



2021 Returns to Normal as In-person Events Returned

After the COVID lockdown in 2020 and our only seeing each other via Zoom, Wings Over Wendy's members started to return to normal operations in 2021. We took the vaccination shots and believed at first that it would make us immune to catching the virus.

When the city allowed outdoor dining, the Thursday Lunch group resumed meeting. It was a little weird at first since we were not supposed to sit at the same table, but soon we were back to arranging the tables for a larger group to sit together.

In March, the Tuesday group started meeting outside the Tarzana Community Center. In addition, they went on a weekend tour to Lone Pine, CA, in May.

The High School cleared meeting in the Auditorium on Memorial Day. To support our of town members, we simulcasted the meetings on Zoom.

A post-meeting lunch at Wendy's Woodland Hill restaurant was started on Mondays in June. We now have face-to-face meetings four times a week, which is more than our pre-COVID meetings.

Not all members have returned, and some members, despite vaccinations, caught mild cases of the virus, but contact tracing determined that none of the viruses was spread by any of our weekly meetings.

We hope that in 2022 all our members return to meetings and events. 2022 is a bi-annual picture day, and a luncheon is in the planning stage.

Old Age Catches Our WWII Veterans

The downside of 2021 was the many deaths of our WWII members. We lost twenty-three members in 2022.

It was the largest number of members to "fly west" in one year since the group's first meeting.

Surprisingly not one death was attributed to COVID-19. All those passing were over the age of 80.



Joe Vernola
08/28/34 - 01/19/21

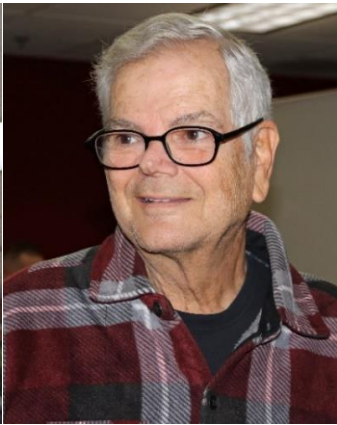


Alice Stone
02/08/24 - 01/30/21

(Continued page 2)



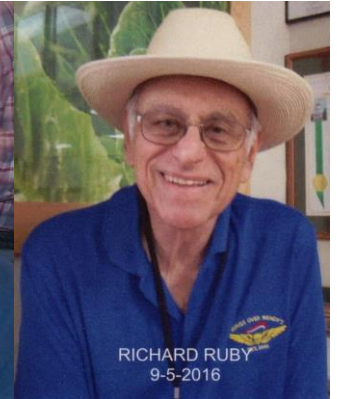
Guy Chookorian
11/15/23- 01/31/21



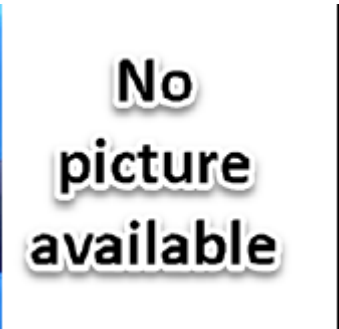
Arnie Schwartz
11/23/41 – 02/17/21



Dick Edwards
08/31/30 – 03/01/21



Richard Ruby
02/10/35 – 03/17/21



Bob Thomas
07/13/24 – 03/17/21



Harold Arkoff
08/25/25 – 04/03/21



Lazar Saunders
07/26/32 – 04/15/21



Stanley Salmore
05/03/24 - 05/09/21



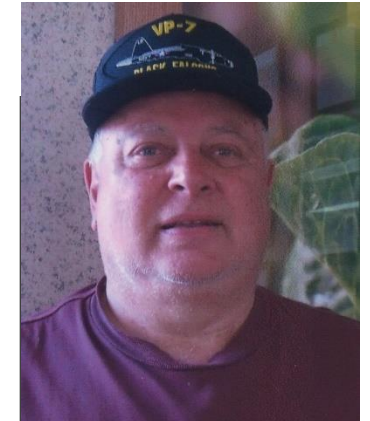
Malcolm Dipperstein
05/12/30 - 06/09/21



Eddie Zangwill
01/17/32 – 06/21/21



Hugh McDonald
09/12/36 – 07/02/21



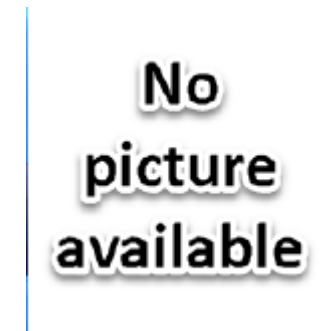
Vincent Cicone
04/16/41 – 08/10/21



Phil Aune
11/04/35 – 08/15/21



Leon Waldman
08/16/24 – 09/17/21



Darwin Miller
10/22/24 – 09/25/21



Al Lewis
01/30/24 – 09/27/21

(Continued page 3)



