



Photo contributed by Howard Swerdlick

## Robinson Helicopter Tour February 21, 2019

A tour of the Robinson Helicopter manufacturing facility on February 21, 2019 was arranged by Warren Weinstein. The group was limited to just thirteen people and a tour guide Jason Kirton (standing behind Barney in the picture). Those who were in attendance were: Howard Swerdlick, Frank Lopez, Mike LaVere, Bob Bermant, Neil Baliber, Leon Waldman, Lee Auger, David Greenberg, Barney Leone, Ron Boggess, Warren Weinstein, Fred Kaplan, and Kurt Rademacher. Our transportation to the factory location in Torrance was by ride-pool.

Upon arrival at the factory we were greeted by our tour conductor Jason Kirton who was very knowledgeable about factory activity as well as a licensed helicopter pilot.



Photo of Robinson Plant from their catalog

Robinson Helicopter consists of four long buildings in which the aircraft are produced.

What is unique about this company is that they build

only on a direct order and placement of an adequate deposit. They make three models of aircraft, The R22 a two-seater, the R44 a four-seater and the R66 a larger four-seater with additional cargo space. Prices for these copters range from \$800,000 and up. The helicopters can operate for 2000 hours after which they require a complete overhaul. The useful life is 12 years and must be scrapped after that period has been reached. The company does not sell to military or similar customers. They are purchased all over the world by individuals either for private use or as in the case of Australia for herding cattle, doing away with horses as is presently used. After two thousand hours of use the buyer has the choice of doing a complete factory rebuild at half the price of the original cost or they could opt to buy a complete kit and rework it themselves using factory trained crews.

Except for engines and some roller bearings, all the parts are manufactured in house,

Our tour began at the very start of assembly through the finished product. Upon completion of each helicopter the engine is run for four hours then the helicopter is flown by test pilots for four hours. Every problem that is found is repaired. Following final inspection, the aircraft receives full worthiness certification and is ready for shipment or delivery.

Reported by Mike LaVere

# For The Troops Dinner Reagan Library February 23, 2019



February 23, 2019  
Reagan Library  
Fund-raiser  
Dinner



Photo contributed by Mike LaVere

On February 23, 2019 a group of WWII and Korean War veterans were feted to a Military Tribute dinner at the Ronald Reagan library. The attendance of WOW veterans was made possible through the generosity of Brad Uselmann, manager of **Jet One Aerospace LLC**, who purchased a table for ten. In the above photo those in attendance were, Anarg Frangos, Boots LaVere, Barney Leone, Mike LaVere, Marion Lovelace, Jimmy Weldon, Joe Weber, Ethel Margolin, Leon Waldman, Tom Maiden, and Elmo Maiden. All the veterans were duly honored for their service. Jimmy Weldon was called to the stage to deliver a rousing patriotic speech and received a standing ovation from the crowd.

The sponsoring organization for this yearly held fund-raising event was for: **For The Troops**, which is similar to Operation Gratitude in that they send packages of various items to our troops all over the globe. Their postage alone per month to mail these packages is approximately \$30,000. At the conclusion of the event each veteran received a care package to take home.

Reported by Mike LaVere

## February Speakers

### February 4, 2019



Photo by Harlis Brend

## Richard Raskoff Earthquake Safety

You may remember the Northridge earthquake back in 1994, waking you up at 4:30 in the morning on January 17th. The earthquake caused extreme amounts of damage, costing a total of \$15 billion in damages, making it one of the worst natural disasters financially to ever occur.

Richard Raskoff, on his birthday, was kind enough to present a poem that he wrote based on the quake:

*“It was a temblor that was mean and dirty. It was worse than a wild man playing a hurdy-gurdy. The shaking noise was so acute, my God I wish I were a mute. A frightened daughter was creeping upstairs then all was quiet. I grabbed my flashlight, books were everywhere on the floor, the only thing that was missing was blood and gore. Had it lasted another 30 seconds the roof would’ve collapsed and fallen on the floor, and I and my family would be no more.”*

He also took this opportunity to inform us of earthquake safety. Richard passed around a pamphlet and explained that you need to have food, water, a generator, and you need to know how to turn off your electricity and water. It also would be helpful to have a pair of shoes to wear around the house because of shattered items on the floor, and a can opener to open cans of food.

