



NEWS

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Three WWII Heros Flew West



Al Yoselle Dick Kinder Mike LaVere

During November Wings Over Wendy's members were saddened to learn that three of our World War II heroes flew west:

Al Yoselle, age 101, on October 29,2020;

Dick Kinder, age 98, on November 5, 2020;

Mike LaVere, age 95, on November 7, 2020.

All three served during WWII based in England with the 8th Air Force.

They were recipients of the French Legion of Honor.

Al supported the 446th Bomb Group as a B-24 Radar Mechanic;

Dick was a B-17 Navigator that was shot down on his 13th mission and was a POW;

Mike was a Navigator on a B-24 and supported the Normandy Invasion.

Dick and Mike generously told their stories at schools and other events wearing their Air Force uniforms

Both Dick and Mike served as Grand Marshall of the Canoga Park Memorial Day Parade.

November 2020

Meetings

November 2, 2020



Photo from Zoom

Lee Auger The Greatest Submarine Rescue Ever: Saving the Squalus

Lee Auger started the month with the background history of the submarine Squalus which was renamed the Sailfish that was profiled in last month's Wings News.

The USS Squalus (SS-192), a diesel-electric submarine built at the Portsmouth Navy Yard, NH and commissioned on 1 March 1939, suffered a catastrophic valve failure during a test dive off the Isle of Shoals at 0740 on 23 May. Partially flooded, the submarine sank to the bottom and came to rest keel down in 240 feet of water. Navy divers and salvage ships responded quickly, and the following day began operations to rescue the surviving 32 crew members and one civilian from the forward sections of the boat.

At 1130 on 24 May, USS Falcon lowered the newly developed McCann rescue chamber, and over the next 13 hours, all 33 survivors were rescued from the stricken submarine.

On 13 September, the Squalus was raised. It was repaired and formally decommissioned on 15 November, renamed Sailfish on 9 February 1940, and recommissioned on 15 May 1940.



B-2 Stealth Bomber Documentary

On November 2, 2020, we watched a video about stealth bombers' evolution in the USAF. That led to creating one of the most groundbreaking, advanced, and capable planes ever made- the B-2 Stealth Bomber.



During WWII, bombers such as the B-17 were large, slow, and had some major limitations. During the war needed to be flown in large fleets of other B-17s and escort planes. They were easy targets for German interceptors and needed improvement for future wars with a larger payload.



Boeing created the B-36, which was another very large bomber. It was the largest and most defended bomber ever built for the US, and it had enough space to carry the hydrogen bomb. With the rise of jet fighters and missiles in the 1950s, the B-36 become obsolete.

(Continued page 3)



Another bomber, the B-52, was of considerable size. Unlike most bombers designed to avoid radar by flying at high altitude, the B-52 was able to fly at very low altitude to avoid ground radar.



The B-1 bomber was created as a newer, much more sleek, and versatile bomber. Like the B-52, the B-1 was designed to fly at very low altitudes, and the plane featured new terrain radar technology that could draw out terrain heights for safe flying at low altitude. However, even more significant leaps in innovation were to come.

New stealth planes were being designed. Stealth planes would be used as means of flying to a target, destroying it, and escaping without being detected or engaged. The Stealth Fighter was one of the first planes to be designed with computers in the 1970s. The shape was specifically designed to redirect and absorb radar signals, making it extremely difficult for radars to detect.

A newer variation, the Advanced Technology Bomber, or B-2, essentially perfected the stealth ideanoise, electromagnetic emissions, infrared signature, and size were all decreased in the B-2. It was known as a Low Observable aircraft, or L.O, meaning it could easily avoid radar detected due to its specific traits.

The B-2 featured many tricks, and design elements that made it L.O. Its radar waves back to the radar transmitter are minimal. Radar Absorbent Material, or RAM, is also featured on the B-2 to absorb radar waves sent by radar. Infrared, or heat, is also very easily detected. The exhaust path on the B-2 was made very long, as heat-absorbing tiling took in exhaust heat as exhaust was released. Cold air was also mixed with the hot exhaust air in the exhaust pipes. One other very significant upside of the B-2 is its extremely efficient and aerodynamic design. The B-2 uses the Flying Wing Design, meaning the entire plane is built as one large, triangle-shaped wing. This reduces fuselage drag and increases the amount of lift.

The B-2 was used during the Gulf War. The plane could easily fly around undetected, even making it through Baghdad, known for having the most advanced radar system ever developed. The B-2 could carry 16 bombs, which were all dropped simultaneously on missions. These bombs were known as Smart Bombs, as they were guided by satellites. Satellites would send them information on their target location, and as the Smart Bombs were dropped, their fins would navigate the bombs to the target.

Overall, the B-2 sprouted from a fundamental concept of bomber design: stealth. Using computers, the B-2 had endless capabilities, and everything was performed by precision. This led to a very technologically advanced plane that could perform missions effortlessly without being detected until after one of the bombed locations was found in ruins. Thus the B-2 is regarded as a significant aircraft and one of the most groundbreaking bombers of its time.

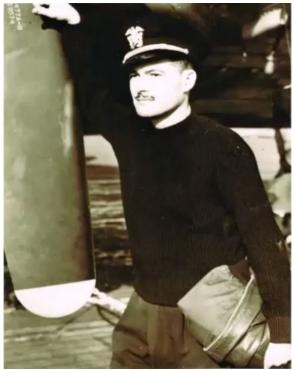
<u>November 9, 2020</u>



Photo by Harlis Brend

Andy Kopetzky Robert Reuben WWII War Correspondent

(Continued page 4)



Courtesy of Andy Kopetzky

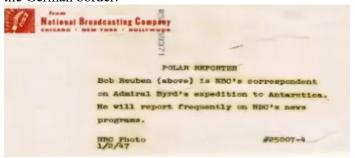
On November 9, 2020, Andy Kopetzky's presentation was about his wife's cousin Robert "Bob" Reuben. Reuben was a Reuters correspondent during WWII.

