WINGS



NEWS

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Ed Reynolds Editor

September 2020 Meetings September 7, 2020



Boeing B-29 Superfortress

On September 7, 2020, we watched a film about the history of the Boeing B-29 Superfortress. In 1942, as plans to raid Japan were being made, the B-24 and B-17s did not meet the requirements necessary to reach and attack Japan. Both Consolidated and Boeing were in competition to create a bomber that could accomplish the mission to attack Japan.



B-32

The Consolidated B-32 was completed first, but not immediately chosen, as the military wanted to see what Boeing would create. The Boeing XB-29 was a monstrous plane that exceeded the requirements. The first flight of the XB-29 was on September 21, 1942, and it went very well. However, during the second flight, the plane caught fire.



XB-29Photo from Video



YB-29 Photo from Video

The YB-29 was Boeing's next bomber. 1,600 YB-29s were ordered before the first prototype was even finished. Although the order was large, the production progressed slowly. President Roosevelt had promised 200 B-29s by March of 1944, but only 11 were completed by August of 1943.

General Hap Arnold stepped in and sped up production. By February 28th of 1944, 175 B-29s were rolled out. In preparation for the Japanese air raids, the US was given airbases in China and India. But there was limited fuel supply for the planes in China. Also, the B-29 flying from China bases could only reach the southern tip of Japan.

But about the same time, the US would gain power of the Mariana Islands, and the B-29s would be moved to bases on the islands.

(Continued page 2)

From the Marianas, many Japanese air raids would take place. One of these raids, the Great Fire Raid in 1945, was the most destructive air raid of all time, destroying 25% of Tokyo's buildings by 279 B-29s dropping bombs. In August of 1945, atomic bombs were dropped on Hiroshima and Nagasaki by B-29s, ending World War II.



After World War II, the B-29s still had some uses. "The Pacusan Dreamboat," a modified B-29, would set the flight distance record. In 1946, a B-29 dropped a new, more potent atomic bomb on the Bikini Atoll island in the Marshall Islands.



When the newly created USAF needed air-to-air refueling to reach strategic targets, they converted B-29s to be used as KB-29 tankers.



Another B-29 variant, the SB-29, would be used to drop survival supplies. In 1947, a B-29 was used to launch the Bell X-1 aircraft to break the sound barrier. The final variant of the B-29 was the B-50, the first aircraft to fly around the world.

In 1953, the B-29s were deemed obsolete and would no longer be used for operational duties. It was active for a short time but was a very significant aircraft.

September 14, 2020

Unusual Applications of Old Aircraft Aviation Themed Restaurants by Bill Ratner Wings Over Wendy's September 2020

Unusual Applications of Old Aircraft Aviation Themed Restaurants

On September 14, 2020, Bill Ratner gave another presentation about the unusual applications of old aircraft: this time, on aviation-themed restaurants.



Some restaurants used old military aircraft as a decoration. The 94th Aero Squadron restaurant in Van Nuys was founded by David Tallichet with one of these decorations and many props and mementos in the actual restaurant. David Tallichet also founded the Proud Bird restaurant right outside of LAX with 10 military aircraft on display.

Bomber Restaurant, Ypsilanti, (Eastern) MI (Near Ann Arbor)

Johanna McCoy and John Sebestyen, co-owners of the Bomber Restaurant

The Bomber Restaurant near Ann Arbor, Michigan, features dozens of model airplanes hung from the ceiling. The restaurant is located near Air Force Plant 31, where the B-24 Liberator plane was produced during WWII.



The Reagan Library Pavilion Dining Area is also known for its plane on display.

(Continued page 3)



Some restaurants, like the Pitty BBQ in Tulare, CA, The Airplane Restaurant in Colorado Springs, CO, and the Runway 34 restaurant in Glattbrugg, Switzerland, featured seating inside the fuselage.



The Pacific Ocean to El Avion Bar in Costa Rica has a full bar inside a previously abandoned C-123 Fairchild Provider.



A McDonald's in Taupo, New Zealand features seating in a DC-3 plane, as they bought the site from a car dealership using the plane to grab attention.



The Michelangelo da Vinci restaurant in Villamarzana, Italy, was built with two planes, a Douglas DC-6 and a Tupolev TU-134A.

One restaurant, Runway 1 in Delhi, India, has dining on the wing of an Airbus A320.

