

# WINGS



# NEWS

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Ed Reynolds Editor

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# Outstanding Presentations



# Thank you to Bob Eisenhart Presentation Facilitator

## **Wings Over Wendy's Monday Zoom meetings continue to be a success**

When the mayor of the City of Los Angeles stopped meetings of people in March 2020, Wings Over Wendy's faced a dilemma. How could the group continue to meet? On April 6, 2020, we decided to hold Zoom meetings. Would members participate? What would be the attraction without a raffle, without coffee and donuts, without talking to each other?

We designed a format that allowed a freeform "meet and greet" period between 08:00 and 09:30, during which time people could see each other, ask questions, and tell short stories just like they did before the physical meetings.

Jimmy Weldon's formal start of the meeting was augmented in May by Jasmine Mirfakhraei, singing the "Star Spangled Banner" every week.

We continued to have the same number of people attending a meeting as we had when we physically met. Many of our local members did not have the computer systems to participate, so Charles Scott volunteered to help people get online. He started a "GoFundMe" to purchase webcams and tablets to help members in need and was supported by Dennis McCarthy publicizing his efforts in several columns in the LA Daily News.

But the real key to the success of the meeting has been the outstanding presentations arranged by Dr. Bob Eisenhart. Each week he has scheduled one of our members like Shannon Muchow, Jerry Knotts, Bill Wishard, Margot Marty, and Larry Kushner mixed with outstanding presentations from Dennis Daly, Jonathan Parshall, Victor David Hanson, Kevin Schmiegel, and Paul Cucinotta, from Operation Gratitude and LAPD Deputy Chief Jorge Rodriguez.

As a result of Bob's programming, we have averaged over 80 participants every week. We have friends and relatives of our members from all over the United States participate in our meetings.

## **Thursday luncheons continue to be a success**

We started to hold the Thursday luncheons in May, but after just two lunches, the mayor stopped indoor dining, and we thought we would have to stop, but West Hills Pizza came though by opening their outside patio with social distancing. We modified the former stag policy of the lunches to all members to provide a place to meet, see each other, and conduct the business of selling the group picture and distributing the newsletter and other business.

On July 30<sup>th</sup> West Hills Pizza was closed for cleaning because a delivery driver tested positive for COVID-19, so we switched to Crave Cafe West Hills for our lunch. Ten members joined us at the café.

## **July 2020 Meetings July 6, 2020**

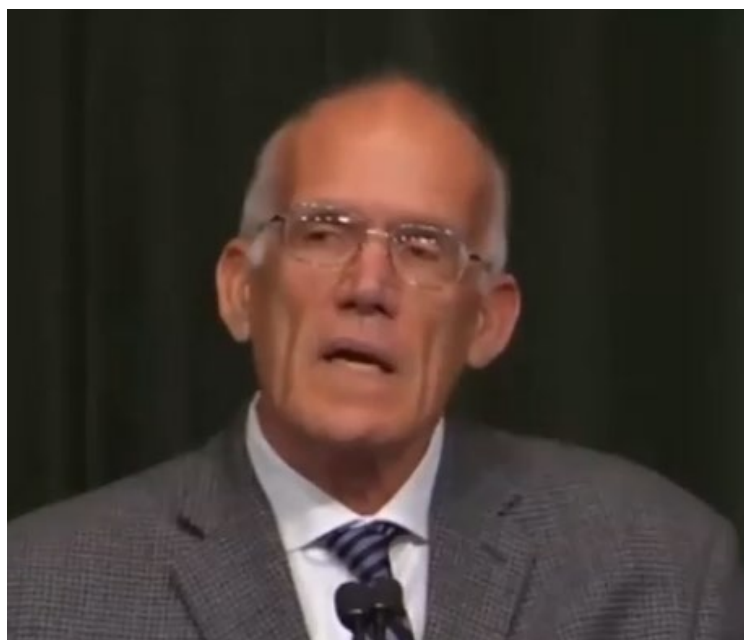


Photo from Video

## **Victor David Hanson Why World War II Matters**

Our presentation on July 6, 2020, was a video of a lecture Victor Davis Hanson gave at Hillsdale College on the subject "Why World War II Matters." Professor Hanson is an American classicist, military historian, columnist, and farmer. He has been a commentator on modern and ancient warfare and contemporary politics for National Review, The Washington Times, and other media outlets. He is a professor emeritus of Classics at California State University, Fresno, the Martin and Illie Anderson Senior Fellow in classics and military history at Stanford University's Hoover Institution, and visiting professor at Hillsdale College.

