



Photo by Larry Kushner

Queen Mary Tour, March 21, 2019

Forty-seven members and guests boarded a bus at 8:45am, in the Platt Village parking lot on March 21, 2019 to ride to Long Beach. The group then toured the Queen Mary. The tour started in the Reception area which is also where the ships shops are located. Paul, our guide told us that the area is basically the same as when the ship was carrying passengers across the Atlantic. Moving along a corridor from the reception area Paul told us about the history of the ship from its: naming; design incorporating lessons learned from the Titanic; Atlantic crossing speed record; WWII service as a troop transport, initially in the Pacific and then in the Atlantic; that its speed was faster than German U-Boats and torpedoes; when it sliced a British Cruiser in half; and that it served as Winston Churchill's transport.

The Queen Mary is reported to be the largest Art Deco Museum in the world, retaining much the original design, colors and decorations of the Art Deco era. We toured the First-Class Bar which contains an Art Deco design to the present day. Throughout the tour we were shown the original and replacements to approximate the original floors and walls. The walls contain wood from throughout Great Britain and have stood the test of time. The decks have original wood but the linoleum floors in the reception area has been replaced. We were shown an example of the original that was left in a phone booth.

We were shown the Grand Ball Room with its Art Deco walls and were told about some of the famous performances that were held there. It is still in use today.

(Continued page 2)



Art Deco in Queen Mary Bar

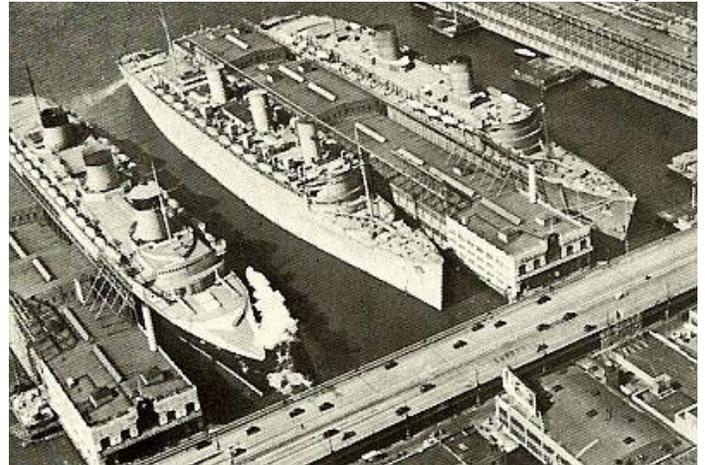


Art Deco in Queen Mary Ballroom



Photos by Larry Kushner

Note the large windows on the port side picture. They shield the Promenade deck which is the length of the ship. Along the Promenade deck were pictures of celebrities that sailed on the Queen and one docked in New York City.



SS Normandie, Queen Mary and Queen Elizabeth

Following the tour of the ship, the group assembled for a group picture and then boarded the bus to ride across the bay and through Long Beach to the "Hooters" Restaurant for lunch.



Photo by Andy Kopetzky

Those attending the tour included: Corina Aceuedo, Lee Auger, Phil and Joan Aune, Bob Bermant, Ron Boggess, Paul Boghossian, Howard Davis, Bob Donovan, Jan Edwards, Bob Eisenhart, Anita Green, David Greenberg, Peter Helm, Abe and Sue Hoffman, Manny Iglesias, Julio and Laura Jimenez, Fred Kaplan, Andy Kopetzky, Larry Kushner, Hillard Lewinson, Marion Lovelace, Elmo Maiden, Thomas Maiden, Rebecca Maiden, Claude Maugein, Shannon Muchow, Kurt Rademacher, Marcene and Carl Rankin, Ed Reynolds, Ray and Maria Rodriguez, George Rothman, Lezar Saunders, Bob and Nancy Shattuck, Bob Stiles, Michael Sugar, Howard Swerdlick, Maurice Vasquez, Dorothea Ulyate, Leon Waldman, Joe Weber, and Warren Weinstein.

We were booked for just one of the tours offered by the Queen Mary. Our tour did not include the cabins, the Haunted Encounters, or Engine Room Tours.