Anarg Frangos
06/30/27 – 11/13/21



Tom Villanueva
03/07/24 – 11/17/21



Dean Abrams
03/13/25 – 11/13/21



Jack Norris
08/27/27 – 12/11/21



Jack Taube
07/23/27 – 12/28/21

December 2021

Meetings

December 6, 2021



Remembering Pearl Harbor

On December 6, 2021, the day before the 80th anniversary of the Japanese bombing of Pearl Harbor, we watched a documentary produced in 2001 on the 70th anniversary of the bombing and eleven weeks following the attack on the world trade center.

The film starts with a review of the world conflict in Europe and China, which they stated “the world was coming apart!” It then interviewed Frank Tremaine, a reporter for the United Press assigned to Honolulu when most reporters wanted to be assigned to the war in Europe.

Following Tremaine's interview, the film interviewed Bert Davis, an engineer on the USS Selfridge. Next, the documentary shifted focus to the United States and interviewed Galen Cole, a Sophomore in the Bangor Maine High School. Galen tells his story on how emotional men his age felt when they heard the news of the bombing and enlisted in ROTC and then the military when they graduated from high school.

Interviews continued with sailors that had been wounded in the attack, hospitalized, returned to duty and what they later did in the war.

The documentary finishes with a discussion on the world trade center.

December 13, 2021



Photo by Larry Kushner

Ron Boggess ABC7 Interview

Ron Boggess told the group about his experienced being interviewed by ABC7 at a “Stuff A Bus” Toy Collection Drive at the Westfield Mall, Canoga Park. He gave a plug for Wings Over Wendy’s.



Photo by Larry Kushner

Bill Dillon Honored by the Quilts of Valor Foundation

Pat Blanchard and Janice Gaudio from the Quilts of Valor Foundation visited our meeting on December 13, 2021, to honor Bill Dillon.

A Quilt of Valor® (QOV) is a quality, handmade quilt that is machine or hand quilted. It is awarded to a Service Member or Veteran who has been touched by war. The Quilt says unequivocally, “Thank you for your service and sacrifice in serving our nation.”

To use the term Quilt of Valor, Quilts of Valor or QOV, the quilt must be a specific size, must have a label with required information, it must be awarded (it is not a gift) and it must be recorded.

Pat read a recap of Bill’s military service as a sailor on the Sailfish submarine. Then she had Bill come forward, and Janice and Pat draped a quilt over Bill’s shoulders.

Bill gave a short speech thanking the ladies and thanking Wings Over Wendy’s for providing him the vehicle for all the honors he has received during the last year.



The REAL story About the Crash that Killed Concorde: Air France flight 4590

Following Bill Dillon’s award on December 13, 2021 we watched a documentary titled *The REAL story About the Crash that Killed Concorde: Air France flight 4590*.

Produced and narrated by Captain Petter Hornfeldt, Mentour Pilot it one of the most impressive disaster breakdowns ever seen. The graphics are superb; the narration and technical explanations are perfectly tailored to both industry insiders and laymen; the details were sufficient without being superfluous, and the overall tone was not sensational but rather fitting for the tragedy this was.

Captain Hornfeldt started with a description of the engineering of the Concorde. He then described the fuel system in detail, a change in aircraft with a performance penalty, and the cockpit inspections. His description then shifted to engine start and taxi out. (Continued page 5)

Hornfeld then shifted to discussing the DC-10 that takes off in front of the Concorde. Then, unknown to anyone, a metal strip falls off one of the DC-10's engines. Then, shifting back to the Concorde describing the Captain's Take Off Briefing. Again, Petter does a great job explaining the Captain's briefing.

The plane lines up for takeoff. However, the tower informs the crew that the wind has shifted and they would have a tailwind. As a result, the Captain does not adjust his take-off plan even though he would be at max gross weight.