Most of the information in Andy's presentation is from Reuben's manuscript titled: *Snowshoes and a Derby Hat*. It highlights the beginning of D-Day and his journey through Europe as a correspondent.

Reuben trained as a paratrooper and parachuted on D-Day with the 101st soldiers, describing the sky lit up by enemy fire. Once he landed, he traveled from place to place, met with officials, visited headquarters, and watched battles. Bob was friends with many famous newsmen from that time, such as Ernest Hemingway, Ernie Pyle, and Andy Rooney.

The transcript describes many details of events during the march to Paris, especially the battle for Carentan, and he captures his entire experience of the Normandy invasion.

From Paris, Bob made his way with the 1st Division to the German border.



After the war, Reuben became a reporter for NBC on Admiral Byrd to Antarctica. He retired in 1952 to open the Pen and Quill restaurant in Manhattan Beach. He passed away in 1964 from cancer at age 45.

November 16, 2020



Images from memorial video

Dick Kinder Mike LaVere

Memorial Video

On November 16th, 2020, we saw a memorial video on Dick Kinder's WWII experiences plus Mike LaVere describing Wings Over Wendy's.



Photo by Ed Reynolds

In Memory of the Fearless Founder of Wings Over Wendy's

(Continued page 5)



Image from Zoom

F4U Corsair Fighter – WWII Pacific Warrior

In honor of the anniversary of the passing of Fred "Crash" Blechman, the Fearless Founder of Wings Over Wendy's, we watched a documentary on the beloved Vought Corsair F4U, which Fred so famously crashed five times to become as he said, a "Japanese Ace."

The design of the plane began in the 1930s, when battleships were the major sea-going force. One function in the operation of battleships in war involved spotter planes. The aircraft would scout and defend the area around the battleships. These spotter planes began to increase in power, carry more weapons, and evolve from a small nuisance to a legitimate threat to enemies.

A new type of warship, the aircraft carrier, was built and started to be used in naval warfare. Although useful, these carriers were hazardous for landings and takeoff as they were not long in length or width. Aircraft would need to cut all engine power and run into a wire that would grab the tail hook and stop it in what was known as a "controlled crash." Overall, these systems were not reliable.

After Japan invaded China, the US immediately reviewed their defenses and developed a new fighter: the Vought F4U Corsair. This plane was designed to operate off of aircraft carriers. It began to fly in mid-1940 as the fastest single-engine aircraft in the world, going at speeds of up to 500 miles per hour. The plane had some advanced technology, including folding wings so they could conserve space on carriers.

They were assigned to the Pacific to fight against Japan. Pilots had problems landing on carriers because the large engine restricted the pilot's view, so they were limited to land use and flown by the USMC. The USMC began to test how much it could carry and discovered it could carry more than 1.5 tons of bombs and rockets under its fuselage and wings. It became America's first fighter-bomber plane.

The plane was also sold to the Australians, and they developed techniques for landing Corsairs on carriers by

using a curved approach where the pilot could see the deck and the Landing Signal Officer throughout their approach. As a result of the technique, it was put back into use at sea.

Overall, the F4U Corsairs were extremely admirable planes, and all of the pilots that flew them fell in love with the aircraft. They were maneuverable, advanced, innovative, and very capable planes.

After WWII, Corsairs continued to be used. The Navy at sea and on land by the Marines and other nations.

It finished its US service with distinction during the Korean Conflict.

See page 8 for an article by Fred Blechman

November 23, 2020



Image from Zoom

Thunderbolt - The P-47 fighter bomber



Image from Zoom

On November 23, 2020, Wings Over Wendy's watched the documentary *Thunderbolt - The P-47 fighter bomber*. The documentary followed the lives of Thunderbolt P-47 fighter bomber pilots during World War II. It centered around one American fighter bomber group in the Italian campaign, but their lives resemble many other WWII fighter bomber pilots. (Continued page 6)

They lived at a base on the island of Corsica, which was liberated by the French in 1943. It was a primitive,

barren island during WWII, with the only significant use to base Allied planes. The P-47 pilots would be sent from Corsica to attack and bomb the Italian peninsula.





The Allied army was in a stalemate as they tried to march north through Italy. The P-47's were used to fly behind the Axis Army to destroy their support. Railroads, highways, and bridges were bombed and strafed by the P-47s. These attacks were crucial, as they cut off supplies to the Axis Army in Italy. These pilots performed a big part in defeating the Axis Army and allowed the Allied forces to move north.

November 30, 2020

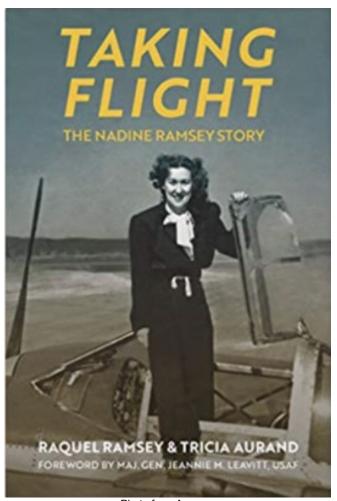


Photo from Amazon

Taking Flight the

Nadine Ramsey Story



Raquel Ramsey

At the last meeting of the month, Raquel Ramsey presented her new book: *Taking Flight: The Nadine Ramsey Story*. Nadine Ramsey was a woman who grew up in the depression era. She was known for being one of the first female airmail pilots, the first female to own and race a P-51 fighter.



