

# 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-29

Photo 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

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

### Airplane Themed Restaurants: Two Types



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)



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)





Pitty BBQ  
Tulare, CA

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.



Pacific Ocean to El Avion Bar, Costa Rica  
(C-123 Fairchild Provider)

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

McDonald's restaurant in  
Taupo, New Zealand



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.

(Continued page 4)

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.

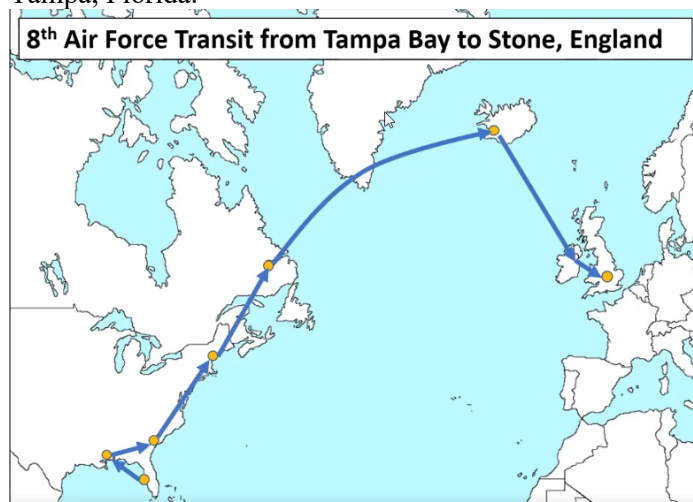


Photo from Zoom

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)





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.

# 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 defensible."

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 fifth-generation 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)



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 cellular-enabled 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.

A decorative graphic consisting of two horizontal rows of small, stylized airplane icons. Each row contains 20 identical icons, all pointing to the right. The icons are arranged in a neat, grid-like pattern.

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

**09/07/1940 to 05/03/2020**

**12/19/1936 to 09/14/2020**



Photo courtesy of Karen Vegtel

**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)





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: **kswpwndaeovnb1jans4**



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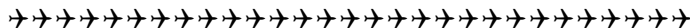
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**Two-Block-Fox-Squadron¶**

.....Commanding Officer: Ken Mayer-213.820.5795¶

.....In collaboration with¶



**Grampaw-Pettibon-Squadron¶**

.....Commanding Officer: Tim Brown-562.547.0780¶

.....An Announcement of Two-Joint-Zoom-Meetings-by-Two-Squadrons¶

First up in our two joint ANA, Zoom meetings starts at **1:00 PM on Thursday, the 8<sup>th</sup> 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 15<sup>th</sup> of October**.

Log in:

<https://us02web.zoom.us/j/4041566382?pwd=dGtMTnVUNXNSVIRmRndkRlhSdVFzd09>

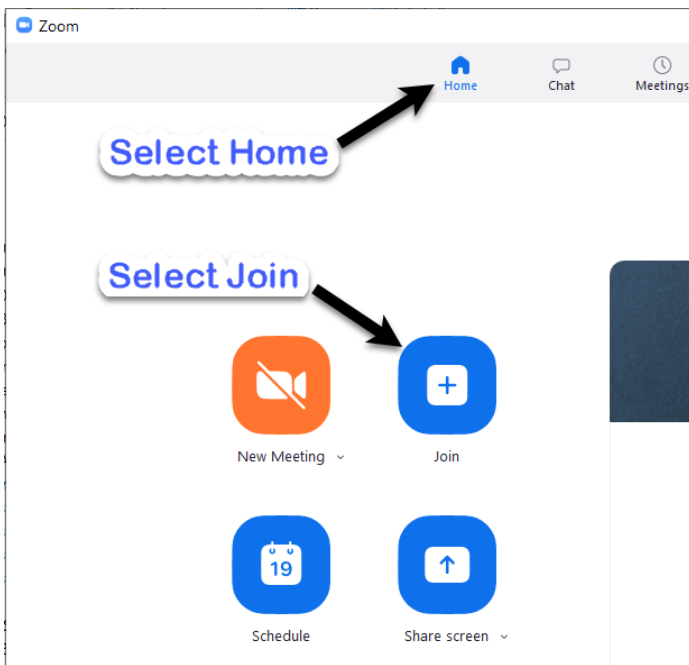
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Passcode: **ANATBF**

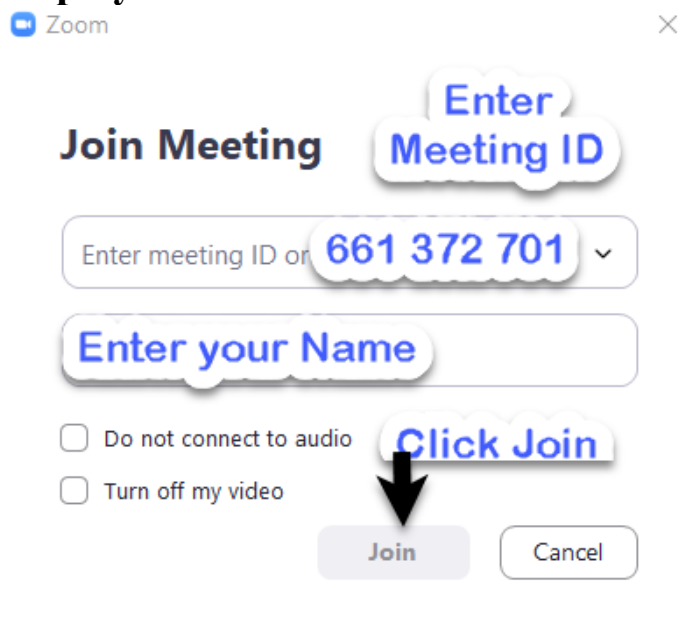


# Zoom Instructions

**Open Zoom  
You should see:**



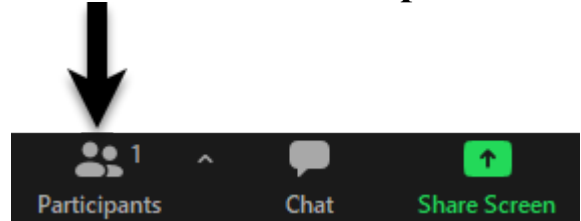
**After selecting Join the following box displays:**



**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**



**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!**

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