The safest place to take cover during an earthquake is under a table; this is because it protects you from things that can be falling from above you. If that isn’t a convenient option, it is also very secure to stand in the middle of a door frame with your arms pressed onto the sides of the frame to keep yourself from falling. (Continued Page 3)

But, no matter what, Richard informed us to never run from the room you are in and to stay in place for the duration of the earthquake.

There can also be two shock waves to watch out for: the primary wave, which moves at 6 km/s, while the secondary wave moves at only half of the speed at 3 km/s.

Following his talk, the audience asked a lot of questions and many members related experiences and observations they had that early morning in 1994.

## **February 11, 2019**



Photo by Harlis Brend

### **Aiden Djavadi**

On February 11<sup>th</sup> we were visited by Aiden Djavadi, an Agoura High School student who has a project to video record veterans' stories for a class project and for submission to the US Library of Congress. He informed us that he hopes to attend West Point.



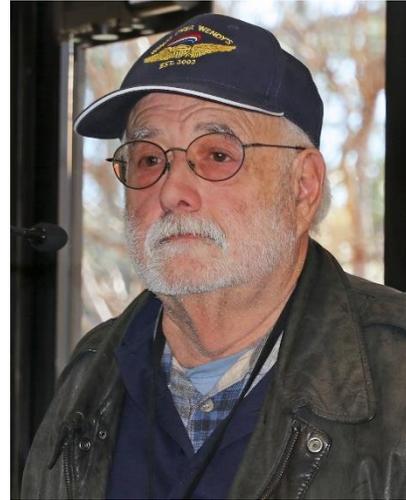
Photo by Harlis Brend

### **Harvey Keenan**

Also visiting on February 11<sup>th</sup> was Harvey Keenan, Jewish Veterans' Coordinator for the Valley, to inform us that this year's Temple Valley Beth Shalom, Annual

Veteran's event will be honoring three different groups.

The first is Goldstar mothers. The second is Tuskegee Airmen, and the third is those WWII veterans who served in the Pacific. Harvey would like to meet with any WWII Pacific area veterans.



Photos by Harlis Brend

### **Larry Kushner Veterans Day in DC**

Larry Kushner visited the Washington DC area on Veterans Day. He took a lot of pictures and gave us a slideshow based on what he did on this trip.

His trip started with him visiting Washington DC. Larry decided to go to the Arlington Cemetery to be there on the 11 month, 11 day and the 11 hour which was the 100th anniversary of the end of World War I. to just walk around and enjoy the fall colors, but, he noticed that they were having a ceremony commemorating this 100th anniversary so he joined the audience at the ceremony at the gravesite of John Pershing. Larry decided to participate in these festivities. This resulted in him meeting a Blackjack Pershing impersonator, with whom he talked to for a while. Larry showed us some pictures from this ceremony in his slideshow.

Afterward, Larry went to Annapolis and took a tour of the Naval Academy. He showed us some pictures from inside the building as well as a few other things. He also visited the museum that they had here, which had a very cool hall of ship models. These models were very precise and were said to be built simultaneously with the real ships. He also took pictures of other exhibits in the museum and included those in the slideshow.

Larry also visited the Museum of Military Aircraft in Virginia Beach. This museum featured several aircraft, which were all supposedly in working condition. We saw photos of the showcased planes.

Finally, Larry visited the Capitol building and showed us pictures of the Capitol.

# February 18, 2019



Photos by Harlis Brend

## **Greg Stathatos Bombs the Meeting**

Greg Stathatos from B-17 Archaeology visited the meeting from his home in Temecula, CA with two inert WWII bombs. He was collecting signatures of WWII veterans on the bombs to be auction off at B-17 Unit Reunions. Mike LaVere is seen signing one of the bombs.