March Speakers

March 4, 2019



Photo by Larry Kushner

Ryan Ralston and Eric Meister

Memories of Jack Ralston

We were shocked by the news that one of our mostfaithful Wings Over Wendy's members, Jack Ralston, had died on Thursday, February 21st having attended both the Monday and Tuesday meetings that week. We wrote a Memorial recap of his life in the March Wings News.

On March 4th Jack's grandson, Ryan and his departed daughters' significant other, Eric Meister attended our March 4th meeting. Eric had been taking care of Jacks affairs after both his children and wife had passed on and he told us some stories about what a great man Jack had been.



Photo by Larry Kushner

Dick Gross

After missing several meetings it was good to see Dick Gross and his cheery smile return and thanking the group for the calls, texts and Get Well Cards.



Photo by Larry Kushner

Julie Perrin, Sandie Contreras & Angel Guevara Veterans Alliance Benefits

Julie Perrin, Sandie Contreras & Angel Guevara spoke to us on March 4th about their company, Veterans Alliance Benefits. They provide assistance to veterans seeking VA benefits. They talked to us about Aid and Assistance pensions for serving war time. No matter how long you served, this pension is available to you as long as you meet certain criteria.

Their company helps veterans get their paperwork together to file for this pension with a 100% success rate. These requests do take about 3-6 months to get through, but they do eventually get the benefits approved.

March 11, 2019



Photo by Larry Kushner

Barry Marshall

(Continued Page 4)



Flt Lt A. E. Marshall

We were visited on March 11 and 18, 2019 by Barry Marshall, son of RAF Flt Lt Alfred Ernest Marshall. It took two meetings for Barry to tell us the story of his father and there is still much more to tell. His father flew in the Battle of Britain in a Hawker Hurricane.



Hawker Hurricane

Barry started by telling us about his father's adventures in the Battle of France and Battle of Britain when he flew with the 73rd squadron. Marshall's father was also a good friend of Sir Arthur Bryant, an author knighted by King George the 6th. Bryant featured him in some of his books. In the late '50s to early '60s, the British Government destroyed many aircrew logbooks except for a select few. Sir Arthur Bryant and his co-author Edward Shanks were writing several books about the Battle of Britain and other books about England's history. Before the logbooks were

all destroyed, Bryant called the air ministry to see if he could get ahold of Marshall's logbook. The air ministry told him no. He called a close friend of his to see if he could help get the logbook, and sure enough, the RAF came to his house and delivered the book to him telling him that his friendship with the King had granted him an expectation.

Bryant and Shanks went ahead and wrote the books. When they were complete, though, the RAF asked for Marshall's logbook back. Bryant told him that if he wanted it back, he would have to go through King George the 6th, a close friend of Bryant's and the one who released the book.

Therefore, he used this power to allow Bryant to keep the book. This logbook contained tons of useful information and interesting stories. For example, one of these stories was about a mishap on May 30th, 1940. On this day, Marshall was flying through bad weather on what was going to be a 2 hour and 15-minute flight. There was zero visibility because of the weather. The Germans heard him flying over them, so they started shooting at his plane. Bullets went through the fuel tanks, draining them completely. He had to make an unexpected landing on a farm. Upon landing, the aircraft was pushed into a tree line and the plane was covered in trees and twigs. The farm workers saw him land and they quickly got into their car and rescued him from the plane. Marshall was taken back to the farmhouse and he stayed there for three days. During these three days, the farmers called the DA and they came back to fix his plane and help him get back to flying. Anyway, that was just one of the interesting stories featured in Marshall's logbook. After Barry told us about the incident, he shared some more information about his father and information found in his father's logbook.

March 18, 2019



Photo by Larry Kushner

Darryl Markowski (Continued Page 5)

On both March 11th and 18th we were visited by Darryl Markowski, Col USAF (Ret) and a Captain at Southwest Airlines flying B-737 MAX 8 aircraft. Early in the meeting Dan Pemberton, Brig Gen, USAF (Ret) had reported what his son, Scott, who flies the B-737 MAX 8 for American Airlines had told him about the training and his thoughts that might have caused the Ethiopian Airlines and Lion Air crashes.