Overall, these aviation-themed restaurants serve a very interesting dining experience and help bring life back into aircraft that are no longer in use.

September 21, 2020



P-51 Mustang Fighter

On September 21, 2020, we watched a documentary about the P-51 Mustang Fighter. Back in 1940, North American Aviation was designing a new fighter. This new plane was extremely fast, reaching 382 miles per hour in test flights. This was much faster and had twice the range of the British Spitfire Fighter, but it struggled at higher altitude and took twice as long as the Spitfire to reach 20,000 feet.



P-47s

During this time, American troops were being sent to Britain to perform bombing operations on the Nazis. In earlier bombing operations, the P-47 Thunderbolt Fighter was in use. The Thunderbolt weighed more than the Mustang and lacked performance at low altitudes, and the higher the plane flew, the better it performed. Also, the range of the Thunderbolt was severely limited. During bombings of Germany, the Thunderbolts would sometimes need to immediately turn around in battle just to be able to fly back to Britain without running out of fuel. A new fighter was required by the Allies to succeed against Germany.

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The Mustang had the speed, range, and firepower they wanted, but not the high altitude performance. In 1942, Rolls Royce engineers replaced the Allison engine with their own Merlin engine. The Merlin engine was much more efficient at higher ranges than the Allison engine. The Mustangs were all fitted with the new Merlin engines and sent out on bombing operations.

In the documentary, pilots shared their personal experiences flying these incredible aircraft. Many shared that it was a terrifying experience during their first flights in Mustangs because of the 400 mph speed.

On bombing missions, the Mustangs would act as escorts to the bombers, flying above them on the lookout for Nazi aircraft. Once German aircraft were spotted, the fighters would release one of their fuel tanks and immediately drop into battle, shooting off all enemy aircraft in the sky. Once the airspace was cleared, the bombers would drop their bombs on the target locations.

After the bomb runs, the fighters would use up their remaining ammunition on ground targets such as supply trains. Then, they would fly back to Britain. Mustangs would remain in use performing missions like these until the war in Europe was over in May of 1945.

When the European war was over, only a few P-51s were used in the Pacific Theater. They had reached the end of their life in the US Air Force.

September 28, 2020



Photo by Ed Reynolds

Charles "Al" Lewis WWII flying the B-17G

CPT Al Lewis, U.S. Army Air Corps WWII Remembrances as a B-17G Pilot







Age 6

1942

1943

Photo from Zoom

On September 28, 2020, Al Lewis gave us a presentation on his WWII experiences flying the B-17.

He started his presentation with a story about his post war visit to the Dachau concentration camp.

Al grew up in western Nebraska and enlisted in the US Army Air Corps Aviation Cadet program on December 18, 1942, in Lincoln, Nebraska.

He was sent to Missoula, Montana, to attend a college semester and take flying lessons in small aircraft.

After the semester, he was sent to Santa Anna, California, for cadet evaluation. He was selected for pilot training and transferred to Arizona. He described some experiences he had when training at bases in the Southwest. He was assigned as a pilot on the crew of a B-17G named "Recall" at Gulfport, Mississippi, in 1944. They trained in Tampa, Florida.



Photo from Zoom

Al described his flight in early 1945, when his crew flew to the Grafton Underwood Air Base in Stone, England. They stopped in Goose Bay, Canada, and Iceland en route. From there, they would fly on bombing missions over Nazi held targets.

(Continue page 5)



Captain Al Lewis landed his B-17 "Recall" in Belgium

On a bombing mission in April 1945, in the clouds, a nearby B-17 cut across the front of Al's plane, with their props tearing into the nose. After checking that his aircraft's wings and engines were not damaged, Al dove to the right continued to fly with no altitude indicator looking for an opening in the clouds. Seeing a fighter base in Belgium with a short runway, he landed safely on the second approach.

Al told us about other emergencies he had on subsequent flights. Then he told us about returning to the states by ship and settling in California, where he met his wife in California and married in April 1947.He continued with stories about his post-service career

Captain Al Lewis received the French Legion of Honor for his service during WWII.

Wings Over Wendy's

in the News

Los Angeles Daily News

Sunday, September 13, 2020

Retired veterans
ready to serve again
Post 138 began an outreach
program called Vets Feeding
Vets.



On the left is Earl Roth, commander of Post 60, and Marc Thurston on the right is commander of Jewish War Veterans Post 138.

