

WINGS



NEWS

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WE HOPE 2021 WILL BE A HAPPIER YEAR

Wings Over Wendy's started 2020 with high expectations. The attendance in our meetings at the Wendy's Restaurant on Ventura Boulevard in Woodland Hills had reached capacity. The Wendy's Corporation had started to serve breakfast, and it was plain that the Restaurant staff was under stress. On February 17, over 120 members attended to have the bi-annual picture taken.

When the local El Camino Real Charter High School invited us to use their North Campus facility's auditorium on Shoup Avenue, we accepted. The facility had ample parking, a state-of-the-art audiovisual system, and a kitchen to set up the sale of coffee and donuts. They allowed us to hang our pictures and awards on a wall. We set up and held our first meeting on March 9th, and then the schools and restaurants were closed due to the Coronavirus pandemic.

Bob Eisenhart had already lined up great presentations to take advantage of the audiovisual system and longer meeting times. (At the Wendy's Restaurant, we had to finish by 10:30, which limited our presentations to thirty minutes, including Q&A.).

In three weeks, we trained ourselves to participate in Zoom meetings, and we were back to meeting virtually on April 6th. Many of the members were having difficulty with their computer equipment, but Charles Scott came to the rescue to assist the members at no cost. He started a GoFundMe crowdfunding platform that enabled him to raise money for equipment to support Wings Over Wendy's members, veterans, and seniors in the San Fernando Valley. When Dennis McCarthy heard about the effort, he profiled Charles in two articles in the Los Angeles Daily News. Enough money was raised to purchase Zoom compatible equipment for those who needed it to participate in our meetings.

Our success is credited to two individuals: Charles Scott for the technical support and Bob Eisenhart for outstanding and educational presentations.



Photo by Hans Gutknecht, Los Angeles Daily News/SCNG

Charles Scott
Technical Support



Photo from Zoom

Bob Eisenhart
Presentation Facilitator

2020 Presentations

During the year, our meetings had many informative presentations arranged by Bob Eisenhart.

DATE	Speaker	Subject
Jan 06, 2020:	Bill Dillon	USS Sailfish in WWII
Jan 13, 2020:	Col. Avi Oren	Israeli Air Force Pilot
Jan 20, 2020:	Dennis Beebe	History of the Jeep
Jan 27, 2020:	Franky Ortega	History of Birmingham General Hospital
Feb 03, 2020:	Dr. Michael Opatowsky	USAF Career
Feb 10, 2020:	Bill Dillon	Submarines in WWII
Feb 17, 2020:	N/A	Bi-Annual Picture
Feb 24, 2020:	Rich Abele	D-Day Tour
Mar 02, 2020:	Mark Reed	Internet-radio show - "The Voice of Reason."
Mar 09, 2020:	Bob Eisenhart	Col D. W. Eisenhart's Air Force Career
Mar 16, 2020:	No meeting	
Mar 23, 2020:	No meeting	
Mar 30, 2020:	No meeting	
Apr 06, 2020:	Shannon Muchow	LtCol Howard Muchow's Air Force Career
Apr 13, 2020:	Dr. Kia Rowhahian	COVID-19
Apr 20, 2020:	Jerry Knotts	Wild Weasels in Vietnam
Apr 27, 2020:	Jonathan Parshall	"Options for Peace, 1945"
May 04, 2020:	Dennis Daily	History of Aviation
May 11, 2020:	Jonathan Parshall	The Japanese Attack on Pearl Harbor
May 18, 2020:	Norm Anderson	The Donut Dollies Documentary
May 25, 2020:	Special Memorial Day Meeting	
Jun 01, 2020:	Bill Wishard	Vietnam, War Before the War
Jun 08, 2020:	Dennis Daily	You Can't Get There From Here
Jun 15, 2020:	Jonathan Parshall	"Kamikaze: The Evolution of Japan's Special Attack Forces"
Jun 22, 2020:	Kenin Schmiegel & Paul Cucinotta	Operation Gratitude Staus Report
Jun 29, 2020:	LAPD Deputy Chief Jorge Rodriguez	LAPD Status
Jul 06, 2020:	Victor David Hanson	Why World War II Matters
Jul 13, 2020:	Col. James H Shelton	SR-71 Overview
Jul 20, 2020:	Larry Kushner	USS Hancock, Hong Kong & Shanghai
Jul 27, 2020:	Victor David Hanson	George S. Patton American Ajax
Aug 03, 2020:	YouTube	The Moment in Time: The Manhattan Project
Aug 10, 2020:	Bob Eisenhart	Silverplate Project; Weaponization of the Atomic Bomb