Photo by Harlis Brend

## **Frank Lopez and Ron Fleishman**

Frank and Ron from the Commemorative Air Force visited on February 18<sup>th</sup> to talk to us about this summer's Wings Over Camirillo Air Show scheduled for August 23 to 24, 2019. They will have a Veterans Hanger again.



Photo by Harlis Brend

## **Sandy Adams, Rear Admiral, USN (Ret)**



**THE  
WOMEN'S  
MEMORIAL**

**Women In Military Service For America  
Nevertheless She Persisted**

*WIMSA Ambassador to California  
Sandy Adams, Rear Admiral, USN (Ret)*

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We had the privilege and honor to have as our speaker on February 18, 2019, Sandy Adams, RDML, USN (Ret).

Sandy's presentation was focused on Women in Military Service For America. For a little background information about Sandy, her grandfather served in World War One, her father served in the Korean War, and she served in the Cold War. She was raised by the Vietnam generation, and she retired in 2015. During Desert Storm she was a Logistics Officer under the command of Wings Over Wendy's Bill Ratner, CAPT, USN (Ret),

(Continued Page 5)

Her presentation started with providing the early history of women serving in the U.S. Military. Women were not allowed to enlist in the American Revolution, but some people, such as Molly Pitcher, Mary Hayes McAulay, and Margaret Korbin took over their husbands' cannons in war. Margaret Korbin ended up becoming the first woman to get a federal pension due to being wounded in battle. 3000 civilian nurses later served in the Civil War and 1500 nurses served in Cuba during the Spanish-American War. Because of the outstanding efforts from these nurses, the Army Nurse Corps was established in 1901 with a limit of 100 nurses. The Navy Nurse Corps was also established in 1908. Lenah Higbee, the superintendent of the Navy Nurse Corps was also the first woman to be awarded a Navy Cross.

35,000 females served in World War One. 21,000 women served as Army nurses and half of these Army nurses served overseas. Also, 18 African American nurses served in America. The Navy enlisted 11,000 nurses to serve in the U.S., and these women were paid the same paycheck as other non-combat men.

Then, in World War Two, a whopping 400,000 women served in uniform, in contrast to 16 million men. The Army enlisted more than 150,000 in the Women's Army Corps. The Marine Corps created a woman's reserve, and by the end of the war, they had about 820 officers and about 18,000 enlisted women. The Coast Guard recruited 13,000 female soldiers in a women's reserve called the SPARs.

A few years after World War 2 ended Congress passed the Women's Armed Services Integration Act, granting women permanent status and veteran's benefits 47 years after the first women started serving. But, a 2% female cap was instituted for the military, women couldn't be promoted to higher paygrades, and they were forced out of the military if they became pregnant.

In the Korean War, 1,000 women served in the U.S. In the Vietnam War, 75,000 women served in Southeast Asia. Most of them served as nurses. In 1967, the 2% cap was lifted as well as the law capping a woman's rank in the Military. In 1975, more laws were reversed, such as giving a pregnant female the option to stay in the military instead of being forced out. The first women were admitted into the service academies in 1976 and the law banning females from serving on ships was repealed. The largest single deployment of 41,000 women in history was sent out for operations Desert Shield and Desert Storm. These women made up 7% of the workforce. Since then, many laws have since been repealed, more than 300,000 women have served in Iraq and Afghanistan, and finally, in 2013 all roles were opened up to women and all gender restrictions were removed.

Sandy ended her presentation with a discussion on the Women's Memorial in Arlington National Cemetery.



## Register Women Vets!



**THE WOMEN'S MEMORIAL**



At Arlington National Cemetery

**ONLY National Memorial honoring our military service women**

- 20th Anniversary this year!
- Digital registration library for all US women veterans

<https://www.womensmemorial.org/history>

**Women's Memorial Mission**

- Honor
- Educate
- Empower
- Remember

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And an inspiring quote from WWII Veteran Anne S. (Sosh) Brehm, 1LT, US Army Nurse Corps” “Let the generations know that women in uniform also guaranteed our freedom. That our resolve was just as great as the brave men who stood among us. And with victory, our tears fell just as hard.”

