



NEWS

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Ed Reynolds Editor

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 Hils 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

| presentions arra | anged by Bob Ei | senhart | |
|---|------------------|-----------------------------|--|
| | Speaker Speaker | | |
| Jan 06, 2020: | | USS Sailfish in WWII | |
| | | Israeli Air Force Pilot | |
| | | History of the Jeep | |
| Jan 27, 2020: | Franky Ortega | | |
| History of Birmingham General Hospital | | | |
| | | oatowsky USAF Career | |
| Feb 10, 2020: | Bill Dillon | Submarines in WWII | |
| | N/A Bi-Ann | ual Picture | |
| | Rich Abele | | |
| 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: Mar 23, 2020: Mar 30, 2020: | No meeting | | |
| Mar 23, 2020: | No meeting | | |
| Mar 30, 2020: | No meeting | | |
| Apr 06, 2020: | Shannon Much | ow | |
| LtCol Howard Muchow's Air Force Career | | | |
| Apr 13, 2020: | Dr. Kia Rowha | hian COVID-19 | |
| | | Wild Weasels in Vietnam | |
| | Jonathan Parsh | | |
| "Options for Peace, 1945" | | | |
| | | History of Aviation | |
| | Jonathan Parsh | | |
| The Japanese Attack on Pearl Harbor | | | |
| | Norm Anderson | | |
| | onut Dollies Doc | • | |
| • | • | rial Day Meeting | |
| Jun 01, 2020: | | | |
| | m, War Before tl | ne War | |
| Jun 08, 2020: | • | | |
| You Can't Get There From Here | | | |
| Jun 15, 2020: Jonathan Parshall "Kamikaze: | | | |
| The Evolution of Japan's Special Attack Forces" | | | |
| | | gel & Paul Cucinotta | |
| Operation Gratitude Staus Report | | | |
| Jun 29, 2020: LAPD Deputy Chief Jorge Rodriguez | | | |
| LAPD Status | | | |
| Jul 06, 2020: Victor David Hanson | | | |
| | Vorld War II Mat | tters helton SP 71 Overview | |
| | | HALLON SK / LINGTVIANI | |

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 Miltary 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 Angles Daily News

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

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

Nov 09, 2020 Dennis McCarthy Profiled Franky Ortega in the Los Angles 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.



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.



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.

Photo USAF

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 Maintenace 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 confidant 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/





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 14^{th,} 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 "Sturning" 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

me drop.

Following normal procedure, I allowed the arresting wire to pull me back so a deckhand could release the hook. Now it was up to me to quickly get ahead of the barrier locations so the plane behind me would have a "clear deck." It was a matter of pride to make a snappy taxi forward to the parking area.

I raised the hook lever, hit the wing-folding control, and pushed the throttle forward briskly to get moving. As I rolled over the barriers, I cut the throttle and started applying brakes so as not to plow into the aircraft parked just ahead. The plane did not slow down. It appeared I had no brakes! Putting more and more pressure on the brake pedals until I was practically standing on them, and with the throttle completely off, I continued moving forward, as if I were on ice! The plane slowed down as I skidded forward, but didn't stop until the still-turning prop chewed off the sheet-metal tailcone of the plane parked ahead of me!

The propeller was not damaged. The Corsair ahead of me needed a new tail cone fairing before it flew again. Other than another blow to my pride, I was not hurt, but puzzled.

What caused the accident? Bad brakes? No! The brakes were fine. Too much throttle for too long? In a way, yes! You see, while our division had been out on patrol, the ship had gone through a rainstorm and the deck was wet. The rain water, mixed with the typical oil and gas on the deck, made the deck very slippery. I should have been informed of this. I wasn't.

Still "pilot error." I didn't do that again. Lesson #4: Before adding power to taxi, make sure you can stop before hitting any obstructions ahead!

FIVE DOWN!

Some months later, on another LANTFLEX, & flying from another CVE, I had an early morning search flight. Hours later I was called on deck to taxi my Corsair out of the way for other planes making an unscheduled launch. But one of the planes intending to fly had engine trouble. I was the closest replacement airplane and pilot, so I was put on a catapult and shot off as part of the flight.

We flew around for several hours looking for an "enemy" patrol plane reported by radar, but never found it. The deck was spotted for launching a scheduled flight, so we had to tool around, tail-chasing, until the deck was clear for us to be recovered.

Hot and tired after two long flights, I made a normal approach and was so relieved to get the cut that I relaxed and "dove for the deck" (let the nose drop too far before pulling back.) My Corsair main gear hit the deck and bounced the plane back into the air, flying over several arresting wires in the process. I instantly realized this, dropped my nose, then quickly pulled back, and caught the last arresting wire. Unfortunately, on this small ship the last arresting wire allowed the heavy Corsair to reach the first

barrier cables, which bent two blades of my prop.

I never did that again, either. Lesson #5: Don't relax until you are in the chocks with your engine off and the prop stopped.