(Photo courtesy Earl Roth)

By **DENNIS MCCARTHY** |

PUBLISHED: September 12, 2020 at 6:00 a.m. | UPDATED: September 12, 2020 at 6:01 a.m.

Most of the guys over at Post 138 of the Jewish War Veterans are in their 70s now. They fought in Vietnam when they were 18 and 19 years old, kids right out of high school, and like the soldiers and Marines who preceded and followed them into war, they all lived by the same credo.

You never leave a wounded comrade behind on the battlefield.

So, why are we leaving so many of our wounded behind right here on our own battlefield at home?

"How many sidewalks are left?" asks Marc Thurston, commander of Post 138 in the San Fernando Valley, and an accredited Veteran Service Officer at the Sepulveda VA. Will there be enough for a potential explosion of makeshift encampments for COVID-19's collateral damage?

For all the people who have lost their jobs, exhausted their savings, and can't make the rent anymore or are on the brink of losing their homes? Some estimates are as high as 40% of our population. Where will they go to live? Are there enough sidewalks for them, Post 138 asks?

It's a troubling, scary scenario that's up to Congress to ultimately figure out, but that doesn't mean we have to sit idly by and wait for our elected officials to get their act together, Thurston says.

His men served their country at 18, why can't they serve it again at 75?

(Continued page 6)

"We were a bunch of old farts just sitting around," says Thurston, who was a combat paratrooper ranger in 'Nam in 1968-69. "Let's get something going to help, I told the guys, let's make it our mission. They jumped at it."

Thurston had seen enough veterans living on the margin come through his office at the VA to know "food insecurity" in the veterans community was real, not just a bureaucratic label stuck on a national embarrassment.

"A lack of consistent access to enough food for an active, healthy life," is how the Department of Agriculture defines food insecurity. Translation, we have a growing population of veterans consistently going hungry in this country.

"During these COVID-19 times, we all have our worries and feelings of helplessness," Thurston says. "The last thing veterans who served this country need is to worry about something healthy to eat."

Post 138 began an outreach program called Vets Feeding Vets. One of its members, Bob Lee, a retired sheriff, enlisted the support of his Glendale Elks Lodge, which has a full service kitchen approved by the L.A. County Department of Public Health.

Another post member, Robert Karvel, who served in Vietnam as a colonel in logistics command, put his skills to work, and Earl Roth, commander of JWV Post 603, also in the Valley, got his men involved helping pay for the food and delivering the meals.

The social welfare department at Sepulveda VA provided the names of veterans, many of them homebound, who were out there on the margin facing food insecurity.

"Every Thursday morning, we pull into the parking lot of the Sherman Oaks Galleria in our cars to pick up the meals, and then we take off to deliver them all over the Valley, and some up as far as Palmdale and Lancaster. We're like the Pony Express," Roth says. Right now, the Jewish War Veterans are helping feed 30 vets living on the margin, but it's soon going up to 50, with hopefully a dinner added to the lunch, Thurston said.

Anyone interested in donating to Vets Feed Vets to help with food and gas costs can send a check to Marc Thurston VSO at the Sepulveda VA – 16111 Plummer St., Bldg. 22, Rm 217, North Hills, CA 91343.

Dennis McCarthy's column runs on Sunday. He can be reached at dmccarthynews@gmail.com.

Zoom Meetings

We have now held twenty-six Zoom Meetings. Over 235 people have attended not just locally but from Arizona, Massachusetts, New Jersey, New York, Virginia, Georgia, Florida, Texas, Minnesota, Wisconsin, San Diego County, Orange County, and Ventura County. We have had City Councilmembers, Congressmen, Policemen, and Congressional staff attend.

Bob Eisenhart has worked hard to schedule outstanding speakers every week, but many of our members that attended physical meetings have not yet attended the zoom meetings.

I ask all of those who have attended Zoom meetings to contact your friends and tablemates to encourage them to attend.

If they don't have the equipment to participate to see our faces, we can help them get online.

For Help with your Zoom Connection Contact Charles Scott (818) 448-1737

pcinfoman@gmail.com.

The link to the WOW Zoom Equipment GoFundMe account is: **gf.me/u/x9pst6.**

Charles has offered to help Wings Over Wendy's members with their computer problems for FREE.