(Continued page 3)

His talk on “Why World War II Matters,” highlighted the causes and outcomes of World War II. To begin, Hanson discussed the true scale of this war in comparison to previous wars. World War II was extremely deadly, with an estimated 65 million plus people killed during its course. The death toll was, of course, higher than previous wars due to the Earth’s increasing population, which had by then reached 2 billion. But, the true reason why this war was so deadly was because unlike World War I, which still didn’t involve certain regions of the globe like Africa, World War II involved the entire world. To add to the scope, the advancements of technology and equipment lead to faster transportation and battles on a bigger scale, which ultimately led to the enormous death toll that World War II caused.

Professor Hanson talked about the beginning of the war. Before 1941, the war was not even referred to as World War II simply because it wasn’t on that big of a scale. Instead, it was referred to as the Great War. By 1941, Germany had only invaded Poland, Denmark, and Norway. However, Germany rapidly started invading many more regions in Europe, including the Netherlands, Luxembourg, Belgium, and France, all within 7 weeks. Although the German Air Force and Navy had been partially stopped in the Battle of Britain, Germany still went on to invade the Balkans, Crete, and Greece. But, during all of this time, Germany lost 100,000 soldiers. Hanson refers to a few causes of the strength of the Axis powers during the early part of the war. They were American isolationism, British appeasement, and Russian collaboration. Hanson went into detail about the causes and effects that these factors had on the war. As the war went on, the Axis powers slowly started to lose some of their power.

In comparison to the Allied Powers, the Axis Powers had very weak communication and collaboration. While the Allies could strategize and help each other out when in need, the Axis powers had trouble doing this well. Decisions by militaries would conflict with each other, ultimately leading to their loss at the end of World War II.

Hanson ended off his talk by discussing the tolls that militaries took by the end of the war. Some took a big hit, such as the Soviet Union. They lost 27 million of their people. However, they also came out in a somewhat advantageous position, with all of Eastern Europe becoming communist, as well as the Baltic States and Ukraine, becoming part of the Soviet Union. Japan, on the other hand, killed seven times more opposing soldiers than they had lost. However, a good chunk of their urban development had been destroyed due to bombings by the United States. The United States overall only lost 3% of its military, which is a small number compared to other militaries worldwide. Following the presentation. Our members discussed World War II.

## July 13, 2020



Photo from Zoom Recording

### **Col. James H Shelton**



Zoom from video

On July 13, 2020, we watched a presentation by Col. James H Shelton recorded at the Western Museum of Flight, Torrance, CA, about the Lockheed SR-71 aircraft. Col. Shelton is a retired U.S. Air Force pilot who flew the SR-71 airplane.

The SR-71’s creation started in 1956, when the Lockheed U-2 aircraft was flying over Russia. Although the U.S. believed that this plane would fly high enough not to be detected by Russian radars, it was not capable of doing so.

After tests were performed to test the range of Russian radars, a new aircraft capable of reaching at least 80,000 feet in altitude and 3.2 Mach was in development. At first, Kelly Johnson, an aircraft engineer, took the F-104 aircraft and put jet engines and ramjets on each wing. This plane would be called the A-11. However, the A-11 was not quite stealthy enough. Minor changes would be made to the plane, and the A-12 was put in use by the CIA.

The A-12 program only lasted for about a year, as the SR-71 replaced it in 1963. The SR-71 was the A-12 aircraft with notable changes that would create success for the plane. It was the Air Force’s first truly stealthy plane, and the plane could fly at higher altitudes and perform sharper maneuvers than previous airplanes.