Apparently, both accidents were caused by a software design installed on the 737 MAX that wasn't made very clear to the airlines that bought the planes. The Boeing Maneuvering Characteristics Augmentation System called MCAS, basically detected if your nose was too high and about to stall MCAS forcefully trimmed the nose down. This trim is so strong that both pilots can't overcome it physically. The only way to combat it would be to either turn on autopilot, which isn't very intuitive when landing, but it does work. The second option would be to put the flaps partially down. The third option would be to activate one of the status switches located in the cockpit. These fixes are very simple, and both the Indonesia crash and the Ethiopian Airlines crash could have been avoided if the airlines had given proper training to do so.

Darryl, who is a friend of Barry Marshall and had attended to support Barry's talk, confirmed for us that procedures had been given by Boeing after the first crash, but it seems like the Ethiopian Airlines pilots involved in the second crash either didn't get these procedures or just didn't pay attention to them. Since the most recent crash, the Boeing 737 MAX plane has since been grounded and the software is being fixed.

Steve Edie, finished the very informative discussion with a description of the Boeing Maneuvering Characteristics Augmentation System (MCAS), designed to keep the plane from stalling.

Following the raffle Barry Marshall returned to the podium to continue his father's story, On the 11th he had talked about the Battle of France and the Battle of Britain.

After the Battle of Britain his father was transferred to North Africa and continued flying the Hawker Hurricane, racking up more downed aircraft. Following his tour in North Africa he returned home and transferred to the De Havilland Mosquito to fight over Europe.



De Havilland Mosquito

The following is from a magazine titled the Mossie Bites, The quarterly journal of the Peoples Mosquito Club. It tells some of his father's story written by Barry Marshall

On July 16th 1944 my father, Flt Lt A. E. Marshall, was posted to No 25 Squadron, RAF at Coltishall/Castle Camps flying the Mosquito Mk. XXX on V1 rocket anti-diver patrols and for the destruction of the launch aircraft, mostly the He111, PI (photo intelligence) to include identifying Dutch launch sites, camera intelligence gathering, and a variety of other missions.

RAF Coltishall and the nearby airfield at RAF Castle Camps were used for combined operations flying Mosquitoes: each station acting as an auxiliary for the other. RAF Castle Camps was a satellite station of RAF Debden known as F1, and was the station from where he flew Hurricanes with the No 73 Squadron during the Battle of Britain.

On September 16th 1944, he saw a V2 rocket, which was weeks before the announcement of their deployment by Reich Minister Joseph Goebbels, of the Nazi Propaganda Ministry on November 9th 1944.

On October the 6th 1944 he shot down a Heinkel He111 which had launched a V1 flying bomb.

My father was killed in a flying "accident" at Castle Camps on the 27th November 1944. Throughout my life my mother asked me to not go there even though it is only approximately 20 miles from home: And I respected her wishes for all of her life. After she died on October 26th, 1994 my sister and I took her home to Hitchin, Hertfordshire for a memorial service and then buried her next to Dad.

I went to Castle Camps for the first time on Sunday February 5th, 1995. It was a cold but clear late morning when I saw the sign to Castle Camps ¾ of a mile away. I drove up a small incline to a sharp right turn at the top. As soon as I made that turn, I saw two people walking along the road; I stopped my car, got out and walked toward them. As I was getting closer a gentleman, whom I had not seen, emerged from the furrow alongside of the road with his dog after retrieving the ball they had been playing with.

I asked, to not anyone specifically, "Can you please tell me where RAF Castle Camps is?". The older gentleman, with the dog, asked me "Why do you ask?" and I replied that my father had been killed there during World War II. He asked me if his name was Marshall; astonished, which is an understatement, I said "Yes", he then asked me if it was on the 27th of November 1944 and by now, he told me later, I was visibly shaken and stunned. He pointed in the direction of my car and told me that he was 11 years old and he was finishing the picking of beets for the day in the field adjacent to where I was parked, when he heard a loud "bang" and an engine of a Mosquito revving wildly.

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March 25, 2019

Looking up he saw the fuselage, without a wing headed in his direction, he ran and dove for cover into a ditch: He finished up by telling me that the fuselage crashed into the road exactly where I was parked. By now I was speechless.