Raquel documents Nadine's journey and struggles of being a woman in a field with hardly any women. The book was published only a few weeks ago, and there is a documentary on the way. It can be found on Amazon, or you can order an autographed copy from Raquel. Her contact information is:

Raquel Ramsey 1838 Barry Avenue, Unit # 9 Los Angeles, CA 90025

Email: raquiramsey1946@gmail.com

Phone: (310) 478-3634

Wings Over Wendy's

in the News



LA Council District 12 Veteran of the Year 2020 Richard Kinder

On November 10, 2020, the Los Angeles City Council conducted their annual meeting honoring Veterans from each council district. John Lee, Council District 12, had selected Richard Kinder from his district to be honored this

year. Unfortunately, Richard suddenly passed away five days before the event. Ron Rubine worked with Richard's son-in-law, Steve Eide and Ed Reynolds, to provide John Lee with information that John Lee used to honor Richard at the council meeting. You can see the full ceremony on: https://www.youtube.com/watch?v=dg6mP3UZOcc&feature=youtu.be

Los Angeles Daily News Sunday, November 9, 2020 Museum of the San Fernando Valley gives (virtual) viewers a window to our world



(Photo courtesy Michel Stevens

99-year-old World War II D-Day veteran Tom Rice talks with Michel Stevens, president of the Museum of the San Fernando Valley, (left), and Franky Ortega, history teacher at Daniel Pearl High School (right) at an exhibit the museum had on the old Birmingham General Hospital in Van Nuys where quadriplegic and paraplegic soldiers began their rehabilitation coming home.

By DENNIS MCCARTHY |

PUBLISHED: November 13 2020.

How many people driving along Van Nuys Boulevard know who Isaac Newton Van Nuys was, or what William Mulholland of Mulholland Highway did to turn a desert into a valley?

I'm betting not many. The Museum of the San Fernando Valley is trying to change that.

From the comfort of their homes, people who tend to skew a little older escape from the anxiety of the present to relax and explore the past when the valley was young and so were they. (Continue page 8)

Franky Ortega, a history teacher at Daniel Pearl High

School, takes them on a visual Zoom tour of Birmingham General Hospital in Van Nuys, where thousands of quadriplegic and paraplegic soldiers returned from World War II to start their long, painful rehabilitation home.

Today, you drive by the old entrance to the hospital on Balboa Boulevard between Victory and Vanowen, and there are school buses in parking lots where ambulances used to be. The old military hospital grounds now encompass Birmingham High, Mulholland Middle School and Daniel Pearl High, where Ortega teaches in a classroom that was a hospital ward in the 1940s.

"History is in plain sight all over the valley, but it's becoming unacknowledged," the 39-year-old teacher says. He's made it his second job as a board member of the Museum of the San Fernando Valley to do everything he can to help people acknowledge that history.

From Birmingham General Hospital, he takes his virtual tour half a mile up the road to the old Joe Jue Ranch, formerly a 300-acre asparagus farm—the largest of all the Chinese clan farms in the Valley during the golden age of agriculture—1915 into the 1940s. The only thing left standing is an old packing house.

The farms were eventually sold to developers who subdivided the land for housing, and, well, you know the rest of the story.

"How many people driving on the 5 Freeway towards the 14 Freeway notice the water flowing down the Los Angeles Aqueduct, and have no idea of the enormous achievement to bring water down from the Owens Valley in 1913, or drive on Mulholland Highway, but do not know the significance of William Mulholland?" asks Michel Stevens, president of the museum.

"Right across the street from Universal Studios is considered the birthplace of California, Campo de Cahuenga, and at the top of Hayvenhurst, just off of Mulholland Drive, was Nike missile control site LA-96, where nuclear tipped missiles were based in the Valley as the last line of defense from the USSR.

"Some of the most sophisticated aircraft ever conceived came out of Lockheed Skunk Works in Burbank, and later Palmdale. Monitoring the USSR missile movements in the 1960s altered the balance of the world.

"The magnitude of this history is just mind blowing, and it all happened right here in the Valley," Stevens says.

He's is a local guy, born and raised in the valley in the 1960s when it was nothing but open land, ranches, and citrus groves. "I was very fortunate to have that kind of upbringing," he says. Weren't we all.

After college, he went into marketing, and had an older boss steeped in local history. When the opportunity arose in 2005 to open a museum in a bungalow filled with artifacts on the campus of Valley College, they jumped at it.

"Marketers don't create a seed, but we can grow it," Stevens says. He's moved the museum to several locations

since, offering many programs including historic walking tours, an artist's speaker's series, and now this history of speaker series, coming at just the right time.

With the present and future causing so much anxiety, spending a few hours relaxing in the past to acknowledge our history is looking pretty, darn good.

If you want more information on the museum and history series, email Stevens at michel.stevens@themuseumsfv.org.

Tell him Isaac Newton Van Nuys sent you.

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

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Page 10, Valley News Group, November 26, 2020



Connie Hein, Exec Assistant

I'm thankful for the love of my precious graddaughters. They always make Grandma smile!

The following is a reprint of an article Fred Blechman wrote about earning his Naval Aviation Wings. (Thanks go to Howard Lewis for sending it in for the Wing News)

"Earning the Mudhole".

by Fred Blechman

A DREAM IS BORN

I was nearly ten years old on Sunday, July 4, 1937 when my parents took me to an airshow at Floyd Bennett Field in New York City – a Naval Air Station at that time. My face was pressed right up against a chainlink fence when a small group of fat Navy silver & yellow fighter biplanes (now I know they were Grumman F3Fs) flew over the field in a right echelon, peeled off, landed, taxied up, and parked no more than 50 feet from me!