Next, he describes that the plane runs over the metal strip during the take-off roll, a tire blows, and the left wing fuel tank ruptures. The fuel gushing out is heard on the cockpit recorder and is ignited by electrical wires damaged by the blown tire.

The plane becomes airborne with flames trailing from the left wing and enters an uncommanded roll causing it to crash into a near empty hotel.

Captain Hornfeldt finishes the documentary with a critique of the DC-10, Continental Airlines, the crew performance, and the Accident Investigation Board conclusions and recommendations.

An outstanding narration and explanation of the Concorde's demise.

December 20, 2021



Photo by Larry Kushner

Boyd Davis - Jimmy Stewart

On December 20, 2021, Boyd Davis recited a profile on Jimmy Stewart's aviation and WWII career. Boyd owns the Next Chapter Book store in Canoga Park.

Jimmy Stewart was an aviation enthusiast and obtained a pilot license in 1935 and a Commercial license by 1939 with over 300 hours. In 1940 he purchased a Stinson aircraft and enlisted in the US Army Air Corps in March 1941. Following the United States entry in WWII, he was commissioned and taught flying. He requested to serve in Europe and was sent to England as a B-24 Aircraft Commander. He flew 20 missions while being promoted to Squadron Commander, Operations Officer, and Chief of Staff in the 2nd Bomb Wing. By the end of the war he had risen to the rank of Colonel.

After the war, he stayed in the reserves assigned to Strategic Air Command, where he qualified in B-47 and B-52 bombers. He was a rare actor that served his country



Photo by Larry Kushner

Bob Donovan – Wreaths Across America



Photo by David Greenburg

Bob Donovan talked to us about National Wreaths Across America. Bob, and David Greenburg joined the LA MOWW (Gordon Fell, Howard Lewis, Dave Worley and others) on December 18, placing wreaths on headstones in the Los Angeles National Cemetery. Unfortunately, only 3,000 wreaths were purchased and placed among the 90,000 graves in the cemetery. A sad percentage consideration Los Angeles County's population of 10 million people.

December 27, 2021

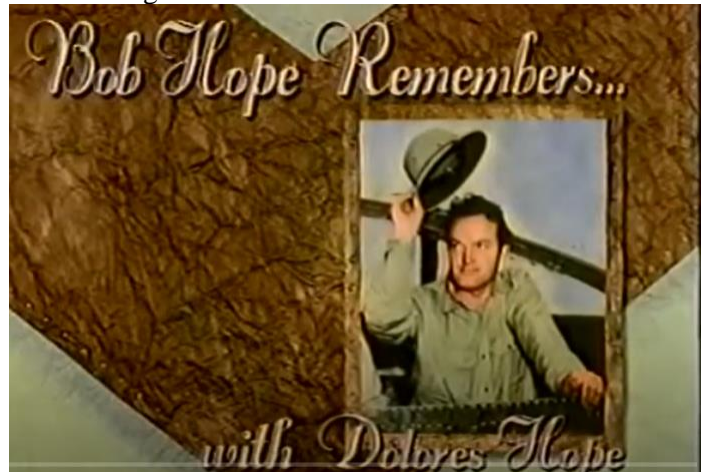


Christmas from Heaven The Candy Bomber Story

We started the featured presentation on December 27, 2021, with a video from The Tabernacle Choir at Temple Square. In the video, Tom Brokaw tells the story of Gail Halvorsen (The Candy Bomber) during the 2012 Mormon Tabernacle Choir Christmas Concert. With the Orchestra at Temple Square and the Choir providing musical accompaniment, Brokaw chronicles Halvorsen's efforts to share candy and gum with the children of war-torn Germany.

The video showed films that Gail Halvorsen shot of the German children along the fence of Berlin Tempelhof Airport. In addition, he showed pictures of USAF C-54 aircraft dropping candy and gum in handkerchief-sized parachutes approaching the airport for landing.

It was an emotional story ending with Tom Brokaw interviewing Colonel Halvorsen.



Bob Hope Remembers

(Continued page 7)



Air Warriors P-38 Lightning

The featured presentation on December 20, 2021, was *Air Warriors P-38 Lightning* from the Smithsonian TV Channel.