(Continued page 4)



The plane could fly from London to Los Angeles in just under 4 hours, boasting an average speed of 1,438 miles per hour! Shelton highlighted many of the specifics of the mechanics of the plane, including the physical design elements, the technological advancements in instruments, the impressive camera and sensor systems, and much more. Finally, as an SR-71 pilot himself, he recalled some of his own experiences while flying the plane.

## **July 20, 2020**



Photo by from Zoom

## **Larry Kushner USS Hancock**

## **Hong Kong and Shanghai**

On July 20, 2020, Larry Kushner narrated pictures he took while serving as a photographer on the USS Hancock, and while working and living in Hong Kong and Shanghai. He started with the history of the USS Hancock during WWII and when he was stationed on it during the Vietnam conflict.

Larry then showed us pictures of his time in Hong Kong during a period of the 2015 demonstrations when he was in the city on business. He showed us pictures of news crews covering the event and the last aircraft departures from Kai Tak, the old Hong Kong airport, and pictures of the day the colony was turned over to China.

Larry told us about his business partners in Hong Kong that sold their company when China took over and other business partners, which had a factory in China. Showing us a picture of the China factory and his partners, he told us a story of the payoff to the local mayor to provide electricity to the factory.

Next, Larry switched to scenes of his time in Shanghai when he taught a Finance and Economics at Shanghai University. He showed us pictures from throughout the city. Larry finished his presentation with a discussion on the conditions in China and the fear that his friends have about the future living under China rule.

## **July 27, 2020**



Photo copyright by Pinterest  
(Continued page 5)





At the age of 5, Anarg loved to pretend he was a World War I fighter pilot, but he never flew in an airplane until he was 25. In 1957, at the age of 30, he earned his private pilot license. He's logged about 3,000 hours since then. Half of those hours were flown in a fully IFR-equipped Cessna 172 he bought new in 1969 for \$18,000. The remaining hours have been flown in the Mooney he now owns. He's instrument rated, so I figured it would be safe to fly with Anarg, who was brave enough to offer to go up with a guy whose call sign is "Crash."

As for the "new" aircraft, Anarg bought his 1963 Mooney M20C "Ranger" in 1981. N711DF is a fully instrumented, single-engine, low-wing, fighter-like, four-place, tricycle-gear beauty that looks like new. It's smaller than a Beech Bonanza, and it takes some physical dexterity to enter and leave the cockpit, but once inside, it's comfortable and offers fine visibility above and around.



**Anarg Frangos awarded flight certificate no. 0212 to "Crash" a few days after the flight to Brackett Field.**

We met at Mike's Avionics on the west side of Van Nuys Airport, where we climbed into N711DF and buckled up. Anarg started up the Lycoming O-360 4-cylinder, 180-hp engine, contacted ground control and taxied out to Runway 16R behind four other aircraft. It took almost 10 minutes before Anarg received takeoff clearance from the tower. He lined up with the runway and poured on the power for takeoff.

We were off the ground in less than 15 seconds, at 85 mph and "25 squared" (25 inches of manifold pressure and 2,500 propeller revolutions per minute). Gear up! Our departure was at 10:50 a.m., with VFR clearance to Brackett Field in La Verne, which is northwest of Ontario Airport, roughly east of downtown Los Angeles.

I took the controls and took a heading of 120 degrees, passing over Bob Hope Airport in Burbank and climbing at 100 miles an hour. Anarg requested "flight following," for

controllers to keep track of our flight on radar by the "squawk code" (identifying frequency and code) of the airplane's transponder. Continuing on this heading, we soon passed over the Griffith Park Observatory, where I turned left to a heading of 090.

When flying VFR eastbound, you should be at an odd number of thousands of feet, plus 500 (this is easy to remember, since "EASTerners are ODD!"). It was very hazy at 3,500 feet, so I continued climbing to 5,500 feet, but the forward visibility was still very hazy. Cruising at 140 mph, the mountains in the distance were visible, but gray, rather than sharply defined. We could see straight down and to the side for several miles as we passed over South Pasadena, paralleling the Foothill Freeway on our left and the San Bernardino Freeway on our right.