EPILOGUE

I wasn't hurt in any of these accidents – not a scratched finger – and never had another flying accident, although I got a Commercial Pilot's License after getting out of the Navy. Four of the five accidents were carrier related – an especially accident-prone environment in the days of the straight-deck carriers – and all were in Corsairs.

I learned something from each accident. Not a nice way to learn, but effective – if you survive.

In Other News

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Blue Angels make final flight in the legacy F/A/-18 Hornet as they transition to Super Hornets

Harm Venhuizen



The U.S. Navy Blue Angels will transition to the Super Hornet platform for the 2021 season. (Navy)

The Navy's Blue Angels conducted their final flight in the legacy F/A-18 Hornet fighter jet.

The flight, which took off from and landed at Naval Air Station Pensacola, Florida, marks the end of the F/A-18 A/B/C/D platform's 34 years as the Blue Angels' aircraft as the team transitions to F/A-18 E/F Super Hornets.

(Continue page 11)

The move to the Super Hornet will mark the first time

the elite Navy and Marine Corps demonstration team has changed aircraft since it moved from the A-4F Skyhawk II to the Hornet back in 1986.

"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 Blue Angels' final flight with the legacy Hornet will took place Nov. 4 from 4:00 to 4:30 p.m. over the Pensacola area. (Photo by Petty Officer 1st Class Jess Gray/Navy)

In addition to being the Super Hornet's first show season with the team, 2021 will mark the Blue Angels' 75th anniversary. Since its formation, the team has flown in front of more than 500 million spectators around the world as "ambassadors of goodwill."

"Undoubtedly, 2020 presented the team with unprecedented challenges. That said, the unique nature of this year also allowed our team to deepen our interaction with past teams, in particular, those teams that transitioned to new aircraft during their tenure," said Kesselring. "This engagement has helped us lay the foundation for a safe and effective transition for our team's pilots, support, and maintenance personnel as well as postured us to take on the high operating tempo of the team's highly anticipated 2021 air show season and 75th anniversary."

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Navy Reveals Basing Plans for New MQ-25 Stingray Tanker Drones Military.com | By Gina Harkins 2 Nov 2020



The Navy is studying the effects its new unmanned refueling aircraft could have on California's Pacific coastline as it makes decisions on where to base the futuristic drone.

Service leaders announced they want to base a squadron of 20 MQ-25A Stingray tanker drones, which leaders say will revolutionize carrier air wings, at Naval Base Ventura County in Point Mugu, California. The base is about 65 miles west of Los Angeles.

The drone tanker will be capable of refueling aircraft in flight, and conducting intelligence, surveillance and reconnaissance operations. The Navy estimates its future West Coast MQ-25A squadron would fly about 960 annual operations.

The plan would bring about 730 personnel and family members to Point Mugu, according to a 164-page draft environmental assessment on how the area could be affected by basing the Stingray there. The Navy would build a hangar to house the tanker drones along with new training facilities.

The report, which is now open for public comments, concludes the 20 Stingrays would have no significant effect on air quality, noise, vegetation or wildlife. The new hangar, taxiway, roads and other projects would lead to about 35 acres of new development, the study states, which could cut into up to 1.4 acres of local wetlands.

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:

https://us04web.zoom.us/j/661372701?pwd=NEZCWjlM UTArRW1tREtWUWRLNmpDOT09

- 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 and PASSWORD DO NOT **CHANGE**

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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

<u>In Memoriam</u>

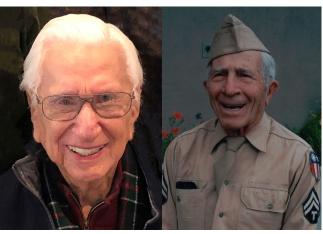
During 2020, we learned that seventeen of our most active members of Wings Over Wendy's had "Flown West."



Louis Kridelbaugh JUL 14, 1944 to JAN 09, 2020 Harlis Brend AUG 22, 1941 to JAN 27, 2020



Elmo Maiden JUL 27, 1919 to FEB 02, 2020 Dorothea Ulyate OCT 07, 1923 to FEB 19, 2020



Marty Snyder DEC 4, 1923 to MAR 5, 2020 George Pappas OCT 02, 1922 to APR 08, 2020

(Continued page 13)



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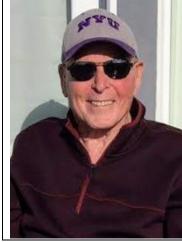
Bob Johnston APR 19, 1928 to APR 29, 2020

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



No picture available

Howard Leeds OCT 14, 1935 to SEP 05, 2020 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