The P-38 was one of the most unique and deadly warplanes of World War II, with devastating agility and unmatched speeds of over 400 mph. But before the P-38 Lightning seized control of the air from the Japanese and the Germans, some of its pilots were forced to learn on the job. Follow its dogfighting journey, from Alaska to Africa and from Berlin to Tokyo, as the Lightning earned its name, blazing into battle and delivering a killer strike into the hearts of its enemies.

True to its name, the P-38 Lightning struck with speed, power, and deadly might, dominating the air over Europe and the Pacific during World War II. The U.S. military's need for a faster, higher-climbing warplane led to the P-38's revolutionary two-engine, twin-tail design. Through rarely seen war footage, witness the sleek fighter battle it out over the skies of Europe and Africa.

The video interviews Jim Tyler a WWII P-38 pilot. Jim describes the plane. Then the video shifts to describing the war in Italy and up into France and Germany. The P-38 was used to attack the German transports, crippling German reinforcements, and supplies.

The video then shifts to the P-38 role in the Solomon Islands, Charles Lindbergh's recommendation to conserve fuel, and describes Richard Bong's attaining 40 kills.

Bong would be awarded the Medal of Honor and returned to the States to help War Bond Drives and test aircraft. Unfortunately, Richard Bong was tragically killed in a Lockheed P-80 jet aircraft test flight. He was only 25 years old.

Of the 10,037 planes built, 26 survive today, 22 are located in the United States, and 10 are airworthy.

To join the zoom meeting,
<https://us02web.zoom.us/j/4041566382?pwd=dGtMTnVUNXNSV1RmRndkRihsdVVFZdz09>
Meeting ID: 404 156 6382
Passcode: ANATBF

A cartoon illustration of a large brown paper bag labeled 'FOOD BANK' with a red heart logo. The bag is overflowing with various food items: a blue box of 'RICE', a white bag of 'Flour', a yellow box of 'CEREAL', a red can of 'Soup', a white can of 'Pearl', and several bunches of green leafy vegetables and orange carrots.

Prayers

Howard Davis, Ginger Lyons, Dick Guyer, Nancy Eisenhart, and Jan Edwards

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New Members & Guests

We welcomed the following new members, guests, friends, and relatives to our physical and Zoom meetings during December 2021:

Tanya Kaiser

Emma Volotzky

January Birthdays

David McAlexander	January 01, 1965
Gary Archer	January 02, 1965
David Loppnow	January 02, 1934
Ray DeTourney	January 03, 1935
Jerry Knotts	January 04, 1938
Bob Harris	January 10, 1949
Stephen Sherman	January 10, 1921
Bill Carter	January 13, 1946
Tom Guzman	January 15, 1948
Stan Opatowsky	January 17, 1931
Don Eisenberg	January 18, 1931
Hal Landy	January 18, 1922
Sam Mulley	January 19, 1946
Gary Rocklin	January 23, 1941
Ron Lallone	January 25, 1934
Carter Greene	January 26, 1947
Abe Rosenzweig	January 27, 1924

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For Help with your Zoom Connection

Contact:

Charles Scott

(818) 448-1737

pcinfoman@gmail.com.

The WOW Zoom Equipment GoFundMe account link is: [gf.me/u/x9pst6](https://www.gofundme.com/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=NEZCWjlMUTArRW1tRetWUWRLNmpDQT09>

- **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

[illegible]

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

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

✈
✈ ✈

Wings Staff

Lee Ambers
Dave Anderson
Shirley Andrews
Phil Aune
Peggy Jean Bassett
Bob Bermant
Karl Boeckmann
Ron Boggess
John Boiko
Barry Chapman
Howard Davis
Skip DeYoung
Bob Donovan
Bob Eisenhart
Nancy Emch
Anarg Frangos
David Freeman
Anita Green
Richard Gross
John Helm
Corinne Ho
Manny Iglesias
Fred Kaplan
Andy Kopetzky
Robert Lee
Howard Lewis
Morris Litwack
Barry Maiten
Chuck Mathews
Rosadel McClure
Maurice Portnoy
Cleo Reynolds
Ed Reynolds
Maria Rodriguez
Andy Romanisky
Abe Rosenzweig
Stanley Salmore
Sam Schultz
Carole Stark
Marya Stein
Bob Stiles
Howard Swerdlick
Bill Tapp
David Tostenson
Karen Velarde
Joe Weber
Avery Willis

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

- 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: **kswpdaeovnb1jans4**

In Memoriam

In December 2021, we lost two attendees of meetings, lunches, tours, and events. Their presence will be missed!