Monday Zoom Meeting Agenda

The URL is always the same:

 $\frac{https://us04web.zoom.us/j/661372701?pwd=NEZCWjlM}{UTArRW1tREtWUWRLNmpDQT09}$

- Meet & Greet starts at 8:00 am.
- The formal meeting starts at 9:30 am.
- Visitors and guests interviewed about 9:40 am.
- The presentation starts around 10 am

Meeting ID: 661 372 701 Password: 200220

The Meeting ID & Password are Always the Same!

In Other News

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The Air Force's Future Tanker Planes Could Be Autonomous



A KC-46 conducts in-flight refueling on a B-2 bomber in this illustration. (Air Force illustration)

24 Sep 2020 Military.com | By Oriana Pawlyk

The Air Force is drawing up plans for its next refueling tanker to have autonomous or semi-autonomous capabilities, thanks in part to efforts to fix the KC-46, according to the service's acquisition czar.

Dr. Will Roper, assistant secretary of the Air Force for acquisition, technology and logistics, said a required redesign of the KC 46's Remote Vision System (RVS), which permits the in-flight operator to view the refueling system below the tanker, is bringing the tanker to the brink of autonomous refueling with its latest suite of sensors and in-flight tracking.

"The KC-46 is going to take us all the way up to the doorstep of semi-autonomous and autonomous tanking," Roper said Wednesday during a phone call with reporters. "And the Air Force has committed to put in those algorithms because, when you build a properly designed RVS, you've done everything needed to do autonomous tanking. The only thing you're missing are the algorithms to actually do it."

The Air Force reached an agreement in April with Boeing Co., the KC-46's maker, on the final RVS redesign, known as RVS 2.0. Currently, a glitch in the system doesn't allow an airman to look at a clear, aligned visual of the boom connecting to another aircraft. The first tankers were delivered to the service in 2019 despite that problem.

While the Air Force has opened the door to the option

of autonomous tanking, there's no requirement to do so, Roper said, adding that he posed the idea to Gen. Jacqueline Van Ovost, head of Air Mobility Command, to research follow-on capabilities for the KC-46A, as well as future tanker fleets.

"Now's a great time to start studying that and to do it in conjunction with what comes next. So, what comes after KC 46?" he said.

Echoing other top brass, Roper said the Air Force is prioritizing survivability for the future fleet. Tankers are traditionally seen as the backbone for fighters and bombers operating over hostile airspace, providing fuel to keep combat aircraft flying for hours on end.

"We're definitely going to be thinking about autonomy as a way to change the risk calculus," he said, "so looking at something that is stealthy and more survivable is a different way we could go, [or] looking at something that's defendable."

The concept of a "stealthy tanker" has come up before. In 2016, then-AMC commander Gen. Carlton Everhart II mentioned the prospect of minimizing a tanker's radar cross-section, or detectability. He explained that, while it may be hard for adversaries to spot a fifthgeneration stealth fighter, its cover is blown if it's refueling from an easily identifiable refueler.

Enemies "don't have to look for the fifth-gen. Look for the first-gen [because if] you take out the tanker, fighters don't have gas, [and the enemy] wins," he said in 2017.

Next-generation technologies should be considered regardless of the path the Air Force takes for a future tanker, whether it's an upgraded KC-46 or an altogether new design, Everhart added.

"Do we bridge -- that's the reason why we may look at a KC-46 Bravo -- what are the survivable capabilities for the aircraft, what are the requirements, and what do we project the requirements of the world to be?" he said.

You May Be Eligible for a Free iPad from the VA



(Continued page 8)

16 Sep 2020 Military.com | By Jim Absher

The Department of Veterans Affairs recently announced a new collaboration with Apple to increase veterans' access to virtual care benefits by providing free iPads to some vets.

The VA program gives qualifying veterans cellularenabled iPads to access telehealth services; it currently helps more than 50,000 vets across the country virtually connect to VA health care services. It has recently been expanded as a result of the COVID-19 pandemic.

If you are a veteran enrolled in VA health care, don't have internet access or a video device, and are interested in the program, you should consult your VA health care team to see whether you're eligible for the program.

The iPads let veterans participate in video appointments with their care team and enable secure communication between the veteran and VA medical staff. Besides offering secure video communication, the iPads let veterans securely view and download their personal medical data using the Health Records on iPhone feature from Apple; view their health record; refill prescriptions; track their health and more. Veterans can safely meet with their care team without having to visit a VA medical center, use public transportation or possibly be exposed to health hazards.