As we approached Brackett Field, Anarg took the controls, and we descended rapidly to enter the traffic pattern at 2,000 feet, made a left-hand approach and had a smooth landing at 11:20 on 26L. It had been a half-hour flight. We taxied to a tie-down area near Norm's Coffee Shop, where an inviting green awning covered the patio on this warm, sunny day. A slight breeze made the setting comfortable, so rather than dining inside, we stayed on the patio. Not only was it comfortable, but we could watch all the planes taking off and landing at this relatively busy airport.



**Approaching Runway 16L at Van Nuys Airport, we're less than 10 seconds from touchdown.**

Norm's menu isn't only extensive and reasonably priced (with breakfast served all day), but the portions are large! Anarg ordered a "short stack" of two pancakes, and he could finish only half. I ordered a grilled ham and cheese sandwich, which came with fries, and ended up taking half the meal home. And the waitress kept refilling our "bottomless" soft drinks.

Anarg is such an interesting guy; we chatted for more than an hour before finally heading back to Van Nuys Airport at 12:50. Again, Anarg was brave enough to allow me to take the controls after takeoff from 26L. We climbed to 4,500 feet and flew back, westbound through the haze—

now worse because of the sun's position ahead of us.

Our flight path was just the reverse of our flight to Brackett, but the flight time was 10 minutes less—only about 20 minutes. We must've been going to Brackett with a slight headwind from the east and had a slight tailwind returning to Van Nuys. Anarg brought the Mooney in to a smooth landing on VNY's 26L, got clearance to taxi across 16R, parked at his spot at Mike's Avionics and added another 40 minutes to his flight log. Neither of us was hungry or thirsty for hours!

A few days later, Anarg handed me a beautiful bordered flight certificate. I should've given him a medal for flying with me, knowing I had crashed five F4U Corsairs in my Navy flying days!

*Fred "Crash" Blechman's two flying books, "Bent Wings – F4U Corsair Action & Accidents: True Tales of Trial & Terror!" and "Flying with the Fred Baron," are available at [http://www.amazon.com]. You may contact him by e-mail at crash@airportjournals.com*

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## **Wings Over Wendy's in the News**

**Note: For the first time, a Wings Over Wendy's member was the subject of Dennis McCarthy's column two weeks in a row.**

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## **Los Angeles Daily News**

**Sunday, July 5, 2020**

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**Great Scott! Despite our differences, there's much to be proud of in the U.S.**

Let's remember there's still a lot of goodness in this country as we celebrate our 244th birthday



Charles Scott at his Van Nuys home, Thursday June 25, 2020. (Photo by Hans Gutknecht, Los Angeles Daily News/SCNG)

By **DENNIS MCCARTHY** |

It's still out there hidden under all the anger and hostility dominating the country right now on our 244th birthday. Goodness. It still has a pulse.

Last week, I wrote about Charles Scott and his efforts to help low income seniors, stranded in their apartments and homes because of the coronavirus, stay in touch with their grandchildren and friends by learning how to use technology and zoom.

He started a GoFundMe account to buy them webcams and upgrade their computers, and spent four hours, on average, training them to use the equipment. All he asked for his time was a little gas money.

Years of working for a moving van company had crippled his back and knees, leaving him handicapped and retired at 53. What he couldn't do with his brawn, anymore, he did with his mind — diving into the world of computers.

Scott raised enough in GoFundMe donations to help half a dozen seniors living in the Valley, who are veterans, learn to zoom. He thought that was the end of it. The \$400 in donations were gone, and he was going to close down the account, but decided to keep it open an extra week just in case a few more donations dribbled in.

They didn't dribble in. They poured in. In less than two days, he had nearly \$2,000 in new contributions. "OMG," an astounded Scott emailed me.