I watched wide-eyed as the pilots, with their cloth helmets & goggles & flowing white scarves, climbed out of the tiny cockpits & clambered down the sides of their chunky fighter planes. (Continued page 9)

I saw them gather together, tall and handsome all, and was thrilled when they ambled over to the crowd at the

fence. One of them even talked to me! "Wow," I thought, "I wanna be one of those guys. When I grow up I'm gonna be a Navy fighter pilot!" At that time it was just a dream ...

I read flying books, built solid balsa-wood models & stick-and-paper flying models, & devoured everything I could find about flying. Throughout WW II, I followed the exploits of the flyers, always planning that one day, when I was old enough, I'd join up to fly.

FIRST TRY

My chance came in 1945 when I graduated from High School in January & applied for the Navy V-5 program. If I passed the physical & written tests, the Navy would send me to two years of contract college training before any pilot training. I was 17 years old, & not exactly a tall, handsome, muscular poster-pilot type. I was only 5-feet 10-inches tall, weighed only 135 lbs with a slim 28-inch waist, was plagued with teen-age acne – and didn't even know how to drive a car!

Nevertheless, desire & determination overcame my shortcomings. I passed the physical, mental & psychological testing & I got orders to report to Bethany College in West Virginia as an Apprentice Seaman for my first V-5 semester in early July, 1945.

We were actually on active duty, always wearing our lowest-of-the-low apprentice seaman uniforms and marching to and from every activity. While I did not find the studies particularly hard, I found the physical activities difficult: constant marching drills and considerable physical training, including swimming, calisthenics, and competitive sports. I wanted to fly, so I endured.

About a month after reporting to Bethany College, on August 6 the atom bomb was dropped on Hiroshima. WW II quickly ended, & the Navy wondered what to do with those of us in the V-5 pilot pipeline – but still in the college training phase. By the time they figured it all out, I had completed the other three semesters at Swarthmore College in Pennsylvania & Columbia University in New York.

SELECTIVE FLIGHT TRAINING

It was now Spring 1946, ,& the Navy was downsizing its need for pilots & preparing to close down the V-5 program. It was decided that instead of the expense of sending all who completed two years of college to 16 weeks of pre-flight training, they would first select those who were at least capable of learning to fly. The weeding-out process took place in late 1946 & was called "Selective Flight Training."

In August 1946 I was made an AvCad (frequently incorrectly termed "NavCad") and sent to NAS Dallas (Hensley Field, Grand Prairie, Texas, halfway between Dallas & Fort Worth) Class 13-46-C. The requirements were simple enough: solo after eight training flights and a check ride in tandem dual-control N2S-5 Stearman "Yellow Perils," or you wash out!



Finally we were out of our seaman uniforms and into officer-like khakis with distinctive collar anchors and a neat embroidered V-5 cap insignia. We were finally going to fly!

EARNING THE MUDHOLE

The eight flights were about an hour each, with instructors not particularly thrilled about their duty. The instructor sat in the front seat. The student in the rear seat wore a special helmet that had rubber tubes extending forward to a mouthpiece in the front cockpit that the instructor spoke (yelled) into; this was known as a "gosport." The student could hear, but not speak! The instructor had a mirror that allowed him to watch the reaction of the student behind him at all times.

It was in this intimidating environment that we went through the eight-hop syllabus: Controls, Climbs, Spins, Take-offs, Landings, Landings, Landings, Finishing Touches. I had no particular problems, as I recall, with the flying, but particularly enjoyed taxiing the plane around, since I didn't drive a car!

After the eight flights, it was time for a check ride by a different instructor. If you got an "up" you were cleared for a half-hour solo flight from the rear seat. Edgar M. "Ed" Houseplan, now an M.D. and Professor of Clinical Neurological Surgery at a prestigious hospital in New York City, put it this way in a recent letter: "Soloing was a great experience. I'd never been able to get the plane on the deck through all of my practice hops with my instructor. Finally he said, 'You've tried to kill me enough times. Try it with your check pilot.' For some reason I greased in three perfect landings with the check pilot and was stunned to find myself going around by myself. About the third time I freaked thinking, 'What am I doing here? I don't know how to fly this plane!' but came down safely."

I started flying on Sept 3, 1946, & soloed on Sept 16 at Arlington Field, a Dallas outlying field where we did our practice & solos. My instructor was LT M.K. "Mel" Crawford, and my check pilot was ENS E.L. "Carp" Carpenter. I recall my first solo flight as one the most thrilling times of my life up to that time. The freedom & exhilaration of being in total control (just push the stick to the side a bit and the whole world tilts!) and the great feeling of accomplishment on completing a worthwhile goal after – for me – considerable adversity. No one was telling me what to do through a one-way gosport, and I wasn't being constantly watched through a mirror. I was on my way to being a fighter pilot!

A common tradition when a pilot completes his first solo is to cut off his tie. But summer rainstorms are common in the Dallas area, and there were lots of muddy holes around the tarmac area. So, the first-solo indoctrination at NAS Hensley Field that summer (in addition to clipping the tie) was to tear off the AvCad's khaki shirt-tail and throw the cadet in a slimy worm-infested mudhole! When I stepped out of my plane at the main base I got my indoctrination. I had "earned the mudhole," and it took two long showers to remove the sticky mud and green worms. Yuk!

But I survived that, and like many of the others, decorated the shirt-tail with colored cartoons, and had the other guys sign it. I still have that shirt-tail. Of the 25 signatures, I have recently located and talked with eight of those "mudholers" – after almost 50 years!