Aug 17, 2020:	YouTube	Hiroshima 1945 - The British Atomic Attack
Aug 17, 2020:	Ester Benjamin Shifren	Shanghai and Internment in a WWII POW Camp
Aug 24, 2020:	Ester Benjamin Shifren	We'll Meet Again - BBC One London 2005
Aug 24, 2020:	Bill Ratner	Unusual Applications of Old Aircraft-Gas Stations
Aug 31, 2020:	Ed Reynolds	History & Evolution of Air-to-Air Refueling
Sep 07, 2020:	YouTube	Boeing B-29 Superfortress
Sep 14, 2020:	Bill Ratner	Unusual Applications of Old Aircraft-Restaurants
Sep 21, 2020:	YouTube	P-51 Mustang Fighter
Sep 28, 2020:	Al Lewis	WWII Remembrances as a B-17G Pilot
Oct 05, 2020:	Murray Perl	Pandemics Then and Now
Oct 12, 2020:	Col Joseph Peterburs	WWII Memories of a Mustang Pilot
Oct 19, 2020:	Frank Abagnale	"Catch Me If You Can"
Oct 26, 2020:	YouTube	The Dambusters
Nov 02, 2020:	YouTube	B-2 Stealth Bomber Documentary
Nov 09, 2020:	Andy Kopetzky	Robert Reuben WWII War Correspondent
Nov 16, 2020:	YouTube	F4U Corsair Fighter-WWII Pacific Warrior
Nov 23, 2020:	YouTube	Thunderbolt - The P-47 Fighter Bomber
Nov 30, 2020:	Raquel Ramsey	Taking Flight the Nadine Ramsey Story
Dec 07, 2020:	Jonathan Parshall	Pacific War 101
Dec 14, 2020:	YouTube	Gen Chuck Yeager Academy of Achievement Interview
Dec 21, 2020:	YouTube	The Bob Hope Christmas Special - 1967
Dec 28, 2020:	YouTube	Pancho's Guest Ranch Hotel & Happy Bottom Riding Club

2020 Events

The Coronavirus lockdown severely impacted the Wings Over Wendy's events. On January 04, 2020, we attended a special screening of the Sam Mendes movie "1917" at the American Legion's Hollywood Post. Then on January 13, 2020, we celebrated Lee Auger's 90th Birthday Party. We conducted our one and only tour of the year to the Reagan Library on January 22, 2020.

On February 07, 2020, a small group of WWII Veterans spoke at a US Space Force Mission Statement Workshop in San Pedro. Our last event was to celebrate Ernest Dutcher's 100th birthday on May 16, 2020.

2020 Awards & Recognition

Wings Over Wendy's received awards and certificates at the being of the year.

The group and members received recognition on TV and in the press during the year.

Jan 20, 2020 Bradley-Hanson Chapter of the Military Order of the World Wars (MOWW) awarded Wings Over Wendy's the "Patriotism Award" for Dedicated Service "Honoring all veterans past and present since 2002".

Feb 17, 2020 Certificate of Recognition from the City of Los Angeles

Apr 02, 2020 Valley News Group: the West Valley Veterans group Wings Over Wendy's, which has only missed meeting on Mondays three times since 2001, will start virtual meetings via the Zoom Meeting application.

Apr 10, 2020 ABC 7 Salutes Wings Over Wendy's

Apr 25, 2020 Los Angeles Daily News: Veterans 'zoom' into the virus- scarred virtual-meeting world of the 21st Century

May 16, 2020, ABC7 filmed the Wings Over Wendy's celebration of Ernest Dutcher's 100th birthday.