"I feel extremely blessed and honored to be trusted with this opportunity to help," he went on to say. "The money allows me to buy not only webcams, but Kindle Fire tablets for those seniors with no computer or skill at using them. I can set them up and teach them how to use it."

I don't care what your politics are, where you live, what color you are, or religion you practice, if any. When we see goodness in a man like this, we put aside our differences and help.

(Continued page 8)









The new Space Training and Readiness Delta Provisional is the precursor to the Space Force's forthcoming Space Training and Readiness Command, or STARCOM, which will oversee training in the new service.

STAR Delta Provisional will oversee educational, training, and operational test and evaluation units for now, according to a Space Force release. In addition to STARCOM, the Space Force will stand up Space Operations Command and Space Systems Command.

The 21st Space Wing at Peterson Air Force Base, Colo., and the 50th Space Wing at Schriever Air Force Base, Colo., inactivated and the new Peterson-Schriever Garrison was activated. The new garrison, headquartered at Peterson, will also oversee Thule Air Base, Greenland; Cheyenne Mountain Air Force Station, Colo.; Kaena Point Air Force Station, Hawaii; and New Boston Air Force Station, N.H., along with supporting 16 more locations.

The 460th Space Wing at Buckley Air Force Base, Colo., was also inactivated, and the new Buckley Garrison was activated. This garrison will provide support to Cape Cod Air Force Station, Mass.; Cavalier Air Force Station, N.D.; and Clear Air Force Station, Alaska, along with supporting 10 additional locations.

Additional changes include:

- The 21st Operations Group at Peterson inactivated, replaced by Space Delta 2 (Space Domain Awareness).
- The 721st Operations Group at Peterson inactivated, replaced by Space Delta 3 (Space Electronic Warfare).
- The 460th Operations Group at Buckley inactivated, replaced by Space Delta 4 (Missile Warning).
- The 614th Air Operations Center at Vandenberg Air Force Base, Calif., inactivated, replaced by Space Delta 5 (Command and Control).
- The 50th Network Operations Group at Schriever inactivated, replaced by Space Delta 6 (Cyberspace Operations).
- Space Delta 7 (Intelligence, Surveillance, and Reconnaissance) activated, to partner with the 544th ISR Group at Peterson.
- The 50th Operations Group at Schriever inactivated, replaced by Space Delta 8 (Satellite Communications/Navigation Warfare).
- The 750th Operations Group at Schriever inactivated, replaced by Space Delta 9 (Orbital Warfare).

Four more units from the Air Force have been realigned to the Space Force: U.S. Air Force Warfare Center Detachment I, 705th Combat Training Squadron Operating Location Alpha, 25th Space Range Squadron, and the 527th Space Aggressor Squadron.

General Raymond said Space Force selection boards are meeting to select the next 6,500 members of the service. Almost 9,000 Airmen applied for the opportunity to transfer to the new service, and 2,410 Active-duty Airmen

in the space operations (13S) and space system operations (1C6) Air Force Specialty Codes were initially selected. The Airmen now facing boards are in career fields that are common to both the Air Force and Space Force, such as acquisition, engineers, and cyber.

"As a small force, we can be extremely selective and get the talent that we need," Raymond said. "We want to build this service as the first digital service, and so that's one of the key tenants that we're working through," he said. "We have defined the requirements—what the numbers are that are required in each of those career fields, and then in those areas where there are greater [numbers of] folks that have applied and we are in the process of having a board to score those records, and pick those who will come into the service."

There are three groups of personnel in the service: Those who have already been assigned, those who will remain in the Air Force but provide support—security forces and services, for example—and this third tranche of personnel to be selected. In addition to existing cyber, acquisition, and engineering career fields, Raymond said the service plans to bring in their own dedicated software development team.



## Space Force proposes headquarters staff led by generals and civilians

WASHINGTON — The U.S. Space Force Pentagon headquarters will have a leaner staff structure than traditional military service headquarters and some senior staff posts will be assigned to civilians, according to a draft proposal.