THE HOLLOWAY PLAN

Those of us who soloed were sent, in late 1946, to Ottumwa, Iowa, in the cold, snowy dead of winter for preflight & primary flight training – except for a slight change. That's when the Holloway Plan hit us. The war was over, & too many cadets were in the pilot pipeline. We were told we would have to sign up as Midshipmen for FOUR MORE YEARS, with no Ensign commission for two years (even if we earned our pilot wings sooner!)

We were also told if we stayed at Ottumwa through the cold winter, we'd be pushing Stearmans around – tarmac duty – for at least 6 months before getting into actual flight training. Or, as an alternative and inducement to reduce the pool of flight trainees, we were allowed to keep all our neat officer-like uniforms and \$200 mustering out pay if we went back to civilian life. Considering my chances were poor of completing flight training with the radical downsizing, I accepted the alternative!

SECOND TRY

However, I maintained contact with John Higson, who stayed, and heard about the "Ab Initio" (From the Beginning) program my former classmates were beginning at Cabaniss Field in Corpus Christi – starting out in SNJs as the primary trainer instead of the Stearman – and I would have been in the first class to do this! This drove me nuts. I haunted the Navy recruiting office trying to get back into Navy flight training. It took two years, but in November of 1948 I got back into flight training and headed to Pensacola for Pre-Flight. This time we were called "NavCads," a designation that officially began on June 22, 1948 with a new Navy flight training program.

I completed Pre-Flight at Pensacola, then basic flight training in SNJs at Pensacola (with six arrested carrier landings on the USS Cabot (CVL-28) on 23 March, 1950), advanced flight training in F4U-4 Corsairs at Cabannis Field in Corpus Christi, and Corsair carrier qualification on the USS Wright (CVL-49) on August 18, 1950.

On August 23, 1950 – 13 years after I saw the tiny F3Fs at Floyd Bennett Field – I got my Navy "Wings of

Gold." I was Naval Aviator #T891. I was a Navy fighter pilot. My dream had come true ...

I joined the VF-14 "Tophatters" at Jacksonville, Florida (Cecil Field) in September 1950 as junior ensign, flying the latest model F4U-5 Corsair, and made two Med cruises until separation as LTjg in November of 1952 ... and after about 30 carrier landings in Corsairs, another dream came true – I finally learned to drive a car!



"WAR DOG – The Ten-Engine SNJ"-

by Fred Blechman

It was just a hunch. I was watching a yellow-nosed SNJ doing an aerobatic performance at the Santa Barbara Airshow in 1993. Twisting and turning, yanking and banking, with popular West Coast airshow performer John Collver at the controls, this SNJ was pirouetting around the sky with the engine alternately growling, screaming, or completely silent! This plane was doing things I didn't recall ever learning when I was in Navy flight training flying SNJs over 40 years earlier. "Hmmmm," I wondered, "is it possible that this is an SNJ I flew back in those days?"

So, when John finished his whirling-dervish performance, got his accolades from the crowd and taxied to his parking chocks, I sauntered over to this two-place tandem trainer with its multi-ribbed double sliding canopy.

This silver SNJ-5 was in mint condition, with a custom huge, shiny, silver dome-shaped propeller spinner in front of the yellow cowling. It was painted in the colors of VMT-2, a Marine training squadron that flew out of the Marine Corps Air Station in El Toro, California, during World War II. The markings were black with green trim and yellow wheel hubs, with the number 17 and a big WD on the vertical fin and rudder. Right behind the cowling were the words "WAR DOG." The airframe serial number, 90917, was clearly marked under the empennage. I wrote the serial number down to check later

(Continued page 11).

I approached John Collver, the pilot-owner of WAR

DOG, who looks the part of one of "those magnificent men and their flying machines," sporting a large flowing mustache with a big smile, and wearing a green flight suit. I asked him about the history of this particular airframe, wondering if it had ever been a Navy trainer at Pensacola.

He told me he had all the airframe logs, and that WAR DOG had, indeed, at one time been stationed at Pensacola. He also pointed out that it was (at the Santa Barbara airshow) on its NINTH engine, having worn out the eight previous engines!

Hmmmmm. So it HAD at one point been based in Pensacola as part of its colored past. After the airshow, I hunted down my Navy Pilot's Log Book, which included flight training in SNJs and F4U-4 Corsairs, as well as my fleet squadron time flying F4U-5 Corsairs with the VF-14 "Tophatters." Looking down the log of training flights while in Pensacola – sometimes several in one day – I checked each serial number of the aircraft flown. Hmmmm. Lots of serial numbers around 90917, but no 90917 so far

There it is! On February 5, 1950, I flew this exact airplane from Pensacola to New Orleans on a cross-country solo flight! This was not just deja vu – I flew this plane over 46 years ago, before the present pilot-owner was born!

Well, of course, now my goal was to fly in this airplane again. It took over a year until John Collver was performing at an airshow I attended – Torrance Air Fair '94. He told me the plane recently had another new engine – the TENTH on this airframe – because of some contaminated gas at the Watsonville Fly-In earlier in the year. That gas wrecked his Engine #9 – and many others!

I made arrangements with John on Air Show Preview Day, and he graciously took me up in the back seat for a 25-minute flight around Long Beach, Palos Verdes and the Southern Los Angeles area – with a slow-roll thrown in – while I snapped photos and swiveled around in my shoulder straps trying to take in everything with my camcorder. There's the Queen Mary and the dome where the Spruce Goose used to be! Look at Long Beach, and downtown Los Angeles, and Century City's towers in the background! There's the Goodyear Blimp flying nearby – but John would only get within about 1000-feet of it.