Photo by Harlis Brend

Jack Norris

08/27/27 to 12/11/21

John (Jack) Norris was born in Cleveland, Ohio, and grew up in Lakewood, Ohio. He was fascinated by airplanes from a very young age, always pointing to them in the sky whenever they flew by.

Jack participated in numerous model airplane contests and won the Overall Senior Age National Model Airplane Championship in 1946 and 1948. He credits this experience of designing model airplanes and seeing what worked and what did not, allowing him to transfer those skills to his career in aviation.

He attended the Ohio State University and graduated from their 5-year program with a Bachelor and Masters Degrees in Mechanical Engineering.

After graduation, he was activated for the Korean Conflict by the Air Force and worked with some of the top aviation designers and pilots.

In 1953 he married Millie, and they had three children, six grandchildren, and four great-grandchildren.

Following his tour in the USAF, Jack joined Cleveland Numatic and was eventually sent to California to start a

division of the firm. Jack's division won the contract to design the hydraulically powered flight controls for the Boeing 727. The same design was used for the Boeing 747s, so Jack likes to say (correctly) that over 4 billion people have safely flown in Boeing designed planes because the flight controls did not ever fail.

The NASA Mercury, Gemini, and Apollo Space Controls valves and regulators that fed the fuels and oxidizers for the maneuvering rockets on all of these spacecraft were designed by the company Jack managed in California.

He worked with Walt Disney personally to design the original audio animatronics for the Abe Lincoln and Pirates of the Caribbean rides at Disneyland. Walt Disney emphasized that he wanted the figures to be human and move in natural ways. Abe Lincoln was, essentially, the first human looking robot. It was driven by "fly by wire" jet control systems, which were the modern day predecessor of today's modern jet flight control systems.

Jack was the Technical Director, Mission Control of this flight that was designed by Burt Rutan, a tremendous innovator in aviation, and flown by his brother, Dick Rutan and Jeanna Yeager, around the world, non-stop, on one tank of gas because of the incredibly efficient design of the plane. The flight took 9 days, landing on December 23, 1986. The Voyager Plane is in the central hall of the Smithsonian National Air and Space Museum.

Including the Voyager aircraft and the spacecraft controls designed by the company Jack managed in California, Jack has 108 products in the Smithsonian National Air and Space Museum in Washington, D.C

Jack and his friend Andy Bauer researched and published a book, "Propellers, The First and Final Explanation," on the efficient design of propellers.

He purchased his own plane, a 1947 Luscombe and kept it for over 60 years, just selling it recently. He and his wife, Milly, among other people, flew it everywhere.

Jack and Milly both loved snow skiing, hiking, and backpacking. He climbed Mt. Whitney on his 70th birthday with his son, John.

He and Milly belonged to several airplane organizations and social clubs, including:

- The annual Luscombe "fly in" in Columbia, California
- Served on the Board of Directors for the Aero Club of Southern California
- The QB Camarillo group
- "Wings Over Wendy's"
- He participated in the annual EAA (Experimental Aviation Association) organization in Camarillo and the annual gathering at Oshkosh, Wisconsin.

Jack Norris left a mark on the world that few can match. It was an honor to have known him.

May he rest in peace.



Jack Taube

07/23/1927 to 12/28/2021

Jack Harris Taube was born in New York City on July 23, 1927. While you know him as Jack, his family called him Harris, his middle name.

Jack was very proud of his days as a troublemaker in school. According to him, he was constantly being kicked out of class. We'll never know the truth since Jack had an amazing ability to embellish every story.

Jack was very attached to his dog, Topsy, and Oscar the rat, who was brought home one day by Gus, Jack's dad. According to Jack, he took Oscar to school one day for show and tell, and when he took Oscar out of his cage, all the girls screamed and ran out of the room. He also wanted to take his baby sister, Patsy, for show and tell, but his parents didn't allow it.

Jack and his brother, Mike, were very close. They were very competitive and always tried to best the other in whatever they did. Since Jack was the older of the two, Mike used to get warned on the first day of school that he had better not cause trouble the way his older brother did. Mike was always well-behaved but his older brother's reputation immediately branded him as a troublemaker, too.

Jack tried out for the New York Giants baseball team but didn't make it. He said that he was a light hitter and couldn't hit a curveball. Jack graduated from City College

of New York and received a Masters degree in social work from the University of Pennsylvania.