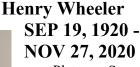
Al Yoselle JAN 23, 1919 to OCT 29, 2020



Richard Kinder FEB 21, 1922 to NOV 05, 2020



Mike LaVere MAR 14, 1925 to NOV 07, 2020





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

Prayers

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

Alice Stone
Dick Edwards
Bernice Burns
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January Birthdays

| David McAlexander | January 01, 1965 |
|------------------------|------------------|
| David Loppnow | January 02, 1934 |
| Gary Archer | January 02, 1965 |
| Ray DeTourney | January 3, 1935 |
| Jerry Knotts | January 4, 1938 |
| Stephen Sherman | January 10, 1921 |
| Bob Harris | January 10, 1949 |
| Bill Carter | January 13, 1946 |
| Tom Guzman | January 15, 1948 |
| Stan Opatowsky | January 17, 1931 |
| Hal Landy | January 18, 1922 |
| Don Eisenberg | January 18, 1931 |
| Sam Mulley | January 19, 1946 |
| Montes Lorenzo | January 21, 1995 |
| Gary Rocklin | January 23, 1941 |
| Ron Lallone | January 25, 1934 |
| Abe Rosenzweig | January 27, 1924 |
| Al Lewis | January 30, 1924 |
| +++++++++++++++ | · |

New Members & Guests

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

Holly Ann Hansard Gail LaPook Pete Parshall Jenny Redlin Isaac Sherman Alberto Vargas

Wings News Patrons

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

Lee Ambers **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 Stanley DeCovnick Gerald Detamore Skip DeYoung**

Gerald Detamore

Malcolm Dipperstein

Jan Edwards

Anarg Frangos

David Freeman

Anita Green

Richard Gross

Midge Gisel

David Greenberg

Richard Gross

Connie Hein

Skip DeYoung

Bob Donovan

Bob Eisenhart

Roscoe Frazier

Midge Gisel

David Greenberg

Dick Guyer

Peter Helm

Connie Hein Peter Helm **Richard Hernandez Manny Iglesias Jerry Knotts Andy Kopetzky Hal Landy Boots LaVere** Mike LaVere **Robert Lee Camille Levee Sherry Levitt** Al Lewis **Morris Litwack Marion Lovelace Barry Maiten Chuck Mathews Ethel Margolin** Ken Mayer Rosadel McClure **Dan Pemberton**

Shannon Muchow Ed Phillips Maurice Portnov Anne Marie Radel Kurt Rademacher Marcene Rankin **Cleo Reynolds** Dave Reynolds **Ed Reynolds Judy Reynolds Larrie Rhodes Andy Romanisky Abe Rosenzweig Earl Roth George Rothman** Sam Schultz **Bruce Schultz** Jim Sivazlian **Carole Stark** Chip Stevens

Dan Stark

Bob Stiles

Bill Tapp

Karen Vegtel

Tony Velarde

Chip Stevens

Howard Swerdlick

David Timmerman

Karen Velarde

Howard Waldman

Joe Weber Bill Wentz

Avery Willis

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

WOW Events Calendar Additions

Because of Wings Over Wendy's members' high participation 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 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

reclinical Assistance. Chanes Scott

In First, Navy Super Hornet Launches from 'Ski Jump' to Prove it Can Fly Off Foreign Carriers



A U.S. Navy F/A-18 Super Hornet has demonstrated it can take off from a 'ski jump' ramp, proving it can someday operate from international aircraft carriers.

The Navy and Boeing Co. tested this capability at Naval Air Station Patuxent River, Maryland, according to a December Boeing release. The demo was conducted for India, which is looking to buy new carrier-based fighters that can launch from its short-runway ships.

Unlike most nations, the U.S. operates flat-decked carriers that launch aircraft via a high-powered catapult. India operates the INS Vikramaditya, which lacks catapult systems for assisted aircraft take off. Its successor, the INS Vikrant -- the country's first locally built carrier -- will also use a ski-jump takeoff ramp.

"The first successful and safe launch of the F/A-18 Super Hornet from a ski jump begins the validation process to operate effectively from Indian Navy aircraft carriers," Ankur Kanaglekar, India Fighter Sales lead for Boeing, said in a statement. "The F/A-18 Block III Super Hornet will not only provide superior war fighting capability to the Indian Navy but also create opportunities for cooperation in naval aviation between the United States and India."

The Super Hornet is undergoing new modifications to give it smarter tactical targeting, improved communications and advanced cockpit displays. Known as the Block III configuration, the upgrades will also extend the plane's service life into the foreseeable future.

Boeing's Block III Super Hornet comes with a larger variety of weapons, extended range, advanced targeting and sensor systems, and better fuel efficiency.

The Navy plans to have Boeing convert more than 500 of its Block II jets and produce nearly 80 new Block IIIs through 2024. The new jets' first deployment is expected sometime in 2022. The Navy accepted its first two Block III-version jets for test in June.

The F/A-18 joins the fifth-generation F-35 Joint Strike Fighter in conducting ramp-assisted launches.

In 2015, the F-35's short take-off/vertical-landing (STOVL) B-variant launched off the Pax River test ramp to prove the ability to operate from U.K. and Italy's aircraft carriers -- two countries that also fly the F-35.