May 23, 2020 Valley Beth Shalom Veteran's Honor Program on Shabbat

May 25, 2020 ABC 7 Salutes Jimmy Weldon

Jun 28, 2020 Dennis McCarthy Profiled Charles Scott in the Los Angeles Daily News

Jul 05, 2020 Dennis McCarthy Profiled Charles Scott in the Los Angeles Daily News

Jul 13, 2020 Santa Cruz Valley MOWW Chapter AZ, Adds WOW to their Newsletter

Aug 20, 2020 Chip Steven's Deju Vu Travel wins the 2020 LA Daily News Readers Choice Awards

Sep 13, 2020 Dennis McCarthy Profiled Earl Roth and Marc Thurston JWV Post 138 in the Los Angeles Daily News

Oct 09, 2020 Dennis McCarthy Profiled Bill Dillon in the Los Angeles Daily News

Nov 09, 2020 Dennis McCarthy Profiled Franky Ortega in the Los Angeles Daily News

Nov 10, 2020 LA Council District 12 Veteran of the Year 2020 Richard Kinder

Nov 26, 2020 Valley News Group profiled Connie Hein

December 2020

Meetings

December 7, 2020



Photo from YouTube

Jonathon Parshall "Pacific War 101"

In remembrance of the Bombing of Pearl Harbor, Jonathon Parshall returned on December 7th to give us a presentation titled "Pacific War 101."

His presentation discussed the Pearl Harbor bombing and followed the course of the Pacific war from its beginning to the surrender in Tokyo Bay.

(Continued page 4)

The war formally began with the Battle of Marco Polo near Peking, China, in the Summer of 1937 between Japan and the National Chinese. Japan won, so they started pushing into China. They captured Shanghai and Nanking. After the Nationalists retreated to the country's center, Japan decided to attack and capture smaller islands.



Eliminate the threat

Japan decided that they needed to eliminate the threat of a US counter-attack on them, so they bombed Pearl Harbor.



By April of 1942, Japan had created a vast empire, with minimal cost to themselves. The US stepped up and contested Japan using the “sausage grinder” method, meaning they had to corner Japan and constantly fight them to defeat them. In the latter half of 1942, the attacks began using both the Southwest Pacific Offensive and the Central Pacific Offensive.



As the US slowly but surely defeated Japan, Japan’s

defensive zone shrunk smaller and smaller. In October of 1944, the Battle of Leyte Gulf was the largest naval battle in history, with three Japanese battleships sunk.



In October of 1945, one of the most significant blows was the US victory in Okinawa, which cut off vital imports to Japan. Finally, the US bombed Hiroshima and Nagasaki, which forced Japan to forfeit.

December 14, 2020

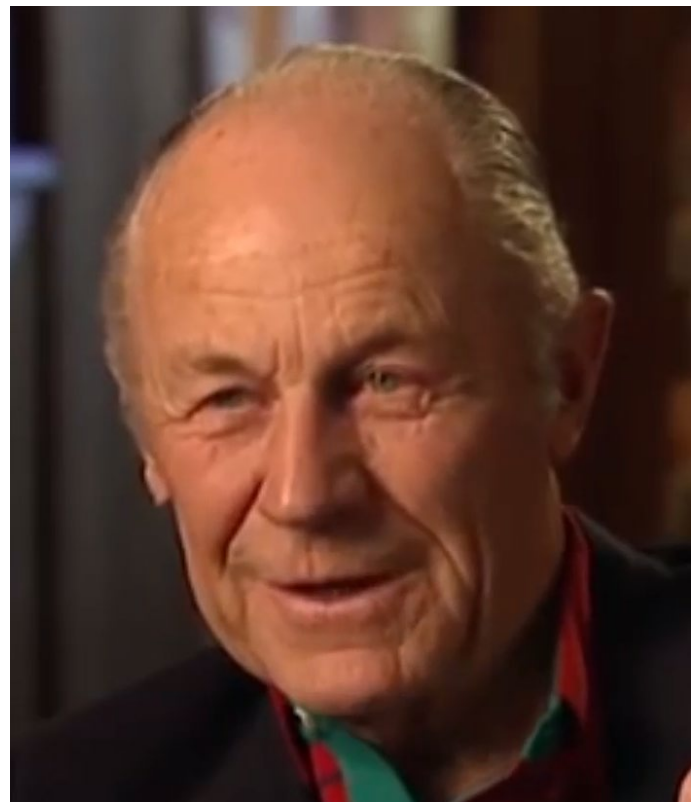


Photo from YouTube

BGen Chuck Yeager The Academy of Achievement Interview

(Continued page 5)

On December 7, 2020, we were saddened to learn that BGen Chuck Yeager had “flown west.” In honor of his life, we watched an interview with General Chuck Yeager on receiving the Presidential Medal of Freedom in 1991.