After that extraordinary encounter, the family, Mr. Edward Allen, his wife Phillis and their son Stephen asked me to please join them for lunch at their home: He gave me their address and also directions to the only remaining structure left of RAF Castle Camps, which I found through the back entrance and I went into. The poignant emotion I felt in that dilapidated building coupled to what had happened just moments before, left me numb, and it wasn't until Mr. Allen came to find me that I realized time had stood still for me.

Obviously over lunch and afterwards the conversation centered on RAF Castle Camps and its multifaceted role during World War II.

He told me about his avocation for the preservation of anything and everything to do with RAF Castle Camps. Phyllis's older sister Faith met and married Squadron Leader Kenneth Spells in February 1944. He was stationed at Castle Camps with the No 527 Squadron flying Spitfires and Hurricanes.

A phone call by Edward to his brother-in-law Kenneth, confirmed that he not only knew Dad personally, but was one of the first officers on the scene after the accident and that day took a statement from the only witness to the accident, Edward Allen, not knowing that he was interviewing his future brother-in-law. He also told me that he personally knew Dad.

No 527 Sqn were testing all the latest airborne advances in radar and other electronic equipment for installation into Mosquitoes and other aircraft. Specific operating procedures and skills were needed to effectively use the new Centimetric and other variants of that radar equipment which necessitated a great deal interaction between the test pilots of 527 Sqn and the operational Mosquito pilots of the 25 Sqn. He told me that he was sure he knew Dad and his Observer, F/O Allen: and because of him being on site virtually immediately, taking the statement from Edward and his extensive flying experience, he became intimately involved in the early investigation of the accident.

Edward showed me a letter that his parents had received from The Air Ministry commending him for his statement and requesting their appearance at a Court of Inquiry, which they complied with. Sqn Ldr Spells was also a witness at that hearing because of the fact that he was one of the first on the scene and took the statement from Edward. He told me that day that the majority of the hearing was held "In camera", he also told me that after the hearing which was "inconclusive" as to cause, they had however eliminated any and all "pilot error" from the equation.



Photo by Larry Kushner

Ginger Lyon

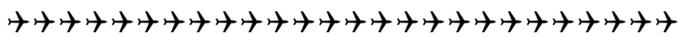
On March 25th we were treated to coffee and donuts by Ginger Lyon in honor of her 92nd birthday. Her daughter, Sandy had flown in from Atlanta to celebrate her birthday and visit our meeting. She and her husband had visited our meetings in the past. A special thank you to Ginger!



Photo by Larry Kushner

Tessa Charnofsky **District Director, 3rd** **Supervisor, LA County**

We were visited on March 25th by Tessa Charnofsky District Director, for Shelia Kuehl, Supervisor, Third District, LA County. Tessa told us of her background and duties.



Peggy Jean's Hanger

A monthly column by Peggy Jean Bassett
pjbflyer@gmail.com



A Joy Ride

By Ed Morino



Photo by Harlis Brend

Don Foster wanted to know all about solar panels for his home. My 14 panels were installed five years ago. But, at his home it was 20 by his pool. We discussed square footage, power usage, costs, etc. In a short time, we went to his kitchen for a cool glass of iced tea and to interview Don about his career as a pilot.

Suddenly the "Judge asked me, "When did you get interested in planes and flying?" I responded that my neighbor Fitz, a 9th grader at Berendo Jr. High, was active in learning how to fly and buying small caliber rifles. As a tenth grader at Poly High, I was buying older cars - a 1930 Olds, a 1934 Nash sedan, and a 1932 Chevy Phaeton. I spent my time detailing old cars before I resold them. One day Fitz invited me to go flying with him.

On a warm Saturday, night in September of 1943, I drove us to an airport near Manhattan Beach. Next Fitz and I pulled and pushed the plane out of the hanger. I cranked the prop to start the engine and then quickly jumped on the left seat. Fitz showed me how to take off. I followed his instructions.

We flew at several thousand feet and everything below us was black. During the war there were no lights on buildings or stores The Verdugo Hills were black below us. There was an absence of moonlight. With my hands on the stick, I did everything I was told. Fitz suggested I look for railroad tracks or streetcar tracks. There was only blackness below us. No learning about stall landings tonight. The joy ride had been fun.

