death Valley, usually gets very warm during the day and cold at night. Fortunately, during the day there was some overcast. In fact, when Vern and I were returning to rejoin Vic and Jack, there was a light hail storm. We gathered hail in our leather jackets. On the return walk, Vern and I were approached by some wild horses. We made our way over to some rocks in case the horses got too "friendly".

While we were away for about ten hours, Vic and Jack did explore the area while tending the fire for warmth during the approaching nightfall. They found nothing except, very fortunately, several flooded mine shafts and some glass bottles. As we had no provisions, we decided to take some of the bottles filled with spring water with us the next day.

At about 5 a.m. we started walking down the trail. We watched out for rattle snakes and did spot a few among the trail-side vegetation. At about 1p.m. we spotted a small plane, but we were unable to attract its attention.

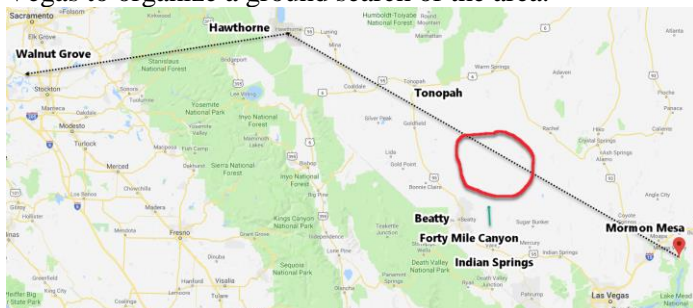
(Continued Page 10)

Just afterward, we heard what sounded like a vehicle. Shortly, a pick-up truck appeared. The driver, his wife, son, and their dog were its occupants. It turns out they were grazing cattle up the left fork of what was known as Forty Mile Canyon. We had come down the right fork. At that location we were about 10 miles from Highway 95 at Indian Springs, which was about 40 miles south and east of Beatty. They gave us a ride to the highway and some more than welcome water, etc.

Somehow the Sheriff in Beatty was informed of our rescue. He drove down and took us to Beatty. We were then taken to Tonopah where we stayed that night. The first thing I asked for was a beer and hard-boiled eggs, which was great. We also all took in the famous mud baths at Tonopah before a steak dinner.

Vic contacted home and informed two of my brothers who then lived in Sacramento. They hired a six passenger Beechcraft and picked us up in Tonopah for our return.

The search effort seemed to bypass the four men. Ray Silvia, of Sacramento, brother of Vernal Silvia flew to Las Vegas to organize a ground search of the area.



Sheriff Don Cox was informed that the plane was found and appeared to be undamaged. Also, a note was found in the plane stating that the crew had left the scene looking for help. The aircraft was located by Bernard Hodges, who was employed by Spezia Crop Dusting, and had taken part in the search. He had found the aircraft and landed alongside it on the abandoned airstrip. Meanwhile, the crew was miles away, by this time.

Another newspaper gave credit for finding the B-18 to a pilot of Bonanza Air Service. This may have been after it had been located by Bernard Hodges, since there was no mention of this pilot finding the note left by the crew.

Vic Spezia is reported to have eventually purchased the B-18 after it was recovered from the desert strip.

He went back along with Vern Silvia and replaced the engine, which reportedly took about 10 days. Also, it is reported he sued the company he rented the plane from before the flight.

It is possible he got the B-18 as part of a settlement. Lloyds of London paid for the tomato plants, lost on the flight.

C. Allyn Lewis was to have his first date with his present wife on the night of Allyn's disappearance. Obviously, this all worked out as Allyn and Doty were

married in September of 1947 and are still married and living in California. At the time of this story, Allyn Lewis was employed by United Airlines, and this flight was a second job for him.

Note: Of course, Allyn is our own Al Lewis a faithful member of Wings Over Wendy's and former keeper of the group's roster.



SPEC'S FOR THE B-18A

Span: 89' 6" Length: 57' 10"
 Height: 15' 2" Crew _of 6
 Loaded weight: 27,000 lbs.
 Armament: 3 .30cal. guns located in the nose, ventral, and dorsal. Bomb load: 4,500 lbs. Internal.
 Engines: 2 Wright R-1820-53 of 1,000 hp. each.