Photo USAF

The interview asked the General questions about his life and his historical events. Chuck Yeager was the first man to break the sound barrier in level flight flying the X-1 aircraft on October 14, 1947. In World War II, a phenomenon was noticed on planes that reached above 0.8 Mach, where a shockwave would form around the wings and cause turbulence. It was as though the aircraft hit a wall it could not fly through.

Research on this quirk began in 1944. The Bell X-1 rocket-powered plane was created to experiment and observe this effect. To conserve fuel and enable it to fly faster than Mach 1, the X-1 would be dropped out of a B-29's bomb bay at high speed, and from there, it would accelerate until it reached Mach 1.

General Yeager described the engineering breakthrough leading up to and the events of the day he finally flew past Mach 1.

The interview covered the story of a near-fatal accident in a Lockheed Starfighter in 1963 that he survived and then his WWII fighter pilot experience. He described being shot down in France in 1944, escaping capture, crossing into Spain and returning to his unit to fly combat again, and shooting down five German planes in a single day.

After the war ended, he was given his choice of bases since he was an “evade.” He selected Wright Patterson AFB since it was close to his home in West Virginia. There he was assigned to the Flight Test unit as a Maintenance Officer. Despite his lack of college, he impressed the Test Unit CO, and he appointed him to Test Pilot School.

The interview then covered his years growing up, his mechanical experience, and his USAF command experience as CO of the Test Pilot School and Tactical Fighter units in Germany and the US.

The interview showed us that he was a confident man with no fear. He strived to do his best in every endeavor.

December 21, 2020



Photo from Jesse Garcia

State Assemblyman Jesse Gabriel

California State Assemblyman Jesse Gabriel visited our meeting on December 21, 2020, to wish us a Happy Holiday. He gave a shout out to Ethel Margolin, whom he had honored as a Veteran of the year. He remarked how impress he is that so many veterans continue to serve their communities.

He told us that he is “bullish” about the vaccines and hopes we all will soon will be receiving a shot, and he sees a “light at the end of the tunnel.”

His office recently conducted a Toy Drive and was impressed with the large turnout and number of toys his office received.

Ron Roscoe asked him about the homeless situation in the West Valley. The Assemblyman responded that it is a focus of his. He has written an Op-Ed in the Los Angeles Daily News on the subject and introduced the bill to require more accountability on how money is spent at the local level to combat homelessness. His op-ed can be read at: <https://www.dailynews.com/2020/02/19/preventing-homelessness-key-to-solving-the-current-crisis/>



Photo from YouTube



Image from YouTube

The Bob Hope Christmas Special 1967

On December 21, 2020, we watched a video of The Bob Hope Christmas Special – 1967.



Photo from YouTube

The USO tour group included Phil Crosby, Raquel Welch, Barbara McNair, Miss World Madeleine Hartog-Bel, Elaine Dunn, Columnist Earl Wilson, and Les Brown and His Band of Renown.

They put on 22 shows in 15 days at: Bangkok, Cam

Ranh Bay, China Beach, Chu Lai, Clark, Cu Chi, Guam, Korat, Lak Khe, Long Binh, Nakhon Phanom, Phan Rang, Phu Cat, Pleiku, Siagon, Taikhli, Tan Son Nhut, Ubon, Udorn, USS Coral Sea, USS Ranger, and Wake Island

Those of us that served in Southeast Asia brought back bittersweet memories of the bases and units we were assigned that Bob Hope gave a “shout out” during the tour.

December 28, 2020



Photo from YouTube

Pancho's Guest Ranch Hotel and Happy Bottom Riding Club

On the last meeting of 2020, we watched a documentary named *Pancho's Guest Ranch Hotel and Happy Bottom Riding Club*. It was the place that Chuck Yeager, in his interview we saw on December 14th, mentioned many times and where he cracked his ribs the night before he flew the X-1 through the sound barrier.