## February 25, 2019



Photo by Harlis Brend

## Abe Hoffman The Great Los Angeles Air Raid—That Wasn't!

At approximately 2:30 a.m. on the morning of February 25, 1942, incredible noise shook southern California residents from their beds. Japanese aircraft were reported flying over the Los Angeles area! People quickly realized that anti-aircraft artillery was sending hundreds of shells into the night sky. (Continued Page 6)

Air raid wardens hastened from their homes to make sure that a total blackout was in force.. Searchlights scanned the sky, and artillery bursts and flares lit up in a deadly firework display.

The early morning editions of the Los Angeles newspapers confirmed what readers already knew. The front pages were full of stories about the incident. “AIR BATTLE RAGES OVER LOS ANGELES,” proclaimed the Los Angeles Examiner.



Not to be outdone, the Los Angeles Times announced, “L.A. AREA RAIDED!” No one doubted that southern California had been attacked.



Abe Hoffman related this unusual episode from the early months of World War II by displaying actual front-page headlines from the Los Angeles Examiner. A minimum amount of information and exaggerated newspaper headlines were based on the 1942 version of “fake news.”

The fact was that no Japanese planes ever flew over southern California. What prompted the anti-aircraft batteries to open fire was in all probability a weather balloon. The damage people thought came from bombs was due to the anti-aircraft shrapnel; what Careful readers would have noted that the newspaper stories were hedged with “unconfirmed reports said...”

It was true, however, that two days before the “Battle of Los Angeles,” a Japanese submarine had surfaced off the coast of Santa Barbara and lobbed a few shells at the Goleta oil fields. A wooden pier and some small buildings were damaged. And that was all. Nevertheless, the February 25th episode heightened the fears of southern Californians that a Japanese invasion was imminent. Civil defense plans were already in effect, coastal cities were under blackout warnings, and volunteers had become air raid wardens. California civilians were ready for World War II whether it came to them or not, and even if it didn’t, they were prepared to believe that it already had, on the night the fireworks exploded over Los Angeles.

As a postscript to the Great Los Angeles Air Raid, a curious incident occurred in the sky over Los Angeles in June 1945. Ralph Nutter, a navigator on B-17 and B-29 bombers, had returned to the United States and was teaching at the navigator school at Muroc (now Edwards Air Force Base). On a practice bombing run over the San Pedro harbor area at the altitude of 25,000 feet, Nutter was amazed to see black smoke erupt around the plane. “I had no difficulty recognizing the black smoke,” he wrote in his memoir. “It was antiaircraft fire.” Shrapnel knocked holes in a wing. Nutter accompanied the pilot, Lt. Col. Henry Covington, to San Diego where Covington lodged a complaint at Navy headquarters. Despite the fact that no Japanese plane had come within four thousand miles of the American mainland since Pearl Harbor, they were told it was Navy policy to fire at any bomber flying over U.S. naval vessels. Covington then took his revenge by buzzing the ships docked in Coronado Harbor. These events, however, didn’t make the newspapers.

## Fake News

Abe Hoffman also talked to us on February 26<sup>th</sup> about other WWII newspapers fake news. Essentially, he showed us newspaper headlines he salvaged when UCLA Library was micro fishing archived newspapers. He was fascinated by many of the very misleading content and saved them and had them laminated for his History Classes. The newspapers were prone to spreading false information because in order to put out news quickly they generally used the first sources that they encountered.