Jack moved to California in around 1954, where he briefly taught at Cal State Northridge and then worked as a probation officer for the City of Los Angeles for thirty years, retiring around 1985.

After Jack retired, he was an extra in many movies, including "Nixon" and "Independence Day". He was also an amateur magician and member of the Magic Castle in Hollywood and a member of MENSA.

Jack drove a sports car and partially owned a boat and a plane. Jack was very involved with the astrological community in L.A., teaching at the Carroll Righter Foundation in Hollywood until the pandemic. He was a firm believer in numerology and would fly or have medical procedures performed only on certain days.

He also believed that he had lived previous lives, one of whom fought alongside Napoleon.

Jack was a lifelong bachelor. When he was in his forties, he had a serious relationship with a beautiful, vivacious lady named Gail, who was around fifteen years his junior. They went to many events together, and they were always the life of the party. Unfortunately, Gail was killed in a tragic automobile accident, and Jack was heartbroken. He never found someone who he loved as much as he loved Gail.

Jack looked forward to the weekly Wings over Wendy's meetings. Although he wasn't a veteran, he was an avid student of military history, and he loved talking to veterans about their experiences in the military.

He attended meetings regularly until COVID and made many very close friends. However, he attended his last meeting on Monday, November 22, his first in over a year and a half. Jack had several Wings polo shirts and hats and proudly wore them daily after being moved into a board and care facility in January.

Jack had lived by himself until he was 93 1/2, and he was no longer able to take care of himself. In early December, Jack was moved into an assisted living facility that provided more medical care than his previous facility. He had been getting weaker and needed more medical assistance than he had been getting. On Monday, December 27, nurses found Jack unresponsive in his room.

Education was very important to Jack. He realized that he would not have had the successful career that he enjoyed had it not been for his parents stressing the importance of education.

If anyone would like to make a donation in Jack's name, I'm sure that he would have appreciated a donation to the City College of New York.

<https://giving.ccny.cuny.edu/give>

In Other News

A US Sailor Showed Japan How to Attack Pearl Harbor



Part of the hull of the capsized USS Oklahoma is seen at right as the battleship USS West Virginia, center, begins to sink after suffering heavy damage, while the USS Maryland, left, is still afloat in Pearl Harbor. (National Archives)

Military.com | By [Blake Stilwell](#)

When the first two attacks on Pearl Harbor took place, the Imperial Japanese Navy was taking notes. Japanese spies in Oahu watched as American planes hit the island from over the Koolau Range, and they sent the information back to Japan. Nine years later, the attackers came from Japan, and they dropped real bombs.

In February 1932, the debate over the future of air power in modern combat was still in full swing. Rear Adm. Harry Yarnell was a believer in the power of the airplane, and he set out to prove its value to the Navy.

The Navy had three aircraft carriers at the time, but deemed them to have little strategic value. The battleship was still the primary figure for naval war planning, as naval warfare was considered to be a slugfest at sea, while naval aviation was given more of a patrol and reconnaissance mission.

Yarnell devised a plan that would show what aircraft could do to any naval installation anywhere. When Pearl Harbor began its yearly defense exercise, it was Yarnell and his planes who were the aggressors. He chose a Sunday morning in February to launch his surprise and hit the naval

base early in the morning to catch its defenders unprepared.

Sailing with just two carriers and a handful of destroyer escorts, Yarnell's task force approached Oahu in thick fog and in the dead of night. His 152 aircraft launched just before dawn in the morning twilight. When day came, the planes appeared over the base from the Koolau Range, striking aircraft on the ground and bombarding the ships in the harbor.

The admiral's plan went off without a hitch or a casualty. The base itself was strewn with dead flares and sacks of flour, the weapon of choice for the attacking aircraft. It was the first time Pearl Harbor had lost this annual war game.

It should have been a wakeup call for the Navy -- and Pearl Harbor in particular. Instead the Navy cried foul and declared the exercise illegal, stating that it would have been on alert if the country were actually at war. It also said that a fleet like Yarnell's would have been exposed and damaged or destroyed in case of such an attack.

So it went until 1938, when the annual exercise was held again that year. This time, Adm. Ernest King was in command of the opposing forces. Yarnell was watching King's movements closely this second time around.