The hotel and club served as a gathering place for pilots, actors, millionaires, and other significant figures at the Edwards Air Base in the Mojave Desert.



Photo from YouTube
(Continued page 7)

Pancho Barnes, the hotel and club owner, was a skilled and successful pilot liked by all. Her amount of skill in a

plane was admired by all pilots. She built up the club and the airport from scratch, beginning as an 80-acre ranch near Rodger's Dry Lake. In 1935 she invited her friends over to swim in the pool and have drinks in her living room. She formed a small bar and cafe. Pancho built an aircraft hangar and began a civilian pilot school.



Photo from YouTube

The video claims she founded the Motion Pictures Stunt Pilot Association and was one of the Women's Air Reserve founders.

After World War II, the nearby airbase became a large flight test facility. When pilots weren't going on ground-breaking flights, such as the first jet plane's flight, first supersonic flight, and even the supersonic rocket sled tests, they were hanging out at Pancho's Happy Bottom Riding Club. They could swim, go horseback riding, or dance and sing in groups. The club even hosted some weddings.

As the airbase grew in size and became Edwards AFB, the USAF determined her buildings were too close to a runway, and they ordered her to sell the property and vacate the area. She sued the government but settled when the main buildings of the ranch burned down

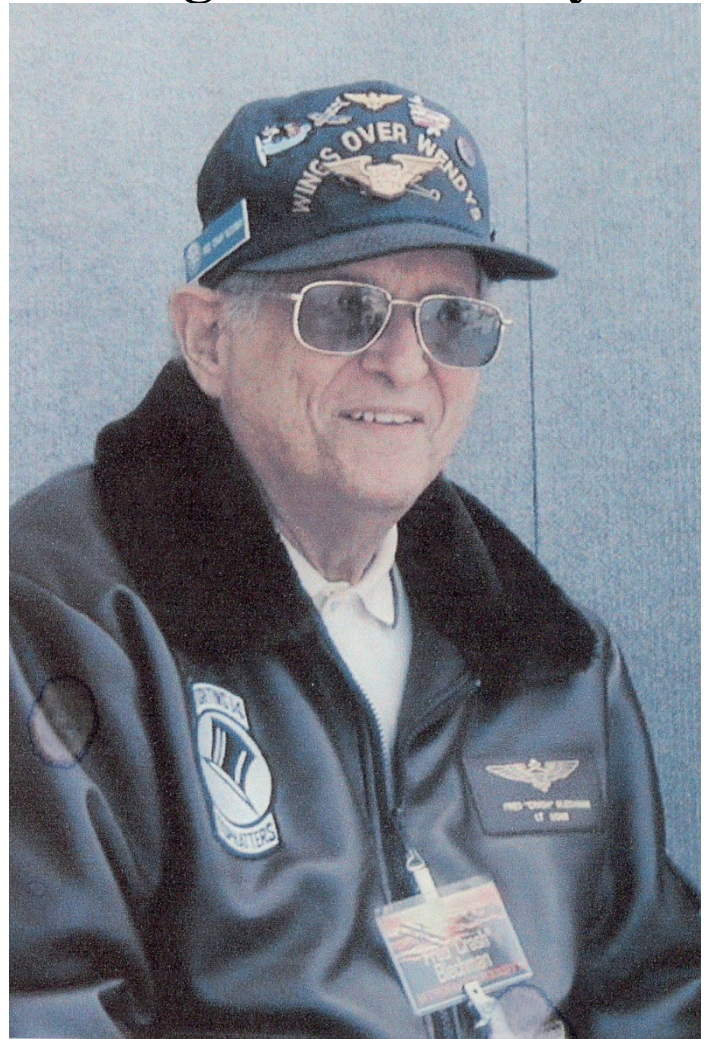


Photo from YouTube

The remains of the ranch

Because of all of the legendary figures that would spend time at her place, the club was iconic during its lifetime from 1935 to 1953.

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



"Confessions of a Japanese Ace – How I Downed Five Corsairs!"

by Fred "Kamikaze" Blechman

Now that I have your attention from the title, "Confessions of a Japanese Ace – How I Downed Five Corsairs!" let me set a few facts straight before I get into the details ...