The first example he showed of this was the paper of December 8, 1941. The bombings on Pearl Harbor occurred the day before on December 7th, so the *Los Angeles Examiner* ended up with severe misinformation used in the article, especially the headline. (Continued Page 7)





# Members in the News



Photo by Harlis Brend

I had the good fortune to interview the Captain Dave Ross. When I asked Dave what planes he has flown, Dave's response was "everything from little tail draggers to corporate jets". Captain Dave is a retired corporate pilot and said he's been flying for over 50 years and has been an active member of the EAA for 44 years. In 2014 Dave was a recipient of the Experimental Aircraft Associations' Tony Bingelis Award, recognized for his work as an EAA Technical Counselor, RV builder and EAA chapter safety chairman. Dave has been a member of IAC (International Aerobatic Club) for 20 years plus. Dave is also a CFI (Certified flight instructor) recognized by all is his commitment to safety. Dave volunteers flying for the EAA and fly's 6 to 8 weekends a year with his wife Patti. Patti is the grounds service person, the registrar and the "Jane of the plane". The Tri-Motor is hangered today at the Liberty Air Museum, Port Clinton, Ohio except when it is making a public appearance throughout the country. Dave and Patti reside in Wakeman, OH. A quote from captain Dave "flying the Tri-Motor is like driving an old truck without the power steering". Said Plane Peggy, "flying in the Tri-Motor is just one heck of a lot of fun".

Captain Dave's co-pilot on this day was Eric Whyte, training to fly the Ford Tri-Motor.

Also taking flight in the Tri-Motor on Saturday the 16th, was WOW member David Greenberg. On the following Monday's WOW meeting we so enjoyed exchanging videos and photos.

## **Mentionable;**

A sister plane to the above TAT Tri-Motor is in the 1965 comedy starring and produced by Jerry Lewis, "The Family Jewels". A lot of reel footage of the real stunt pilots flying the real Tri-Motor... not like the computer created films of today's times. It is available on Amazon.

Signing off, Plane Peggy

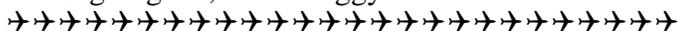


Photo courtesy of the Sinise Foundation

## **Leon Waldman and Barney Leone on National TV**

Gary Sinise started a Booksigning Tour in February for his new book *Grateful American*. He was surprised by the staff of the Gary Sinise Foundation with a special video tribute to surprise Sinise to inspire others to give back.

The Foundation recorded Sinise's reaction as figures including Tom Hanks, Robert DeNiro, Jay Leno, Ron Howard, Tim Allen, Colin Powell, and Judd Apatow sent him goodwill messages.

Jay Leno praised him for his work helping the men and women of the Armed Forces.

Robert De Niro added: 'The work that your Foundation has done especially the Snowball Express will remain a meaningful part of these young people's lives forever.'

The video featured messages of gratitude from war veterans and their loved ones from all over the country.

Leon Waldman and Barney Leone were seen shaking hands and thanking Gary for the Soaring Valor trips Gary sponsors.

It included messages from recipients of brand-new homes through the Gary Sinise Foundation's RISE program, which builds specially adapted smart homes for wounded heroes.

The Tribute video and Gary's reaction was seen on national TV broadcasts throughout the month of February.

# Tom Curtis turns 100



Photo by Susan Goldarreh

A Wings Over Wendy's WWII veteran member Tom Curtis turned 100 years old on January 16<sup>th</sup>. He now resides at the CALVET Residence, 11500 Nimitz Ave., Los Angeles, CA 90049, Room E445R. Sadly, he is in the memory care unit with weakening hearing and vision. Tom was glad he had the opportunity to attend WOW when his health was better.

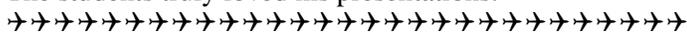
# Jimmy Weldon Speaks at Daniel Pearl Magnet High School



Photo by Franky Ortega

## Jimmy Weldon & Franky Ortega in front of the classroom

On February 1<sup>st</sup> Jimmy Weldon spoke at one of Franky Ortega's classes at the Daniel Pearl Magnet High School. The students truly loved his presentations.