The "Judge" and I finished our interview. Then I walked to his wife's piano and played a few tunes from the forties.

Life on board a submarine

A memoir written for Veterans' Day, by Jerry Andersen
Submitted by Karen Vegtel about her Uncle



Courtesy of Barb Carlson

Jerry Andersen

One of my brothers spent much of World War II in Pacific Island foxholes. Another rode troop trains from coast to coast.

I, on the other hand, spent much of the war in comfortable, albeit crowded quarters aboard a fleet type submarine. I volunteered for this duty, which wasn't a difficult decision, considering my life as an Armed Guard crewman aboard an eight knot Liberty Ship during the Solomon Campaign. We came under attack while carrying a cargo that included aviation gas and ammunition. When we returned to the states, I was interested in duty aboard a faster ship and responded to a request for volunteers to train for submarine duty. Following an interview with a psychiatrist and a battery of psychological tests, I was given a thirty day leave and reported to the sub base at New London Connecticut, where I received some of the best training I have ever had.

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On graduation, I received orders to new construction

and spent the next two months studying the innards of an under-construction submarine. Along with 78 others, I put this boat (submarines are called boats) into commission as the USS Hackleback and made two successful war patrols aboard her. Each patrol was about two months in duration, and it was then that I learned about life in a submarine.



USS Hackleback

A WWII submarine was a little over 300 feet long and 28 feet wide. It contained eight water-tight compartments including, from fore to aft, the forward torpedo room, the forward battery compartment (also officer's quarters), the control room, the after battery (also crew's quarters), the forward engine room, the aft engine room, the maneuvering room and the aft torpedo room. Crew members were also bunked in the forward and after torpedo rooms.

USS Hackleback Details

Country	United States
Ship Class	Balao-class Submarine
Hull Number	SS-295
Builder	Cramp Shipbuilding Company, Philadelphia, PA
Laid Down	15 Aug 1942
Launched	30 May 1943
Commissioned	7 Nov 1944
Decommissioned	20 Mar 1946
Displacement:	1550 tons standard; 2463 tons submerged
Length	312 feet
Beam	27 feet
Draft	17 feet
Machinery:	Four Fairbanks-Morse Model 38D8-1/8 9-cylinder opposed piston diesel engines (5,400shp), four high-speed Elliott electric motors (2,740shp), two 126-cell Sargo batteries, two propellers
Bunkerage	116,000 gallons oil
Speed	20 knots
Range	11,000nm at 10 knots surfaced, 48 hours at 2 knots submerged
Crew	66
Armament	6x533mm forward torpedo tubes, 4x533mm aft torpedo tubes, 24 torpedoes, 1x127mm gun, 1x40mm gun, 2x.50cal machine guns
Submerged Speed	8.75 knots

Contributor: **C. Peter Chen**

My bunk was in the aft-battery compartment. This compartment was the crew's quarters. This included the galley, the crew's mess that served 24 of us at a time, crew's quarters where 36 of us slept, the showers and the crew's

head (toilets). We had a small washer and spin dryer. Fresh water was scarce; we took sponge baths, mostly and could only wash clothes once, during a two-month patrol.

Each of us had a small (about 24"x24" x18") locker in which to store our clothing. Bunks were three high and close together so that a person had to be in a partially reclining position before getting into the bunk. Each bunk had a reading light, and each had a small bag on the railing for toiletry items.

Above the control room was the conning tower. This is where I stood my watches; it was also my battle station when the boat was submerged. The conning tower was the nerve center of the boat. It was about ten feet by fifteen feet and there were ten of us packed in there during battle stations.

The testing I mentioned earlier was to help determine if we were the kind of people who could live together in crowded quarters for long periods, without fighting. There were a few disagreements but mostly, we got along well. Card-playing was a favorite entertainment. A Whist tournament went on during the entire patrol and acey-deucey and poker games were frequent. We had a record player and since the crew was from all over the country, we did disagree about which platters to spin. I know I got tired of hearing the lament for ' "Poor Sheep". My recall is that we were issued about a dozen movies and these were shown several times during the patrol. They were shown in the forward torpedo room, almost always when we were submerged. I remember how impressed we were with the bravado and casual indifference shown by the crew of Cary Grant's submarine in the movie, "Destination Tokyo". There were many hoots when they decided, after a severe depth charging, to go up, "...and give them a sting from our tail!".