It was like I'd never flown around Los Angeles before. Somehow it was different looking through the bird-cage canopy cruising at about 145 knots and 1500 feet altitude, compared to peering out a small airliner window while zipping over the landscape at hundreds of miles an hour.

I'm 69 years old now, and have flown many different airplanes, from prop-driven fighters to ultralights to canards, but I guess I'll never outgrow my fascination with watching the ground scroll by from an airplane, zipping right above a cottonfield of clouds, dodging between cumulus cloud puffs – or making the whole world tilt by just pushing the stick to one side...

SIDEBAR

Well, I thought that coincidence of finding and flying in WAR DOG after 44 years was great – but this turned out to be just the beginning of a whole series of "throwbacks!"

While at the November 1994 AvCad/NavCad Reunion in Pensacola and touring the National Museum of Naval Aviation, I photographed an N2S Stearman "Yellow Peril" with a side number of "41," identical to the side number "42" I flew on my first solo flight. Later on the museum tour, we found ourselves on a replica of the deck and island of the USS Cabot (CVL-48), the carrier on which I made six arrested landings in an SNJ-5C on March 23, 1950 while in basic flight training to qualify for advanced training. At the Reunion Airshow, one of the "performers" was an F4U-4 Corsair, the type I flew in advanced flight training, and in which I had to make six arrested carrier landings to earn my "wings of gold."

On the way back to California from Pensacola, we stopped in New Orleans and took a short river cruise. I couldn't believe it! Moored on the Mississippi River, being prepared as a museum attraction, is the actual USS Cabot on which I had made those six qualifying SNJ landings in 1950!

When I got home in the waiting mail was a copy of AVIATION History Magazine. On Page 4 there was a picture of "WAR DOG," #90917, which began this whole series of flashbacks. Weird, eh?

But that didn't end the series of coincidences. Around Christmas of '94, through a real odd set of circumstances, I found myself talking to a fellow I knew in 1946, but with whom I'd had no contact since. It turns out that he owns an SNJ based at Van Nuys Airport – 8 miles from me – as one of the well-known "Condor Squadron" of AT-6s and SNJs. The serial number of his plane is 90918 – which my logbook shows I flew on a solo air-to-air gunnery hop on 25 February 1950!

Very soon thereafter I received a catalog from a small mail-order company that was selling off some miscellaneous airplane-related items. One of the items was a signed limited edition painting of the USS Cabot, mentioned earlier. Of course, I bought it. When it came, a flyer was enclosed offering various military patches — including a rare USS CVL-48 Cabot patch. Naturally, I bought that, too.

As	Yogi Berra,	the fan	nous forr	ner base	ball playeı
supposed	lly said, "It's	deja vu a	all over a	gain!"	
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Photo by Larry Kushner

New Beginnings and Old Friends

by Jay Wertz

Over the summer, circumstances dictated that I move from Southern California to the Gulf Coast of Florida. Pandemic changes to my work situation hastened a planned move to this great area and, though I am not really retired, it has been in my retirement plans to move here. The weather has been great; the people are nice. It is different from Southern California in that the closest metropolitan center, Tampa-St. Petersburg, is much smaller than metro Los Angeles.

There are a lot of civic features that I find to be remarkably interesting. There is a deep sense of historic preservation here and some of the areas, such as Ybor City (the site of Tampa's first settlement), the Henry B. Plant Museum and the St. Petersburg Pier combine fun, food and entertainment with the history. Closer to my home there are dozens of fishing and recreational lakes as well as easily accessible quiet beaches. Nearby also is Tarpon Springs, a Greek fishing village and "natural sponge capital of the world" with lots of great food and attractions.

The Gulf Coast, or Gold Coast as they call it here, is also an area with a rich military tradition that identifies with past and present members of the military. McGill Air Force Base is a major command and air center today. I'm sure some of you members had served there during your careers.

Florida has a reputation as a "geriatric state," but I don't see evidence of many more older adults here than in Southern California or other desirable retirement areas of the country. As in Southern California, there are plenty of active seniors. The only difference might be that the road network allows for more latitude in "golf cart" travel in and sometimes between developments. Most highways have separate bicycle paths parallel to the roadway, allowing for travel by bike, foot, motorized wheelchairs, and scooters.

Perhaps the only good thing for me to come from the COVID19 pandemic is that I am able to join the weekly Wings Over Wendy's meetings from Florida over the Zoom network that Ed Reynolds arranges. Like most of you, I'm sure, I will be happy to see the meetings reconvene at the new charter high school location in West Hills because they are so much better in person. I have tried to attend as many of the Monday virtual meetings as possible, because the programs are always interesting and also because I get to see and visit with old friends. I've been a WOW member now for more than five years. I learned from in a meeting private message that there is at least one other WOW member in Florida, and he is involved with flying a vintage plane. Hopefully, I will get to see it one day.

Another thing I missed as a result of the 2020 pandemic was the Wings Over Camarillo airshow in August. My publishing company, Monroe Publications, began exhibiting there in 2019, but I had attended the show previously and always looked forward to meeting with the Wings Over Wendy's members who manned the display area in the veterans hanger.

At our exhibit, we had a number of students and children who were fascinated by our comic books – World War II themed graphic histories that some of you have copies of. We had adult visitors to the booth that looked over our books, DVDs, T-shirts and, of course, the graphic history comic books. If the health situation improves by August 2021 and the Camarillo airshow returns, Monroe Publications will definitely be exhibiting.

I believe, as I'm sure many of you do, that this event will take place. When I does, I will be there as well. And when WOW begins live meetings and events again, I hope my business travels bring me to Southern California. At that point, I look forward to seeing all of you again. In the meantime, may you and your families have the most joyous holiday season possible in this strange year of 2020.