# Navy Ships Will Again Fly the Union Jack as US Enters Great Power Competition



Quartermaster 2nd Class Taylor Miller, from Kent, Ohio, unrolls the union jack on the jack staff of the aircraft carrier USS Dwight D. Eisenhower (CVN 69). Dwight D. Eisenhower is undergoing a planned incremental availability during the maintenance phase of the Optimized Fleet Response Plan. (Kaleb Sarten/Navy)

By Gina Harkins, Military.com

For the first time in nearly 17 years, bright blue Union Jack flags commemorating a pivotal World War II battle will again fly high on Navy ships -- a move meant to symbolize U.S. naval might as adversaries pose new threats across the globe.

Chief of Naval Operations Adm. John Richardson announced the change to the Navy's official maritime flag on Thursday. The blue Union Jack flag, which features 50 white stars representing each state, will return to jackstaves on June 4 in honor of the historic Battle of Midway.

"Make no mistake: we have entered a new era of competition," Richardson said in a statement. "We must recommit to the core attributes that made us successful at Midway: integrity, accountability, initiative and toughness."

The Union Jack will officially replace the First Navy Jack, the service's current maritime flag that features red and white stripes with a rattlesnake and the words "Don't Tread on Me." Navy ships began flying that flag in place of the Union Jack on Sept. 11, 2002, while fighting the Global War on Terror.

Sailors around the world will raise the Union Jack on all Navy ships at morning colors on June 4, according to Navy administrative message 039/19, which was signed by Richardson and details the changes. (Continued Page 11)

There's just one exception: Only the Navy's oldest deployable warship -- the amphibious-command ship Blue Ridge -- will be allowed to fly the First Navy Jack.

"The Navy will reestablish the custom in which the commissioned ship in active status having the longest total period in active status, other than USS Constitution, will display the First Navy Jack until decommissioned or transferred to inactive status," Richardson wrote.

A version of the Union Jack first flew in 1777 and was updated with new white stars as more states joined the union. It symbolizes "the cumulative strength of our nation and of our Navy, where the whole is greater than the sum of its parts," Richardson said.

Displaying the flag is also a nod to the sea service's rich heritage.

"A version of the Union Jack flew when Commodore [Matthew] Perry formally established relations with the Empire of Japan. A version of the Union Jack flew in harbors around the world as the Great White Fleet circumnavigated the globe. A version of the Union Jack flew in ports throughout the Pacific as the Navy island-hopped its way across the vast ocean, and in the Atlantic as the Navy supported operations to liberate the European continent," Richardson said.

The Navy is a symbol that projects American values to the world, he added.

"For more than 240 years, the Union Jack, flying proudly from jackstaves aboard U.S. Navy warships, has symbolized these strengths," Richardson said.

The new policy won't affect those who wear the First Navy Jack patch as an optional component on certain Navy working uniforms, according to the administrative message.

## If This Plane Could Talk: A US President's Plane Rests in Georgia



By Wayne Crenshaw, The Macon Telegraph  
WARNER ROBINS, Ga. -- People looking to celebrate

Presidents Day won't find much in the way of related events, aside from store sales.

The holiday began to celebrate George Washington's birthday, but now it is commonly viewed to remember the service of all U.S. presidents.

If there is a Presidents Day mecca here, it might be found in the back of a hangar at the Museum of Aviation in Warner Robins, Ga. There sits a dusty blue and white jet that often served as Air Force One during one of the most critical periods of the 20th Century.

The Lockheed VC-140B Jetstar ferried President Lyndon B. Johnson on short trips while he was in office from 1963 to 1969. The plane was often used to transport Johnson to his Texas ranch, where unlike the big Air Force One, it could land on the short runway there. Johnson flew on it hundreds of times, said Mike Rowland, the museum curator.

It's likely that on the plane, intense discussions were held about the raging war in Vietnam, the investigation into President John F. Kennedy's assassination, the civil rights movement and the war on poverty, among other things.