Our patrols were conducted off Japan. We carried 24 torpedoes and our deck armament included a 5"x25 gun, built especially for submarines (as a matter of fact, built right here in Fridley), a 40mm.Bofors gun that jammed frequently, and a 20 mm Oerlikon that we used mainly to explode mines that came floating too close.

During the Okinawa Campaign, we were patrolling in the Bungo Suido, the Inland Sea exit between Shikoku and Kyushu. About noon, one day, several destroyers came out and began a patterned depth-charging. They kept us running deep for several hours and when we surfaced after dark, Walt Brown, our radar specialist picked up a target at 39,000 yards (nearly 20 miles). When Brown announced the range and bearing, the Captain said, "Forget it, Brown, you've picked up a mountain", to which Brown replied, "It may be a mountain, Captain, but it's moving at about 25 knots". Things got serious then, and we began one of our more exciting night chases.

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As the situation developed, we found we had a



Photo courtesy of Barney Leone

Barney Leone on Mount Suribachi, Iwo Jima

Barney Leone was one of six WWII veterans who attended this year's annual visit to Iwo Jima. The Japanese Government allows one visit per year and priority is given to WWII veterans who were in the battle of Iwo Jima. Barney brought the flag that had flown on his ship during the battle. In the top picture he is holding the flag at the monument on the mountain top where the famous US flag was raised during the campaign. In the other picture he is seen pointing to the bay his "tanker" ship was anchored during the battle. Their mission was to refuel the landing craft that ferried men and supplies to the beach.

The bottom picture shows the six veterans that attended the event.

War in Europe Teacher Course, March 23rd: Richard Kinder, Al Lewis, & Jimmy Weldon



Richard Kinder with Teachers



Jimmy Weldon with Teachers

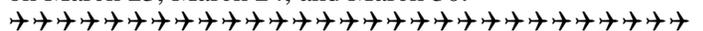


Al Lewis with Teachers

Photos courtesy of Franky Ortega

On March 23rd, 2019, Richard Kinder, Al Lewis, and Jimmy Weldon came to the Museum of the San Fernando Valley to talk to LAUSD educators for 1 hour and 15 minutes each about the War in Europe. They were amazing. Below is a description of the educator 15-hour class that focuses on the War in Europe.

"Salary point class on WWII Educators and curriculum leaders were invited to take part in a one salary point and multicultural education credit course on the National WWII Museum's from the Collection to the Classroom series called "Volume Two: The War in the Europe." Teachers learned at a local history museum, engaged with oral histories, met Wings Over Wendys veterans, and studied authentic artifacts. The presenter was Franky Ortega, LAUSD social studies teacher. The class aligned with the ELA Common Core State Standards and National Standards for History. When: 8 a.m. to 1:30 p.m., on March 23, March 24, and March 30."



In Memoriam



Steve Birgel January 4, 1925 to March 5, 2019

Steve Birgel, Major, USAF (Ret), a faithful member of Wings Over Wendy's, WWII Navigator, Space Program Engineer, career USAF officer, suffered a heart attack in his sleep on Tuesday, March 5, 2019. He had attended the Monday meeting the day before. His wife, Darlene, was at his side when he stopped breathing.

Steve Birgel was born on January 4th, 1925 in Chicago, IL. During his senior year in high school the various military services tested all the senior boys. Since Steve wanted to be a pilot, he enlisted in the aviation cadet program.

Ten days after he graduated from high school, he found himself at Keesler AB attending basic training during July and August. Upon completion of basic training he was sent to Syracuse University where he was given ten hours of flight training in a Piper Cub. Steve soon found out he could not take spins and loops, so he changed to navigation school.

Steve was sent to Monroe LA for navigation training.

Upon completion of the training he was sent to California, where he met the crew he was going to serve with.

They did their crew training in Walla Walla, Washington. Since they were training on the west coast, they thought they would be going to the Pacific but instead they were put on a train and sent to New Jersey. From there he went to Hardwick AB near Norwich, England.