For one thing, I was not in the Japanese Navy or Japanese Air Force during World War II. So I never actually received recognition for downing five Corsairs. I never got a medal, commendation, hero's welcome, or even a higher rank. I never was invited to dinner by Emperor Hirohito. (Continued page 8)

Maybe that's because I was a U.S. Navy fighter pilot,

and World War II was over! But, IF I had been a Japanese pilot, and IF the war was still underway, and IF the Japanese heard about it, I would probably have been considered a Japanese ace. After all, by the time I got finished with those five Corsairs, they couldn't fly again until they were repaired! And downing five "enemy" aircraft makes you an "ace," right?

Why am I telling you this, over 40 years later? Well, if you are a pilot, perhaps you can learn from my mistakes. If you're not a pilot, maybe I can impart some vicarious thrills!

ONE DOWN!

It was early in 1950, after World War II, but just before the Korean fracas. I was in the final stages of flight training in the U.S. Navy, soon to get my "Wings of Gold."

I had gone through "selective flight training" in Dallas, Texas, soloing in a Stearman N2S "Yellow Peril" biplane after only six dual hops, and hadn't hurt an airplane yet. The dark green grass stain on the bottom of the lower left wing from a near ground loop went unnoticed. So I was sent on to Basic Training at Pensacola, flying North American SNJs. For over flying 200 hours from solo through formation, cross-country navigation, gunnery, night flying, air combat, and even six arrested carrier landings, I it use scratched neither myself nor an airplane.

Then to Corpus Christi for Advanced Flight Training, flying F4U-4 Corsairs. In a Corsair, the first flight is solo. Then formation, cross-country, gunnery, dive bombing, night flying, and some air-to-air combat. I had no accidents, though accidents were common in this airplane, commonly called "The Ensign Eliminator." I was still a NavCad, with almost 20 months in flight training, now approaching the "final exam" of six arrested carrier landings in a Corsair. For this we were sent back to Pensacola.

As you can imagine, landing on a moving carrier deck requires special techniques. Flying tail-draggers, we had been trained from early on to make nice, stalled, 3-point landings. But the approach to a runway is quite different from the approach to a moving carrier. So you practice (and practice, and practice) by doing FCLP - Field Carrier Landing Practice. Using a marked field and an LSO (Landing Signal Officer) waving his "paddles," we would come around low and slow, follow the LSO's paddle signals, and get a cut or waveoff. While the field wasn't moving, and the landing was touch-and-go rather than arrested, this was reasonable practice.

Of course, we had done FCLP in SNJs before those six carrier landings that "graduated" us to Advanced Training. But the SNJ was relatively slow, with a short nose, good visibility, and only a few hundred horsepower swinging a two-bladed propeller. Low and slow was tricky, but controllable.

The F4U-4 Corsair was another story. Th F4U-4 used a 2000+ hp engine swinging a giant four-bladed prop, and

a nose extending 15 feet in front of the pilot. Flying low and slow, necessary in a carrier approach with the old straight-deck carriers of the day, your nose was up 10 or 15 degrees, completely blocking your forward view through the windshield. The approach had to be in a constant left turn, looking out to the left of the windshield. There was practically no straightaway before the cut.

I don't recall if it was my first pass, but I know it was the first day of Corsair FCLP. I came around, fighting the sluggish controls, and the large amount of right rudder necessary at that low speed. To add to the fun, the ground we were flying over at this outlying FCLP field was marshy, making the air very bumpy with rising thermals on hot days – and it was a hot day. My approach was almost good enough for a cut, but as I got close to the LSO I was getting too low and began skidding to the right. I raised my nose a tad and lowered my left wing to correct, but got a waveoff at the last moment. Feeling I was too low and slow, I added power quickly. Too quickly. Ever hear of "torque roll?"

In most American aircraft, the propeller turns clockwise if you're looking from the cockpit. As the blades push against the air, the air pushes back, trying to twist the prop counter-clockwise. This twisting motion is transferred back through the prop shaft, then through the engine, then to the fuselage and entire airframe. The plane tries to roll to the left. If you are already low and slow, with the left wing down, and suddenly add a slug of power, right aileron and right rudder take time to counteract the torque roll. I was too low, and my left wing hit the runway!