"I wonder at times what were the conversations that happened on this plane," Rowland said as he stood beside it. "What were the decisions that Johnson and others may have made while this airplane was taking them around?"

Although the plane is one of Rowland's favorites in the museum's collection, it has currently been pushed to the back of the Scott World War II Hangar to make room for the massive B-17 restoration. The VC-140 isn't technically on display but it can be seen by visitors from a distance.

Rowland said there are plans to restore it but he isn't sure when that will happen. The restoration will include a new paint job to make it correct to the Air Force One color scheme when it flew, which currently is not the case. The plane is blue on the bottom and white on the top, but that is supposed to be the other way around. The restoration also would add the presidential seal and other markings that are now missing.

Rowland also hopes to have the interior restored as it was when Johnson flew on the plane. Unfortunately, the seats Johnson used were ripped out before the museum got the plane.

The other issue is that even when it is restored, a spot is going to have to be found to give it the prominence it deserves, Rowland said.

"We are currently almost bursting at the seams with airplanes," he said.

Were it not for museum staff in the 1980s, the plane would likely be rotting away in an Arizona desert. It had been retired and sent to Davis-Monthan Air Force Base, known as "The Boneyard," where retired Air Force planes are kept for parts. Some staff members knew of the plane and its historical importance and thought it should be saved.

(Continued Page 12)

Rowland said museum staff worked with the Air Force and it was restored to flying condition and flown to Warner Robins. It has been at the museum since the mid-1980s.

There were other VC-140s that served as Air Force One during Johnson's presidency, Rowland said, but the one at the museum was Johnson's favorite and was the one he used the most often.

The C-140 was built to meet a US Air Force requirement for a utility transport. With swept wings and tricycle landing gear, it was used to accomplish the combat flight inspection and navigation (C-FIN) mission. The Air Force asked for industry-financed prototypes in 1956, and Lockheed's Model 1329 was the ultimate winner of the competition. The Model 1329 first flew on September 4, 1957, only 241 days after design completion. The aircraft was adopted by the Air Force in 1959, and production began in 1960. The US Air Force bought a total of 16 JetStars as C-140As and -Bs, the first of which was delivered in late 1961.

The C-140 is a light high-speed transport low wing monoplane with the sweptback wings and an arrow-shaped tail assembly. A distinguished feature of the Jetstar is the way in which the jet engines are doubled up, two to a pod, on each side of the fuselage. The prototype aircraft was equipped with two Bristol Orpheus turbojet engines. The production series version was equipped with four Pratt-Whitney engines installed in pairs on pylons along both sides of tail end of the fuselage.

JetStars proved a success for Lockheed in the executive market following their introduction, and 162 had been built by 1973 (including 16 for the US Air Force). In that year AiResearch Aviation Company developed a conversion kit that substituted turbofans for the older turbojets, along with various aerodynamic refinements. Lockheed built these changes into its production units after 1977, and a total of 204 aircraft were ultimately built.

Five C-140As were assigned to the Air Force Communications Command for use in evaluating military navigation aids and operations. The C-140 was used by Air Force Communications Service to check navigation aids and communications at US bases around the world.

The other eleven C-140Bs were assigned to the Military Airlift Command for operational support airlift. A total of seven aircraft were configured with eight-passenger VIP interiors and used to transport top US Government officials. Six were flown as VC-140Bs on special government and White House airlift missions by the 89th Military Airlift Wing at Andrews AFB, Maryland. The VC-140B carried Presidents Nixon, Ford, Carter and Reagan a number of times, although it was not the primary presidential aircraft. Whenever the President was aboard, it flew under the radio call sign "Air Force One."

The first of the dedicated business jets, the Lockheed JetStar, completed its maiden flight in September 1957.

Initial development of the aircraft was undertaken as a private venture. The first two prototypes were equipped with two Bristol Siddeley Orpheus turbojet engines. The aircraft was later entered in an Air Force competition for a small four-engine utility and personal transport, and in this version was equipped with four Pratt & Whitney JT-12-8 turbojet engines of 3300 pounds thrust each.