They flew two missions, one as tail end Charlie, and one as lead crew and Steve was sent to radar school and became a "Mickey" operator (*the first ground mapping radar to be used in combat*).

After school he rejoined his crew and they flew two more missions before the Germans surrendered. As the European War was over, he was sent to March AB and started training in B29's. Then the Japanese surrendered. Steve had enough points to get out, but he enlisted in the inactive reserves.

Using the G.I. Bill, Steve obtained an Engineering Degree from Texas Tech College, Lubbock, Texas, (the name later changed to Texas Tech University in 1964). Following his graduation, he was called back to Active Duty for the Korean War and decided to make a career of the USAF.

He was sent to Mather AFB where he completed navigator training in B-52's and he stayed on there as an instructor in Air Training Command. Steve was transferred to Brooks AFB for the last five years of his career. At Brooks he was working with the engineers and scientists in the space program. This was the most interesting assignment of his career.

Steve retired as a Major with twenty years active duty and five years of reserve time and stayed in San Antonio working with the engineers and scientists in the space program for another 18 years.

In 1986 he married Darlene in San Antonio, Texas and they lived in San Antonio until he developed health problems. Their children convinced them to move to California and join Wings Over Wendy's.

Steve really enjoyed attending the meetings, not only every Monday but also the Tuesday meetings, Thursday lunches and the tours. When Darlene was not able to take him, he had Bill Rockwood from his church accompany him to the meetings.

A Memorial Service will be conducted on Sunday, April 28th at 2pm in the Prince of Peace Episcopal Church, 5700 Rudnick Ave, Woodland Hills, CA

The recent audit of the Wings Over Wendy's Roster resulted in finding several of our members had "flown west" without our knowledge. They are:

Allan Hitterdal:	JUL 19, 1930 to MAR 06, 2017
Rudy Hernandez:	NOV 11, 1928 to JUN 18, 2018
Henry Sideman:	SEP 05, 1926 to JUL 11, 2018
Nathan Gordon:	DEC 25, 1926 to JAN 19, 2019
	AND



Photo Courtesy of Patti Blair

Bob Blair

October 11, 1924 to July 25, 2018

Robert (Bob) Eugene Blair passed away on July 25, 2018. He died of acute cardiopulmonary arrest at his home in Chatsworth, California surrounded by family. He was 93.

Bob was born in Los Angeles on October 11, 1924 to Verl E. Blair and Geneva M. Blair (Anderson). His brother Donald was born four years later. Bob and Don grew up in Culver City, CA and were best friends throughout their entire lives. Bob's parents and brother predeceased him.

Upon graduating from Hamilton High School in 1943 Bob received his draft notice for WWII. His employer at the time offered to get him a deferment. Bob's response to this was, "You don't understand. I'm going."-highlighting his commitment to enter the military.

During the war, he served as a radio operator in the Army Air Force. He went on fifty bombing missions over Nazi-occupied territories, flying in B-26 Marauders. In 1945, after the surrender of Germany, and some months later the surrender of Japan, Bob was honorably discharged and returned home. He was awarded many medals but was most proud of "Le Croix De Guerre Avec Palme." King Leopold III knighted him for his brilliant work in the liberation of Belgium.

With the war behind him, Bob now looked to build his career. He attended the Woodbury College of Business and the Fred Archer School of Photography. He was in the Army Air Force Reserve when the Korean War broke out in 1950 and was recalled to active duty. He spent the next two years in charge of US Air Force headquarters in Paris, France. He was again honorably discharged and returned to Culver City.

One day in 1954, Bob ran into his friend Frank Inn, who worked on the Lassie television series as an animal trainer with Rudd Weatherwax. Frank and his friend Neil

Gazeley wanted to start their own business. They needed help and Bob decided to join them. His first job as a motion picture and television animal trainer was on *The Adventures of Champion*.

During a break in filming, Bob's friend Bob Kagey invited him to go to Big Bear, CA on a cold November weekend in 1955. Kagey arrived to pick up Bob, bringing along his friend Jimmy Michels and Jimmy's friend, Patti Fisher who had just moved to California from Indiana and was homesick for snow. Kagey, Jimmy and Patti were sitting in the front seat of the car, so Bob climbed - into the back seat. As fate would have it, Bob and Patti were the only two who didn't ski. Over hot chocolates and long walks in the snow they got to know each other very well. On the drive back to Los Angeles, Kagey and Jimmy were in the front seat and Patti was in the back seat with Bob. The rest is history-they were married six months later on May 5, 1956.