"VA will continue working diligently to provide veterans with the tools and resources necessary to access quality health care when and where they need it," said VA Secretary Robert Wilkie. "VA's partnership with Apple is an integral step in helping to bridge the digital divide for veterans everywhere. This is particularly critical during the COVID-19 public health emergency, when telehealth is being leveraged to protect the safety and well-being of both our veterans and clinicians."

The program has been in existence since 2016, and a recent VA study found that veterans who received the free iPads reported high levels of satisfaction with care, were less likely to miss appointments, and found it easier and more convenient to access VA care.

<u>In Memoriam</u>

During September 2020, we learned of three members of Wings Over Wendy's " that Flew West."

George Gale 09/07/1940 to 05/03/2020 Daniel Bower 12/19/1936 to 09/14/2020



Photo courtesy of Karen Vegtel

Robert Johnson 04/19/1928 to 04/29/2020

Robert Johnston was born in Belle Center, Ohio, on April 19, 1928, the oldest of three boys. As soon as he graduated from high school, he joined the Marines and served for two years.

Bob was a brilliant man, and because of his areas of expertise, he was assigned to office tasks. When he returned from the service, Bob worked on his father's farm to earn college money.

He attended Bowling Green College and graduated with degrees to become a teacher, tool designer, and tool engineer. Upon graduation, he was offered a job with Lockheed and moved to Burbank with his wife and young daughter. He worked with Lockheed until he was eligible for retirement. Bob and his wife and three children (two sons born in California) moved to Granada Hills.

After retirement, he started his own business, Master Design Service, and was much in demand until age 90. His first wife died in 1988.

Bob was a perfectionist at everything he did, including his two favorite pastimes, bowling, and golf.

He married a widow, Barbara Wright, and they were together 8 1/2 happy years. His three children all passed from cancer; two predeceased him, and one passed two weeks after Bob.

(Continued page 9)

Because of Covid-19, there was no formal memorial service. At his request, he was cremated, and Barbara arranged for jewelry to be made for all close family members - butterflies containing a portion of his ashes.

Prayers

Unfortunately, several of our most active members were hospitalized or are either in Nursing Homes or at home recuperating from their injuries or illnesses. Our prayers are for a speedy recovery and a return to our meetings.

Alice Stone
Ed Marino
Barry Chapman
Shirley Andrews

October Birthdays

October	Diftinacys
Charles Dubman	October 03, 1928
Ron Lever	October 03, 1930
Annette Kanarek	October 07, 1929
Andy Romanisky	October 07, 1947
Dan Stark	October 10, 1933
Harry Dent	October 11, 1947
Larry Schlesinger	October 11, 1921
Harvey Krasner	October 12, 1924
David Tostenson	October 12, 1946
Howard Leeds	October 14, 1935
Dick Guyer	October 15, 1924
Douglas Gordon	October 16, 1926
Carl Ehrlich	October 17, 1928
Carl Joers	October 18, 1933
Toni Mattock	October 19, 1951
Kaye Thomas	October 19, 1955
Bob Shattuck	October 20, 1948
Darwin Miller	October 22, 1924
Howard Lewis	October 23, 1946
Joe Weber	October 27, 1926
Bruce Schultz	October 28, 1949
Bill Tapp	October 28, 1936
Chris Voronin	October 29, 1981

New Members & Guests

We welcomed the following new members, guests, friends, and relatives to our Zoom meetings during September 2020:

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Bill Van Laningham

Wings News Patrons

The following is a list of WOW members who have contributed \$10 to fund the publication for 12 months.