The JetStar won the Air Force competition and in that service is known as the C-140. Production of the original JetStar ended in 1973; however, an improved version known as the JetStar II, powered with four Garrett TFE 731 turbofan engines of 3700 pounds thrust each, was offered by Lockheed in 1976. Production of the type ended late in 1978, at which time a total of 160 JetStar aircraft had been built.

The JetStar, with a gross weight of 42 500 pounds, is one of the heaviest of the business jets. A typical cabin configuration accommodates 8 to 10 passengers; a range of 2415 miles is possible with a payload of 3500 pounds. Takeoff and landing field lengths are 4700 and 3550 feet, respectively. These field lengths are based on climb and descent over a 50-foot obstacle, however, and are not to be compared with the FAR field lengths given in table VII for transport aircraft. Maximum cruising speed is 567 miles per hour at 21 000 feet, which corresponds to a Mach number of 0.80.

The wing of the JetStar is characterized by a 30° sweepback angle, an aspect ratio of 5.3, and airfoil section thickness ratios that vary from 12 percent at the root to 9 percent at the tip. An instant recognition feature of the aircraft is provided by the large external fuel tank located at the midspan position of each wing. Unlike most business jet aircraft, the high-lift system of the JetStar is relatively complicated and consists of [468] a double-slotted trailing-edge flap and a leading-edge flap. Lateral control is provided by ailerons without the assistance of spoilers, and a speed brake is located on the underside of the fuselage. The longitudinal trim system is unusual in that the stabilizer is fixed to the fin, which pivots to change the stabilizer angle.

## Variants

**JetStar I:** Business, executive transport aircraft, with accommodation for a crew of two and ten passengers, powered by four 3,300 lbf (14.7 kN) thrust Pratt & Whitney JT12A-8 turbojet engines.

**JetStar II:** New production version, powered by four 3,700 lbf (16.5 kN) thrust Garrett TFE731-3 turbofan engines, and fitted with revised external fuel tanks, 40 built.

**JetStar 731:** Modified version, fitted with four Garrett TFE731-1 turbofan engines, and equipped with redesigned external fuel tanks.

**C-140A:** Flight inspection aircraft for the US Air Force, similar to the JetStar I, five built.

(Continued Page 13)







## Assembly Day

March 23rd  
Saturday, 9am - 12pm  
Sign up to attend

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



## We all want raffle prizes!

Please search your closets and garages and bring your items to the next Wings Over Wendy's meeting.

Suggested Items: Military books, magazines, DVD's, tools, etc. **Thank you!**



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

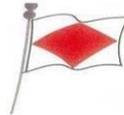
To see the: **Calendar, Roster & Newsletters**

Double check the calendar of events for details, changes and additions on the **TEAMUP** app on your cell phone the app key is: **kswpwdaeovnb1jans4**

Or via the web @:

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

Association of Naval Aviation  
**TWO BLOCK FOX SQUADRON**



# FOX TALES



## Thursday, March 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:

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

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

## Queen Mary Tour March 21, 2019

Warren Weinstein has scheduled a tour of the Queen Mary in Long Beach, CA for March 21, 2019. A bus will be provided from the Platt Village parking lot for the tour. The bus is scheduled to depart at 10am and expected to return at 4pm. Lunch will be available on the ship. Wheelchairs and walkers OK. Make a reservation with Warren at a Monday meeting or call (805) 494-8727.

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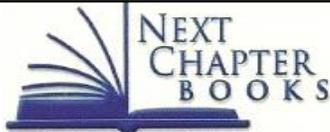
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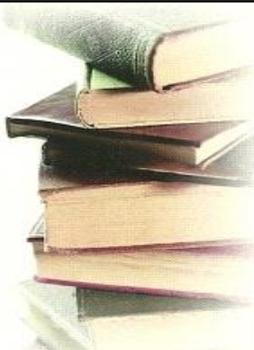
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