PERFORMANCE

Max. speed: 215 mph at 15,000 ft.
 Cruise speed: 167 mph.
 Range: 2,100 miles
 Service ceiling: 23,900 feet.
 Cost in 1938: \$80,000

The National Personnel Records Center (NPRC) has provided the following web site for veterans to gain access to their DD-214s online:
<http://vetrecs.archives.gov/> or try
<http://www.archives.gov/veterans/military-service-records/>

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes.

NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents.

Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester 'will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records centers mail room and processing time.

Members in the News

Dennis McCarthy: With LAUSD strike, class size issues and kids who need to learn, these boomers are ready to help Teacher strike brings into focus how a generation of baby boomers are needed in the classroom.



Sharon Fine, runs the Oasis Intergenerational Tutoring program in the West Valley, and Bob Stiles, is one of the tutors on Friday, Jan. 25, 2019. (Photo by Dean Musgrove, LA Daily News)

By DENNIS MCCARTHY: January 26, 2019

Welcome back, teachers. I'm glad you held out. You deserve everything you walked the line for, especially smaller class sizes. It's ridiculous what your bosses are asking you to do.

If Plato was teaching today with 40 kids in his class, that Aristotle kid would have gotten lost. Not even Socrates could handle that load.

So, how is it we expect teachers today with 40 to 45 students in their classrooms to create a level learning field for kids with almost nothing in common but their age?

Some got lucky and have parents who read to them and spent quality time preparing them for school. Others have parents who never opened a book.

And who gets the blame when the kid falls through the cracks? Well, you know. Not the parents.

So, while you teachers wait for your bosses in the school district to find the money to hire more of you, and cut those ridiculous class sizes, I've got some good news. More help is on the way. The most resourceful, educated teaching force in this country has your back.

Grandma and grandpa. The Gray Squad. Our baby boomers.

Many are going back to school and taking on classes at local community colleges – like Encore classes at Pierce College in Woodland Hills – looking for the next challenge in their lives.

Some have already found it with the national Oasis Intergenerational Tutoring program. They've taken the 12 hours of training in remedial language skills, and they're spending an hour a week the entire school year tutoring 1st,

2nd, and 3rd grade students with underdeveloped reading and language skills.

It doesn't sound like much time, one hour a week, but it gives that teacher some breathing room to concentrate more on the kids not having trouble learning in class. They can't all go to charter schools.

"Our teachers are crying for help, really," says Sharon Fine, coordinator and trainer for the Oasis program at West Valley schools. "It's very hard to reach these children who can't focus in the classroom and have no reinforcement at home."

Fine goes to community colleges and recruits seniors into her program. Right now, there are 25 tutors active in the West Valley, with the numbers growing nationally to more than 100 school districts in 20 cities across the country.

"This is the most frustrating and rewarding thing I've ever done," says Bob Stiles, a former Air Force air traffic controller and pilot, who was having no luck reaching the third-grade boy assigned to him at the start of the school year.

"He just wasn't interested in learning anything. He couldn't focus. We'd sit down in the library and he wouldn't remember a thing from the last lesson. It was very disheartening."

Finally, a few weeks before the holiday break, Stiles handed the boy a used paperback book – "Jimmy Zangwov's Out-of-this-World Moon-Pie Adventure."

It's about a kid who flies to the moon to get his own Moon Pies because his mom won't give him any before dinner. Stiles told the boy to take the book home, and they'd talk about it next week. When next week came, it was a different little boy he sat down with.

"He was a changed kid, totally focused," Stiles says. "Something in that book turned on a light bulb in his mind. He even went to the library and checked out his own copy. After the holiday break, we took the book back to the library, and I gave him a brand new copy of his own. He just lit up and said, 'You mean I get to keep this?'"

They were supposed to meet again last week, but you guys were on strike, so Stiles is anxious to sit down with the boy this week to see how he's doing coming back to school. He's hoping Jimmy Zangwov's magic is still working.

Whether it's a paperback book, a newspaper sport's story, or just a heart-to-heart talk with a kid who doesn't get any at home, something is at work here we need to pay more attention to. More than 100 school districts in 20 cities isn't enough. We need to triple or quadruple that, and soon.