David Alvarez Steve Andersen Dave Anderson Lillian Anderson Shirley Andrews Lee Auger **Phil Aune Peggy Jean Bassett Tom Bates Bob Bermant Darlene Birgel** Karl Boeckmann **Ron Boggess Paul Boghossian** Marge Callahan John Boiko **Barry Chapman Patrick Daly Duc Dao Howard Davis** Stanley DeCovnick **Gerald Detamore** Skip DeYoung **Malcolm Dipperstein Bob Donovan** Jan Edwards **Anarg Frangos** Roscoe Frazier Midge Gisel **Anita Green David Greenberg Richard Gross Connie Hein** John Helm **Peter Helm Richard Hernandez Manny Iglesias Carol Jensen Fred Kaplan Jerry Knotts Andy Kopetzky Larry Kushner Hal Landy Boots LaVere** Mike LaVere Robert Lee **Camille Levee Al Lewis Morris Litwack Marion Lovelace Ethel Margolin Chuck Mathews** Ken Mayer **Rosadel McClure Shannon Muchow Dan Pemberton Ed Phillips Maurice Portnoy Anne Marie Radel Kurt Rademacher Richard Raskoff Marcene Rankin Dave Reynolds Cleo Reynolds Ed Reynolds Judy Reynolds Maria Rodriguez Ray Rodriguez Andy Romanisky** Abe Rosenzweig **Earl Roth George Rothman Lezar Saunders Bruce Schultz** Sam Schultz Jim Sivazlian **Carole Stark Dan Stark Chip Stevens Bob Stiles Sharon Fine Howard Swerdlick Bill Tapp Karen Vegtel Karen Velarde Tony Velarde** Joe Vernola Joe Weber Jimmy Weldon **Bill Wentz Avery Willis**

ANA Meetings
MOAA/MOWW Meetings
Non WOW Events
Operation Gratitude Events
WOW Events/Tours
WOW Meetings

WOW Events Calendar Additions

Because of the high participation by Wings Over Wendy's members in their events, the **teamup.com WOW Events**Calendar has been extended to include: ANA Meetings, MOAA/MOWW Meetings, and Operation Gratitude Events.

The key is: kswpwdaeovnb1jans4



PIERCE FLORIST Lori Brainard 10621 Victory Boulevard North Hollywood, CA 91606 (818) 761-4280

They donate the flowers in the name of Wings Over Wendy's when they are notified of a member's funeral.



LALEH FRAZIER

Wife of ROSCOE FRAZIER Retired US ARMY

Pinnacle Estate Properties 17327 Ventura Blvd #100 Encino, CA. 91316

Cal BRE # 01017497 Cell: (818) 804-6615 REALTOR®

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Hats, Shirts & Name Tags: Howard Swerdlick Raffle Tickets & Decorations: Fred Kaplan

Technical Assistance: Charles Scott



First up in our two joint ANA, Zoom meetings starts at 1:00 PM on Thursday, the 8th of October. Grampaw Pettibone Squadron invites you to log-in and meet and chat with new and old friends.

Log in https://us02web.zoom.us/j/5940753229

Meeting ID: 594 075 3229 (no Passcode required)

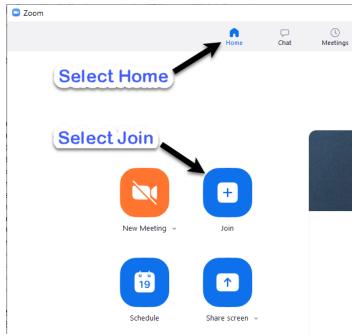
Then on the following Thursday, Two-Block Fox Squadron will have its Zoom meeting at 7:00 PM on Thursday the 15th of October.

Log in:

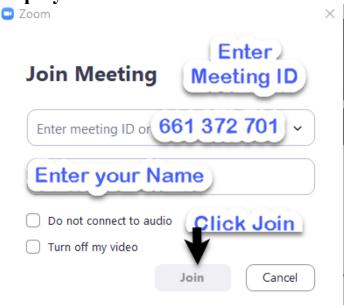
https://us02web.zoom.us/j/4041566382?pwd=dGtMTnVUNXNSV1RmRndkRlhSdVFzdz09

Meeting ID: 404 156 6382 Passcode: ANATBF

Zoom Instructions Open Zoom You should see:



After selecting Join the following box displays:



If they ask for a password it's: 200220

How to Raise Your Hand to Speak

1. Click on the Participants icon



2. You should see the Participants list with icons on the bottom

Participants (1)



3. Click on the Raise Hand icon

Your name will pop to the top of the Participants list which I monitor, and I will call on you to speak

Please rename yourself to the name you are listed in the WOW Roster.

If you didn't enter the name when you joined the Zoom meeting then click on the name and a box will appear in the middle of the screen and you can change it. Note that it only changes it for the session. If you drop off and rejoin during the meeting you must change your name again.

NOTE

The meeting ID and password do not change!

ID: 661 372 701:PW 200220