Eighteen years later, Bob struck out on his own with help from his son, Bob Jr., and Henry Shannon. He bought a kennel in Van Nuys, CA and started The Blair Bunch Inc. The business flourished with seventy cats and fifty dogs serving the Motion Picture Industry, Television, Commercials, Videos, Stills and Stage. A fraction of the shows they worked on are *Mary Poppins*, *Breakfast at Tiffany's*, *Sunrise at Campobello*, *The Music Man*, *Johnny Carson's Tonight Show*, *I Love Lucy*, *My Three Sons*, *The Beverly Hillbillies*, *The Partridge Family*, *Star Trek*, *Batman*, *The Monkees*, *Hart to Hart's* dog 'Freeway', *WarGames*, and the majority of Purina Commercials. He received PATSY awards for the cat in *Bell Book and Candle*, and for the dog in *My Six Loves*.

Bob lived a remarkable life. He flew fifty combat missions in WWII and survived. He was recalled to active duty for the Korean War, living two memorable years in Paris, France. He built and operated a successful business. He met and worked with most of the movie and television personalities of the era. Last but not least, he married the right girl and together they had 5 wonderful children.

Bob leaves behind Patti, his wife of 62 years, sons Bob and David, daughters Romy, Tracy and Kristen, 7 lovely grandchildren: Bob Jr. and Sarah's Eric; David and Ellen's Dylan, Frances, Adam, and Tessa; Tracy and Kent's Anders and Emmick. Important significant others: Russell, Carly, Marcy, Grace, Hunter, Sunshine, and nieces, nephews, kissing cousins and friends. What a legacy. Praise the Lord!

Bob was a member of Mensa, First Presbyterian Church of Granada Hills, USO, VFW and Wings Over Wendy's. He loved Ronald Reagan; never missed voting; put up the American flag every morning; enjoyed working [in ink] on crossword puzzles; was an avid book reader and later listener; loved Disneyland and playing dominoes and cards with his grandchildren (crazy eights anyone?).

(Continued Page 13)



Assembly Day

April 13rd
Family Day
Saturday, 9am - 12pm
Sign up to attend

WOW's monthly food drive is Monday, April 1st



We all want raffle prizes!

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

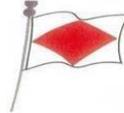
Suggested Items: Military books, magazines, DVD's, tools, etc. **Thank you!**



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: **kswpwdaeovnb1jans4**
Or via the web @:
www.wingsoverwendys.com
select: **MENU** then select: **CALENDAR**

Association of Naval Aviation
TWO BLOCK FOX SQUADRON



FOX TALES



Thursday, April 24, 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: Show-and-tell of a weekend in March at NAF El Centro with the Blue Angels by a group from the Two Block Fox Squadron. Bob Donovan, Bob Rose and the Squadron Skipper, Ken Mayer, will give a rundown of the Friday dinner event with the Blues pilots and support staff and crews. Saturday, there was a very limited attendance on the flight-line to watch two air shows by the Blues and then collect autographs.

There will be photos, videos and souvenirs from the event.

Additionally, Bob Rose will be displaying his collection of models (in two scale sizes) of all the aircraft the pilots have flown since the inception of the Blue Angels -- and give a history of this world-famous aerial demonstration team.

Please RSVP No Later Than 1600, Friday 19 April 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.

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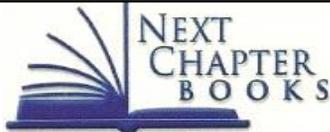
American Aeronautical Foundation
(805) 377-2106 at the Camarillo Airport

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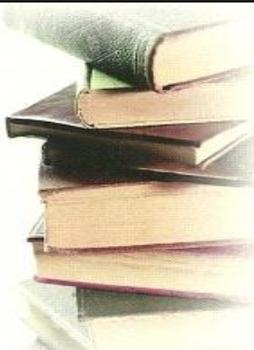
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