The Space Force headquarters — known as the Office of the Chief of Space Operations, or OCSO — will be led by a four-star general and a four-star vice chief. Underneath them will be four deputy chiefs of staff who could be general officers or senior government civilians, says the proposal which was approved last month by Chief of Space Operations Gen. John Raymond, sources told SpaceNews.

Many details of the staff organization are still being hammered out, these sources said, and the plan is being reviewed by the Department of the Air Force and congressional committees.

(Continued page 11)



The OCSO is projected to have about 200 personnel, a fraction of the size of the other services' headquarters staff. The Air Force chief of staff has a four-star vice chief and eight three-star deputies. The chief of space operations would have a four-star vice chief and four deputies.

**Chief human capital officer** — A senior civilian official responsible for personnel management, recruitment strategies and building the future workforce.

**Chief operations officer** — A three-star general responsible for overseeing force readiness and for advocating on behalf of operators in the field. This position also oversees intelligence and policy issues.

**Chief strategy and resourcing officer** — A three-star general who would recommend funding priorities for the service and provide strategic guidance to space forces. This position also would be the liaison between the Space Force and the rest of the national security enterprise.

**Chief technology and innovation officer** — A senior civilian official who would help “create the first truly digital service,” says the draft proposal. The CTIO would promote innovation and lead efforts to create a tech-focused culture.

The staffing and management of the OCSO will be overseen by Maj. Gen. B. Chance Saltzman, who will serve as acting staff director.

Saltzman is returning to the Pentagon after a tour as deputy commander of U.S. Air Forces Central Command, managing air operations in Central and Southwest Asia. He would fill the job previously held by Maj. Gen. Clinton Crosier, who retired last month.

One of the concerns for the Space Force is having enough general officer billets to fill the top spots. When Congress established the Space Force it authorized a four-star chief of space operations, but due to concerns about cost it specifically prohibited the addition of general officers above what is currently authorized.

Based on the proposed plan for the headquarters staff, the Space Force will need a four-star, and four three-star billets to be transferred from the other services, most likely the Air Force. There are senior officers now serving in the Space Force, such as Vice Commander Lt. Gen. David T. Thompson, who are technically in the Air Force and are assigned to the Space Force. It will be up to DoD and service leaders to work out how many general officer billets get permanently transferred.

Sources said incoming staff director Saltzman is a likely candidate for one of the three-star Space Force posts. He is a career space operator and is highly regarded for his past work in “multi-domain command and control,” a DoD effort to integrate weapons systems from across the military services.

Patricia Mulcahy, a member of the Senior Executive Service and currently the deputy chief of space operations for personnel and logistics services, is said to be the top

candidate for chief human capital officer.

Maj. Gen. Nina Armagno, director of space programs in the Department of the Air Force, would be a contender for the job of chief strategy and resourcing officer.

## Space Force Debuts New Delta Logo, Motto

July 22, 2020 | By Rachel S. Cohen

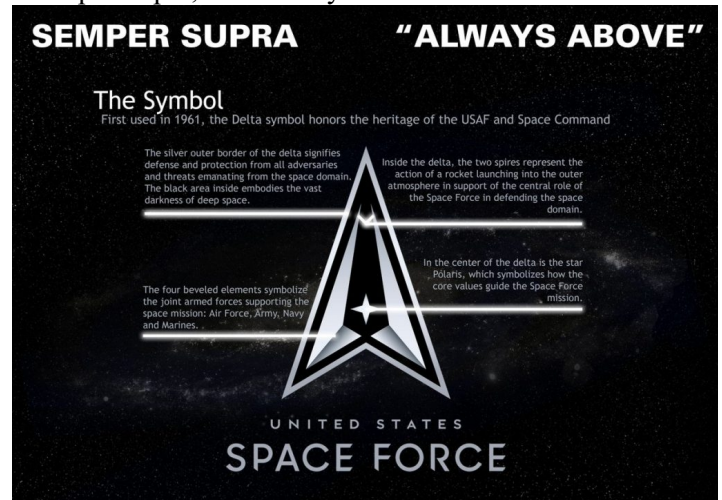
The Space Force is continuing its delta theme with a triangular new logo unveiled July 22.