There's no reason it can't be done. The growing Gray Squad has the time, the teachers need the help, and the kids falling through the cracks desperately need them both.

So, let's get on it, baby boomers. Here's that challenge you've been looking for.

This Could Be Why There Are No Wendy's in Europe

By Marissa Laliberte
Trusted Media Brands, Inc.



For the most part, you can find pretty much all of your favorite fast-food joints when traveling around the world, especially in Europe. Burger King? Sure thing. Subway? You got it. McDonald's? Duh. But there's one notable big name missing: Wendy's.

Wendy's is one of the biggest fast-food restaurants in America, so it seems surprising that it hasn't managed to successfully cross the pond (with the exception of Georgia, which is geographically part of Asia and isn't in the European Union). Stranger still, Wendy's actually did used to be in Italy, Greece, the United Kingdom, and other European countries, starting with Munich, Germany, in 1978.

So what's with the disappearing act?

Let's start with the most interesting factor: a David-and-Goliath legal battle against a small Dutch snack bar. In the 1980s, Wendy's had locations across the Netherlands, Belgium, and Luxembourg, but they all closed their doors by 1986. Two years later, an independent snack bar in the Dutch city of Goes opened its doors and went by the name of—wanna take a guess?—Wendy's.

Dutch Wendy's got a trademark of the name in the 1990s, so when American Wendy's tried re-registering for its own trademark in 1995, the issue turned into a legal back-and-forth. The Eastern European regional courts kept siding with Dutch Wendy's, and the American fast-food chain has apparently been appealing as recently as 2017 with no success. (Continued Page 12)

For once, the little guy seems to have won.

This is why Wendy's is almost the only fast-food chain selling baked potatoes.

But that legal case only explains why Wendy's hasn't opened doors in the Benelux region (the Netherlands, Belgium, and Luxembourg), not the whole of Europe. U.S. Wendy's did lock down other E.U. trademarks, but other countries seem to have proven their own difficulties.

The burger joint opened in Russia in 2011, but it shut down all eight locations three years later, blaming issues with the franchise owner. The chain also pulled out of Great Britain in 2000 because of high operation and property

costs, but it might have set its sights back on the U.K. market—in 2017, it hosted a one-day pop-up shop slinging burgers and Frosties. Check out these other cool facts you never knew about the Wendy's Frosty.

“Over the last four decades, our brand has entered a number of different international markets, and in some cases, we later exited the area due to a variety of business reasons,” says Wendy's Director of Corporate Communications Heidi Schauer. “We will continue to consider Europe, along with many other international markets, as we continue to expand the brand globally.”

Could this mean Wendy's is making moves back to Europe? Only time will tell.

For fans of “It’s A Wonderful Life” and Jimmy Stewart



Just months after winning his 1941 Academy Award for best actor in “The Philadelphia Story,” Jimmy Stewart, one of the best-known actors of the day, left Hollywood and joined the US Army. He was the first big-name movie star to enlist in World War II.

An accomplished private pilot, the 33-year-old Hollywood icon became a US Army Air Force aviator, earning his 2nd Lieutenant commission in early 1942. With his celebrity status and huge popularity with the American public, he was assigned to starring in recruiting films, attending rallies, and training younger pilots. Stewart, however, wasn't satisfied. He wanted to fly combat missions in Europe, not spend time in a stateside training command. By 1944, frustrated and feeling the war was passing him by, he asked his commanding officer to transfer him to a unit deploying to Europe. His request was reluctantly granted.

Stewart, now a Captain, was sent to England, where he spent the next 18 months flying B-24 Liberator bombers over Germany. Throughout his time overseas, the US Army Air Corps' top brass had tried to keep the popular movie star from flying over enemy territory. But Stewart would hear nothing of it. (Continued Page 13)

February Birthdays

Alice Stone	February 08, 1924
Benjamin Levine	February 11, 1925
John Cromwell	February 12, 1942
David Alvarez	February 13, 1947
Karl Florine	February 15, 1951
Lloyd Wright	February 16, 1931
Linette Stone	February 19, 1942
Richard Kinder	February 21, 1922
Letha Bloom	February 22, 1937
Phil Shapiro	February 24, 1935
Jane Leisure	February 26, 1936
Paul Boghossian	February 27, 1947
Boyd Davis	February 28, 1946

New Members

We welcomed the following new members during the month of January 2019.