King took one aircraft carrier and its escort destroyers on a similar route and time. Just like the first exercise, the attacking aircraft came from the Koolau Range and completely decimated the fleet at Pearl Harbor. And just like the first attack, the Navy claimed the tactic was unfair and vetoed the results. Nothing changed.

Unlike the U.S. Navy, the Imperial Japanese Navy took notice of the first exercise. It watched the 1932 attack and studied it closely. Japanese Adm. Isoroku Yamamoto was also a believer in naval air power and structured the Japanese Navy to focus on aircraft carriers.

When it came time for Japan to attack the United States, it knew that a long-term war with a potential industrial powerhouse was not one it could win. The Japanese hoped that by knocking out the U.S. Pacific Fleet, it could keep the Americans out of the war permanently.

Japan attacked Pearl Harbor, using much the same plans Yarnell used just nine years prior, only he used six aircraft carriers and 353 aircraft, many of which hit the harbor from the Koolau Range. It came as Japan launched simultaneous attacks on the Philippines, Guam, Wake Island, Malaya, Singapore and Hong Kong.

Yamamoto's attack was far from perfect, losing 29 planes and 64 troops, but Japan had succeeded in at least delaying or hampering an immediate American response to Japanese military action in the Pacific.

LALEH FRAZIER

Wife of ROSCOE FRAZIER Retired US ARMY

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PIERCE FLORIST

Lori Brainard

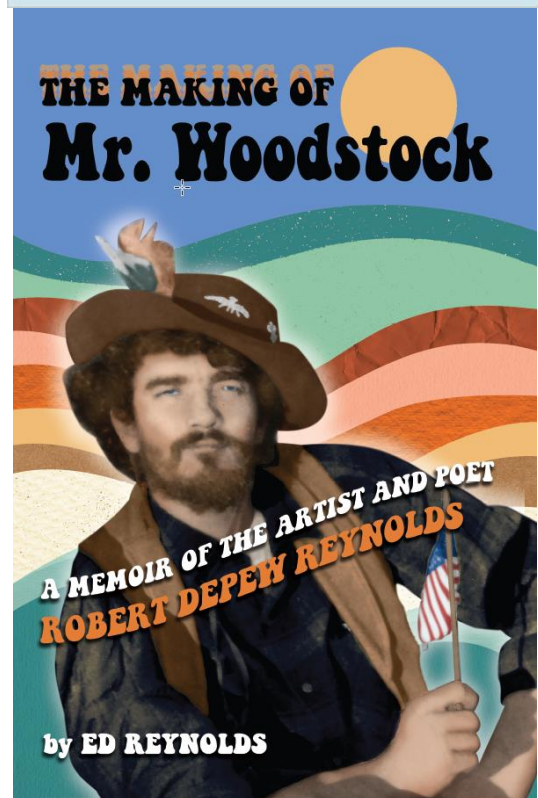
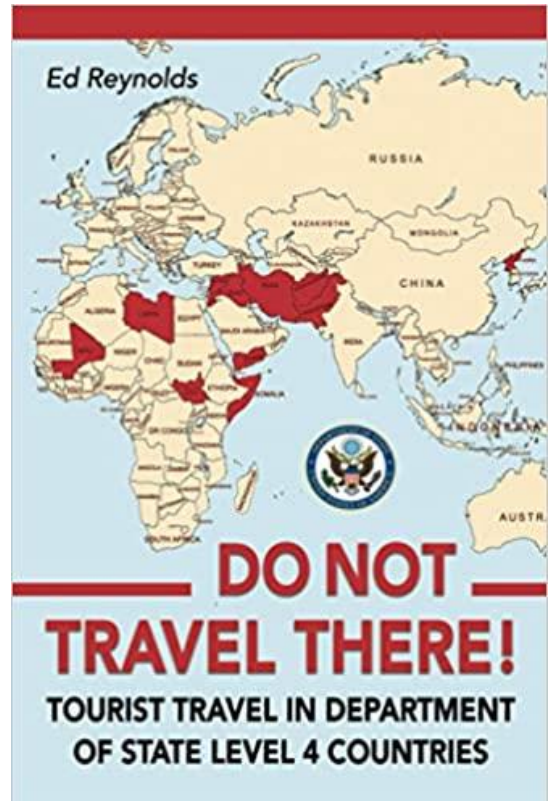
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North Hollywood, CA 91606

(818) 761-4280

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

BOOKS FOR SALE



To order:

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