I yanked off all power and got my left wheel on the deck, instantly followed by my right wheel, and rolled to a stop. About three feet of the outer left wing was bent upward. Other than my pride, I was not hurt – but I never torque-rolled again! Lesson #1: Don't add power too quickly if you're low and slow.

TWO DOWN!

After a Review Board Hearing, the Navy decided to let me continue toward getting my wings. Accidents happen. So I went back to FCLP, making something over 100 passes before the big day – six arrested Corsair landings aboard the USS Wright (CVL-49), a light carrier used by the Training Command at that time. A small group of us took off from Pensacola early that morning to be over the Wright, leisurely cruising in the Gulf of Mexico, at 9AM. As our flight approached, the Wright turned into the wind with a ready deck.

We formed a right echelon, flew upwind along the starboard side of the ship, and broke to the left in intervals and headed downwind to make our landings. One by one we made our passes, and got cuts or waveoffs. When a plane made a landing, the hook caught one of the eight (as I recall) arresting wires and brought the plane to an abrupt stop. The barriers (cross-deck cables held up by stanchions)

forward of the plane were quickly dropped, and the plane deck launched from where it was. Then the barriers went back up for the next landing.

I made four passes, and got a cut on each. Only two landings more to go and I'd have those coveted gold wings I'd been struggling to earn for 21 months. My fifth pass was normal and I got a cut. I pulled off all power, lowered the nose, pulled back into a three-point position, and hit the deck. I could feel the hook catch a wire as I was thrown forward against the shoulder harness – but the plane's right wing suddenly dropped part way to the deck. The crash siren sounded as deck hands came running to the plane. My right wheel strut had broken!

The "crash" counted as an arrested landing. Of course, there was another Review Board Hearing. Was this pilot error, or had the wheel been weakened by so many Training Command carrier landings? This plane was regularly used (and abused) for FCLP & carrier qualification. I don't recall the final determination (probably pilot error), except that about two weeks later I got the go-ahead, made my sixth landing, and received my Naval Aviator wings and Ensign bars. I never broke another wheel. Lesson #2: Even a good landing can end up as an accident – sometimes for uncertain reasons.

I was age 17 in my senior high school year, and WW II was still in progress. At age 18, being 'drafted' for military service was inevitable. I never pictured myself as an enlisted man, always as an officer. So early in my senior year, I learned of the Navy V-5 Program which was devised as a way of getting Navy officer candidates before they were drafted into the Army. The Program offered Navy flight training and four years of college, both of which I needed. So I sought enlistment into the Navy V-5 Program. There were physical and academic tests given in Detroit in early 1945 which I attended. I did well at both, but my eyes were borderline. I failed to qualify initially and returned home very disappointed. However, within a month I was again summoned for retesting and passed, and so began my great adventure in the Navy. The V-5 Program was scheduled to give two years of college at accelerated rates, then flight training, then two years with the fleet as a Naval Aviator, then return to college to finish the four years and graduate. For me, that was heaven. I really had no other way to achieve a four year college education, and the prospect of flying in the Navy was like frosting on a cake. I was sworn into the U.S. Navy as an Apprentice Seaman after completing the tests, then ordered to return home and await orders, which were expected that fall.

THREE DOWN!

I was assigned to Fighter Squadron Fourteen (VF-14), based at Cecil Field near Jacksonville, Florida, for my tour of duty in the fleet. As the Junior Ensign, I was always the last to take off and land. I also had to get familiar with the F4U-5 Corsair, a much-changed advanced model of the

Corsair with many new features – & weighing an additional 2000 pounds. Some "engineering improvements" added to this model of the Corsair were unnecessary, others were dangerous. But that's another story ...

There was still the long nose, which required "S-turning" while taxiing to be able to see ahead of you. You would turn to the right so that you could see ahead by looking out to the left of the windshield, or turn left and look out the right. When making a runway landing approach, normally your nose was down in your descent, and you could see straight ahead, but as you pulled up your nose to flare out for a three-point landing, forward vision disappeared. As soon as the plane was rolling down the runway and under control you could begin S-turning.