Walter Junkel and Juventine Mata

Wings News Staff

Publisher: Ed Reynolds

Editor: Judy Reynolds

Reporters: Peggy Jean Bassett and Rex Roche

Photographers: Harlis Brend, Ken Mayer, Larry Kushner, Paul Boghossian, Ed Reynolds, Howard Swerdlick, Allan Hill, and Michael Sugar.

Video: Mike LaVere

Secretaries: Marion Lovelace & Shirley Andrews

Reminders: Connie Hein

Speakers: Barney Leone

Tours: Warren Weinstein

Treasurer: Barry Chapman

Hats, Shirts & Name Tags: Howard Swerdlick

**WOW's monthly food drive is
Monday, February 4th**



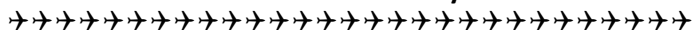
Prayers

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: **Malcolm Dipperstein, Ellie Harrison, David Plumb, Ed Moreno Maurice Portnoy, Tom Villanueva, Dick Gross, Ginger Lyon and Ray Rosenbaum**

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	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
Ellie Harrison	Connie Hein
John Helm	Peter Helm
Richard Hernandez	Manny Iglesias
Carol Jensen	Fred Kaplan
Jerry Knotts	Andy Kopetzky
Louis Kridelbaugh	Larry Kushner
Hal Landy	Nonie Lann
Al Lewis	Morris Litwack
Ginger Lyon	Elmo Maiden
Thomas Maiden	Ethel Margolin
Toni Mattock	Ken Mayer
Stan Opatowsky	Dan Pemberton
Marce Rankin	Richard Raskoff
Cleo Reynolds	Ed Reynolds
Judy Reynolds	Maria Rodriguez
Ray Rodriguez	Jack Rolston
Bob Rose	Ray Rosenbaum
Abe Rosenzweig	George Rothman
Lezar Saunders	Bruce Schultz
Sam Schultz	Phil Shapiro
Art Sherman	Dan Stark
Dave Steinbacher	Chip Stevens
Bob Stiles	Howard Swerdlick
Bill Tapp	Jack Taube
David Timmerman	David Tostenson
Karen Vegtel	Tom Villanueva
Leon Waldman	Avery Willis



In Memoriam

Fortunately, no member flew west during the month of January 2019.



Assembly Day

February 23rd
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 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.



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: **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: **kswpwdaevnb1jans4**
 Or via the web @:

www.wingsoverwendys.com
 select: **MENU** then select: **CALENDAR**

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Thursday, February 21, 2019

Dinner Meeting at Marie Callender's Restaurant,
 19310 Business Center Drive, Northridge, CA
 1800 Check in and social hour
 1900 Call to Flight Quarters
 1915 Dinner is served

2015 Feature Presentation: **Robert Ham**

Please RSVP No Later Than 1600, Friday 14 February 2019 – Call in Reservations to (818) 800-0698 or email gshindler64@earthlink.net .

Special Note to Wings members: If you want to just to hear the speaker and not dine, that's OK.

Former Army SSG Ham much of his undergrad and post-undergrad traveling the world, from Israel and Palestinian refugee camps, to Thailand and throughout Europe, to Hong Kong and Mexico. In his travels Robert discovered a massive world of untold stories and desired to do something about it. In 2007 he felt a call to serve his country and joined the Army as a combat documentarian/filmmaker. During his service Robert deployed to Afghanistan for a year and then traveled to countries throughout Asia and the Pacific telling military stories During Robert's service he earned two Emmys (2013) and three DOD Military Videographer of the Year (2009, 2012, 2013) awards for his work.



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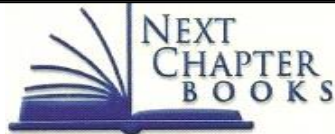
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