The silver, arrowhead-like delta symbol honors the heritage of the Air Force and Air Force Space Command, the predecessor to the Space Force, according to a USSF release.

“The silver outer border of the delta signifies defense and protection from all adversaries and threats emanating from the space domain. The black area inside embodies the vast darkness of deep space,” the Space Force said. “Inside the delta, the two spires represent the action of a rocket launching into the outer atmosphere in support of the central role of the Space Force in defending the space domain.”

Four triangular, beveled compartments inside the delta represent the Air Force, Army, Navy, and Marine Corps. At the center is a four-point star meant to be Polaris, the North Star, to signify “how the core values guide the Space Force mission.”

The new logo is accompanied by a fresh motto as well: “Semper Supra,” or “Always Above.”



The service explained the significance of the logo's design details in an infographic posted to its Twitter account. Graphic: U.S. Space Force on Twitter

While many were quick to point out the symbol reminds them of “Star Trek,” or an upside-down Pontiac logo, the Space Force argues the delta is a longtime motif in military space. (Continued page 12)



<b>Bob Donovan</b>	<b>August 01, 1948</b>
<b>Robert Lee</b>	<b>August 02, 1944</b>
<b>Robert Freud</b>	<b>August 04, 1961</b>
<b>Don Robbins</b>	<b>August 04, 1927</b>
<b>Ed Reynolds</b>	<b>August 05, 1935</b>
<b>Justin Devine</b>	<b>August 07, 1996</b>
<b>Daniel Zepeda</b>	<b>August 07, 1953</b>
<b>David Escudero</b>	<b>August 08, 1953</b>
<b>Dustin Kollstedt</b>	<b>August 08, 1977</b>
<b>Marcene Rankin</b>	<b>August 10, 1931</b>
<b>Marty Cohen</b>	<b>August 11, 1948</b>
<b>Richard Gross</b>	<b>August 16, 1926</b>
<b>Dwight Herr</b>	<b>August 16, 1948</b>
<b>Leon Waldman</b>	<b>August 16, 1924</b>
<b>Boots LaVere</b>	<b>August 17, 1930</b>
<b>Ray Rosenbaum</b>	<b>August 17, 1930</b>
<b>Luanne Pomerantz</b>	<b>August 18, 1961</b>



<b>David Alvarez</b>	<b>Dave Anderson</b>
<b>Lillian Anderson</b>	<b>Shirley Andrews</b>
<b>Lee Auger</b>	<b>Phil Aune</b>
<b>Peggy Jean Bassett</b>	<b>Tom Bates</b>
<b>Bob Bermant</b>	<b>Darlene Birgel</b>
<b>Karl Boeckmann</b>	<b>Ron Boggess</b>
<b>Paul Boghossian</b>	<b>John Boiko</b>
<b>Marge Callahan</b>	<b>Barry Chapman</b>
<b>Patrick Daly</b>	<b>Howard Davis</b>
<b>Gerald Detamore</b>	<b>Skip DeYoung</b>
<b>Malcolm Dipperstein</b>	<b>Bob Donovan</b>
<b>Jan Edwards</b>	<b>Roscoe Frazier</b>
<b>Midge Gisel</b>	<b>Anita Green</b>
<b>David Greenberg</b>	<b>Richard Gross</b>
<b>Connie Hein</b>	<b>John Helm</b>
<b>Peter Helm</b>	<b>Richard Hernandez</b>
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<b>Andy Kopetzky</b>	<b>Larry Kushner</b>
<b>Hal Landy</b>	<b>Robert Lee</b>
<b>Camille Levee</b>	<b>Al Lewis</b>
<b>Morris Litwack</b>	<b>Marion Lovelace</b>
<b>Ethel Margolin</b>	<b>Toni Mattock</b>
<b>Ken Mayer</b>	<b>Rosadel McClure</b>
<b>Dan Pemberton</b>	<b>Ed Phillips</b>

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The key is: **kswpwdaeovnb1jans4**



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**See you Monday!**



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