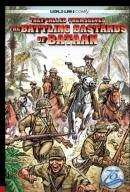
Jay Wertz 702-308-8513

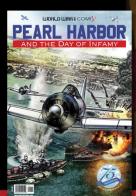
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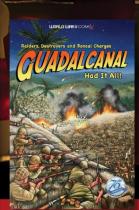
this Holiday Season

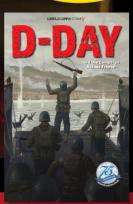












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They donate the flowers in the name of Wings Over Wendy's when they are notified of a member's funeral

In Memoriam

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



Photo by Harlis Brend

Al Yoselle January 23, 1919 to October 29,2020

Al Nance Yoselle was born on the west side of Chicago, IL, on January 23, 1919. He graduated from Crane Tech Prep High School, a males-only school offering technical courses. After High School, he worked in the Chicago area until the US entered WWII. He enlisted in the USAAF and was trained as a Radar Machanic servicing B-24's in the 8th Air Force, stationed in England.

Al was discharged in October 1945 and returned to Chicago to work as a glazier, and owned and operated a business that installed custom auto glass, mirrors, and glass tops. He married Claire in 1948 and had three daughters.

In 1961 the family moved to California, where Al opened Abel Glass Company in Culver City. He retired in 1995 and was a volunteer at Kaiser Permanente Panorama City for several years. He volunteered with Sam Shultz and started attending Wings Over Wendy's meetings in 2009.

A private service was held at Mount Sinai. He is survived by Linda Fried, Sandee Libby, Marla Snyder, and grandchildren, Michelle and Kimberly Fried.



Photo by Dan Stark

Richard Kinder February 21, 1922 to November 05,2020

Richard O. [Dick] Kinder was born in Aberdeen, SD in 1922. He enlisted in the Army Air Corps in September 1942 and reported for active duty in January 1943 at Jefferson Barracks, MO. In April, he entered the Aviation Cadet Program in San Antonio, Texas. Dick completed navigation Pre-flight at Ellington Field, TX, and navigation school at San Marcos, TX. He received his wings and 2nd Lieutenant commission on February 4, 1944. Dick was assigned to the B-17 and completed combat crew training at Rapid City, SD on February 21, 1944. While in Rapid City, SD, he met his wife to be, Jean Hossle.

In April 1944, the crew was transferred to RAF Molesworth, England, and assigned to the 303rd Bomb Squadron, 358th Bomb Group. They flew their first combat mission on June 7, 1944.

Their 13th mission was a max effort assault on Berlin in aircraft "Mairzy Doats." The B-17G was also on its 13th mission. On the bomb run over Berlin, they encountered

heavy flak and lost 2 engines. They were able to drop the bombs and took the required photos of the bomb damage. They changed course for Sweden after deciding they could not make it across the English Channel. Unfortunately, they were again hit by flak, the landing gear extended, and they were forced to bail out over Germany. They were captured immediately and interrogated in Frankfurt. (Continued page x)

Lt Kinder, the Co-pilot and Bombardier were imprisoned in Stalag Luft 3 in Sagan, Germany, from June to December 1944. They were then transferred to Germany's largest POW Camp, Stalag 7A, near Moosburg, Germany, until being liberated by the 4th Armored Division on April 24, 1945.

After liberation, they were trucked to Landshut GAF and flown to Camp Lucky Strike, France, to be shipped home. Dick arrived in New York on June 4, 1945, called Jean, and married her 22 days later.

He decided to remain in the Air Force and served his country for another 20 years. Dick flew 72 combat missions in B-29's in the Korean War as a lead crew. He also flew photo reconnaissance missions in the RB-47 during the Cold War.

After earning an MBA from the University of Chicago, he left crew duty. Dick finished his career as Deputy Comptroller, Space Systems Division of Air Force Systems Command, before retiring in September 1965 as a Lieutenant Colonel.

Dick continued to work for Aerospace companies. He joined Wings Over Wendy's in 2010 and was very active.



Photo by Harlis Brend

Michael A. La Vere March 14, 1925 to November 07,2020

Michael A. La Vere was born in New York City on March 14, 1925. Following high school graduation in 1943, he enlisted in the Army Aviation Cadet Training Program. Basic Training was at Keesler Field, Biloxi, Mississippi. From Keesler, Mike was sent to the Nashville Cadet Classification Center. There a determination was made for pilot, navigator, or bombardier fitness. From Nashville Mike was sent to the 39th CTD at Presbyterian College, Clinton, South Carolina. Additional training was taken at Ellington Field, Houston, Texas. His final training was as an aerial navigator at the Pan American Airways Facility at the University of Miami in Coral Gables and Dinner Key, Florida.

Mike graduated as an Aerial Navigator and 2nd LT, Class 44-6, in February 1944. Next, he joined crew 5378 at Lincoln AAF, Nebraska. Additional combat training was accomplished at Peterson Field, Colorado, and Mountain Home AAF, Idaho. His crew was ordered to pick up a new B-24 airplane at Topeka AAF, Kansas, and fly it to Grenier Field, Manchester, New Hampshire. From this port of embarkation, we flew the great circle route to Gander Lake, Nova Scotia, and Keflavik, Iceland, before the final destination of Valley Wales in the British Isles.

Following additional training in Belfast, Ireland, Mike rejoined his crew at Horsham St Faith, Norwich, England, in the 458th Bomb Group, 96th Bomb Wing, 2nd Air Division, 8th Air Force. The crew began flying combat missions on May 25, 1944, over northern Europe (Germany, Belgium, France, and Holland). They completed 36 combat missions in May 1945.

During their tour, they flew gas haul missions supplying General Patton's tanks in central French towns of Saint-Dizier and Claustres.