One night we were practicing night landings at Cecil Field. As usual, I was the last plane to land. As I was making my approach to line up with the runway lights, I saw the Corsair ahead of me land and go rolling down the runway. As I pulled my nose up to flare out, I lost sight of the plane ahead. I was "hot" – coming in a little fast – so I touched down long on the runway, and immediately was concerned that I might be overrunning the Corsair ahead. As I looked to the left of my nose, watching for him to appear on the turn-off taxiway, I wondered if he had ground-looped ahead of me, and if I was about to crash into him. So, even though I was still rolling out pretty fast, I began applying alternate wheel brakes to S-turn so I could see ahead. First right brake to swing the nose to the right, then quickly left brake to keep from running off the right side of the runway, then right brake again.

Somewhere in that sequence I must have hit both brakes at once, or perhaps hit opposite brake while the plane was still turning, causing forward motion to suddenly decrease. For all intents and purposes, with the enormous inertia of the heavy plane, the center of gravity of the aircraft was now rotating around the wheels. My Corsair nosed down and the tail rose about 30 degrees! All four blades of the prop bent back, the engine ground to a stop, and the tail slammed back to the ground! Very embarrassing, since this was purely pilot error.

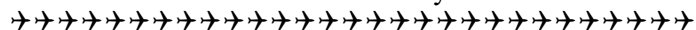
I never nosed-over again. Lesson #3: Don't S-turn at high speed!

FOUR DOWN!

During the two years I spent in VF-14, we went on about 12 carrier cruises. Two were six-month tours in the Mediterranean with the Sixth Fleet. But several cruises were Atlantic Fleet Exercises (LANTFLEX) usually held in Caribbean waters.

It was on one of those short cruises that we were flying off a small CVE "jeep" carrier, commonly called "escort" carriers. Considerably smaller than CVL or CV carriers, the jeeps had less landing area, less wires – but just as many barriers. On one flight I came back aboard normally enough, caught a wire, and watched the barriers in front of

“We are incredibly honored to have the opportunity to salute those teams who have flown, maintained and supported this platform for over three decades of service,” said Cmdr. Brian Kesselring, the Blue Angels' commanding officer and flight leader, in a news release. “We deeply appreciate the expertise and operational knowledge Blue Angels past and present have brought to the team and we look forward to enhancing our operations as we fully transition to flying the Super Hornet.”



The Navy is studying the effects its new unmanned refueling aircraft could have on California's Pacific





**No
picture
available**

Bob Johnston
APR 19, 1928 to
APR 29, 2020

George Gale
SEP 07, 1940 to
MAY 03, 2020



Steve Radford
APR 15, 1949 to
JUN 23, 2020



Sid Maiten
SEP 09, 1925 to
AUG 23, 2020



Howard Leeds
OCT 14, 1935 to
SEP 05, 2020

**No
picture
available**

Danial Bower
DEC 19, 1936 to
SEP 14, 2020

Howard M. Leeds was born in the Bronx, graduated from New York University, served his country as an enlisted soldier, and, before turning 30, embarked on a successful career in the garment industry. He moved his family to Southern California in the mid-1960s and became

a leader in his field, starting his own clothing manufacturing company, **Backgammon of California**, and later founded or co-founded several other companies in the industry. Howard was the model of a salesman, who knew the secret to sales was to "first sell yourself." He had the gift of making you laugh at his jokes but would also laugh hard at the stories and jokes of others.



Tom Curtis
JAN 16, 1919 to
OCT 27, 2020



Al Yoselle
JAN 23, 1919 to
OCT 29, 2020



Richard Kinder
FEB 21, 1922 to
NOV 05, 2020



Mike LaVere
MAR 14, 1925 to
NOV 07, 2020

Henry Wheeler
SEP 19, 1920 -
NOV 27, 2020



fought all four armies.

Platoon Sargent in the Australian Army from 1939 to 1945. His division was unique in they fought four different county's armies: the Italians in North Africa, the Germans in Greece and Create, the Vichy French in Lebanon and Syria and the Japanese in New Guinea. No other Allied unit

A horizontal line of 20 small, stylized airplane icons flying to the right, used as a decorative separator.

Bernice Burns

A horizontal line of 20 small, stylized airplane icons flying to the right, used as a decorative separator.

A horizontal line of 20 small, stylized airplane icons flying to the right, used as a decorative separator.

Alberto Vargas

Avery Willis

Bill Wentz

WOW Meetings

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