In addition, Mike's crew flew 12 "trolley" missions to allow ground personnel to view various German cities' destruction.

Assigned to navigate a B-24 back to the United States via the Azores to Goose Bay, Labrador, in May 1945. The crew arrived in Boston and surrendered the airplane. Mike was sent from Boston to Fort Dix, New Jersey, for reassignment. When Japan surrendered, he was sent to Greensboro AAF, North Carolina, for discharge on December 22, 1945.

Mike was awarded the Air Medal with 3 Oak Leaf Clusters, the European-African-Middle Eastern Campaign Medal with 4 battle stars, and the Overseas Service Bar.

(Continued page 16)

Following the war, Mike was employed with various

engineering firms, ending his engineering career after 35 years with Hughes Aircraft Company. He joined Wings Over Wendy's in 2006 and served as the audiovisual specialist, treasurer, and video documenter of meetings and events. He is survived by his wife, Boots, a son and daughter.

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.

Barry Chapman, Morris Litwick, Ed Marino ナナナナナナナナナナナナナナナナナナナナナナナナナナ

December Birthdays

Bruce Cullen	December 03, 1942		
Shirley Andrews	December 04, 1936		
David Greenberg	December 04, 1965		
Bob Eisenhart	December 05, 1938		
Dave Worley	December 05, 1953		
Jim Henshall	December 06, 1920		
Howard Swerdlick	December 07, 1936		
Roscoe Frazier	December 08, 1939		
Tom Bradley	December 10, 1929		
Manny Iglesias	December 10, 1929		
Judy Reynolds	December 11, 1936		
Ronald Roscoe	December 11, 1947		
Keith Blowers	December 13, 1947		
Dan Pemberton	December 13, 1939		
Frank Lopez	December 14, 1961		
Alex Daunis	December 15, 1940		
Larry Kushner	December 15, 1946		
Dave Anderson	December 16, 1942		
Cliff Rose	December 16, 1926		
Julio Jimenez	December 17, 1944		
Arnold Perlin	December 17, 1930		
Jim Sivazlian	December 17, 1945		
Sharon Para-Lavender	December 18, 1946		
Peggy Jean Bassett	December 20, 1938		
Jerry Watts	December 21, 1946		
Peter Helm	December 22, 1944		
Alan Hill	December 22, 1966		
William Moalem	December 22, 1939		
Lee Auger	December 23, 1929		
John Helm	December 24, 1929		
Barbara Wright	December 24, 1932		
John Poltere	December 27, 1942		
Claude Maugein	December 28, 1952		
<u></u>			

New Members & Guests

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

Samira Goldarreh Raqui Ramsey Pete Regli Cathy Ridgeway Shelly Waldman

Wings News Patrons The following is a list of WOW members who have

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

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ontributed \$10 to fund the publication		
Steve Andersen	Dave Anderson	
Lillian Anderson	Shirley Andrews	
Lee Auger	Phil Aune	
Mark Ax	Peggy Jean Bassett	
Tom Bates	Bob Bermant	
Darlene Birgel	Karl Boeckmann	
Thyra Boeckmann	Ron Boggess	
Paul Boghossian	John Boiko	
Marge Callahan	Barry Chapman	
Patrick Daly	Duc Dao	
Howard Davis	Stanley DeCovnick	
Gerald Detamore	Skip DeYoung	
Malcolm Dipperstein	Bob Donovan	
Jan Edwards	Bob Eisenhart	
Anarg Frangos	Roscoe Frazier	
David Freeman	Midge Gisel	
Anita Green	David Greenberg	
Richard Gross	Dick Guyer	
Connie Hein	Peter Helm	
Richard Hernandez	Manny Iglesias	
Fred Kaplan	Jerry Knotts	
Andy Kopetzky	Larry Kushner	
Hal Landy	Boots LaVere	
Mike LaVere	Robert Lee	
Camille Levee	Sherry Levitt	
Al Lewis	Morris Litwack	
Marion Lovelace	Barry Maiten	
Ethel Margolin	Chuck Mathews	
Ken Mayer	Rosadel McClure	
Shannon Muchow	Dan Pemberton	
Ed Phillips	Maurice Portnoy	
Anne Marie Radel	Kurt Rademacher	
Marcene Rankin	Cleo Reynolds	
Dave Reynolds	Ed Reynolds	
Judy Reynolds	Larrie Rhodes	

Maria Rodriguez
Andy Romanisky
Earl Roth
Lezar Saunders
Sam Schultz
Carole Stark
Chip Stevens
Sharon Fine
Bill Tapp

George Rothman
Bruce Schultz
Jim Sivazlian
Dan Stark
Bob Stiles
Howard Swerdlick
Karen Vegtel
Tony Velarde
Howard Waldman
Jimmy Weldon

Karen Velarde Joe Vernola Joe Weber Bill Wentz

Bill Wentz Avery Willis

Ray Rodriguez

Abe Rosenzweig

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

NOTE: WOW cannot start meeting in person until the ECRCHS North Campus is approved to reopen

Wings News Staff

Publisher: Ed Reynolds Editor: Ed & Judy Reynolds Reporter: Rex Roche

Photographers: Larry Kushner, Ken Mayer,

Paul Boghossian, Ed Reynolds, Howard Swerdlick,

Alan Hill, and Michael Sugar.

Video: Alan Hill

Secretaries: Marion Lovelace & Shirley Andrews

Speakers: Bob Eisenhart **Tours**: Warren Weinstein **Treasurer**: Barry Chapman

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

Technical Assistance: Charles Scott

Zoom Meetings

We have now held thirty-five Zoom Meetings. Over 250 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 participated in 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!



