WINGS





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July 1, 2022 Ed Reynolds Editor

Twenty-One Years and Still Going Strong

On June 11, 2001, Four Men Agreed to Meet for Lunch at the Platt Village Wendy's Restaurant

The four men had been eating lunch at Wendy's Restaurant when they noticed several were reading Flying magazines, and one was wearing an AOPA (Aircraft Owners and Pilots Association) hat. So Fred "Crash" Blechman and Lee Auger approached Mickey Epstein and Stan Dean to discuss their mutual interest in aviation. They decided on that date to meet every Monday for lunch. Initially, Fred called the group "Aviation Enthusiasts."

During the August 23, 2001, meeting, they were talking about attending the Wings Over Camarillo Airshow when Mickey suggested they call themselves "Wings Over Wendy's," and they all agreed.

Fred was a writer who wrote books and manuals about computer games but found that by the time they were published, the games had lost their popularity to new games. So he switched to writing aviation articles. He invited Dennis McCarthy to a lunch meeting.

Dennis published an article about the group on August 8, 2002, and from just ten people in the group, it increased to forty-five by the end of 2002. The expanded membership required a more structured meeting with a flag, the pledge

of allegiance to start the meeting, a sound system with handheld microphones, a raffle, jokes, and speakers (either guests or members). As a result of the formal meeting agenda, the September 2002 meeting was established as the start of the organization.



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Photo by Dave Anderson

Lee Augar, Ed Reynolds, and Dennis McCarthy accept a City of Los Angeles Certificate of Recognition for Wings Over Wendy's 20th year. Councilmember Bob Blumenfield and former Councilmember Dennis Zine presented the certificate.



Photo by Ken Mayers

On June 9, 2022, Wings Over Wendy's Held their Annual Awards Luncheon

On June 9, 2022, Wings Over Wendy's members held their annual Awards Luncheon in The Monterey at Encino Banquet Hall, Encino/Balboa Golf Club. There were many awards and Certificates presented to the members and organization.



Harvey Cohen receives a City of Los Angeles Certificate of Recognition for his 100th Birthday from Councilmember John Lee. The lunch was called to order at 11:00 AM by Ed Reynolds, who introduced Bob Donovan as Master of Ceremonies. First, a USMC color guard presented the colors, followed by Jasmine Mirfakhraei, singing the National Anthem, and Jimmy Weldon leading the group in the Pledge of Allegiance. Next, Bob Donovan read the members' names who had "Flown West" since the last luncheon in 2019 as their pictures scrolled on the screen. The roll call was followed by a recording of Taps played at Arlington National Cemetery.

Bob then recognized the WWII veterans and over 90 years old attendees. Followed by singing "Happy 100th birthday!" to Harvey Cohen.

Attendance plaques and a City of Los Angeles Certificate of Recognition were presented by Ed Reynolds and Councilmember John Lee to Neil baliber for 17 years, Howard Swerdlick for 17 years, Ed Phillips for 17 years, Fred Kaplan for 16 years, Shirley Andrews for 16 years, Anne Marie Radel for 16 years and Bob Stiles for 15 years.



Neil Baliber admires Certificate – Ed Phillips receive awards



Howard Swerdlick & Shirley Andrews receive awards



Fred Kaplan & Anne Marie Radel receive awards Photos by Dave Anderson (Continued page 3)



Photo by Ken Mayer LtCol Dave Worley and Brig Gen Dan Pemberton presented the Military Order of the World Wars, Silver Patrick Henry Medallion to Ed Reynolds.



Photo by Ken Mayers

Following the awards, LtCol Dave Worley conducted the POW/MIA Table Ceremony.

The Invocation was given by Joe Weber, and lunch was served at 12:30.

During lunch, entertainment was provided by Steve Oliver singing songs of the 1940s and 50s. In addition, there was a dance floor that enabled us to see the graceful dance steps of Nancy Eisenhart.

<u>June 2022 Meetings</u> <u>June 6, 2022</u>



Photo from Video

Sam Eliot D-Day

On the seventy-seventh anniversary of WWII D-Day, Wings Over Wendy's started the June 6, 2022, presentation with an emotional story of WWII veteran Sgt Ray Lambert and how Ray survived that day recited by Sam Eliot. The following is Ray's story:

We were headed to Omaha Beach -- and I was glad. After all the fighting in Africa and Sicily, I just wanted to get this war over with. It was daylight on the 6th. I went up on deck and found my brother Bill there. We talked about our chances and what our parents would think. About 6:00am the signal came to go to stations. My brother and I promise[d] whoever survived would take care of the other's family. And we shook hands and went our separate ways.

I climbed down the nets and got into the Higgins boat with my unit. On the way in we could hear the battleships firing and see our -- see the big shells landing ahead of us. Guys were getting sick and vomiting from the choppy water in the diesel fume.

As we got in closer the Germans had a bird's-eye view of us coming in. We picked up machine-gun fire. The bullets clanged against the metal ramp of the boat like hail. Then the big 88s on the hill opened up. Every time a shell whistled overhead all you could hear was the sound of a banshee screaming. Boats around us were burning. I saw men on fire; even their shoes were on the fire. Dead and wounded were floating in the water.

We had orders not to stop and pick anyone up.

I told my men, "When the ramp drops, hit the water hard and keep as low as you can to dodge the bullets." We sank up over our head.

That was the last time I saw most of them. Thirty-one men jumped off that boat; just seven of them made it to the beach. The only cover was a block of concrete the Germans had failed to clear. That's where I set up a collection point for the casualties. Medics were trained not to dig in. We were there to see the troops and for them to see us.

(Continued page 4)

I detailed Corporal Raymond LePore to hunker down and treat the men while I brought in the injured. Ray and I had been together since '39. I knew I could count on him.

It was total confusion -- shells exploding, boats blowing up, people yelling because they couldn't hear anything, machine gun bullets hitting the water all around you, the roar of the boats coming in. Its like you're all alone in a world of a million people because you're concentrating on what you have to do.

[I] hadn't gone far when I felt the bullet go through my right arm. I just kept going. I was thinking of only one thing: getting to the men who needed me. There was a soldier laying right on the edge of the water. One arm was almost shot off. Every time a wave would come in that arm would be pulled back out to sea and he'd try to reach out for it. The first thing you're supposed to do is keep a wounded man from going into shock. But he was too far gone. Nothing I could do for him. He died in my arms.

I was on my way to treat another soldier when a piece of shrapnel the size of my hand tore a hole in my left thigh. I put a tourniquet on it, gave myself a shot of morphine, and went back to work. You did the job you were trained to do. If you didn't, you died. I could feel my right arm going numb from the first bullet. [I] saw a guy struggling in chest-deep water, grabbed him with my good arm just as a Higgins boat rolled in and dropped its ramp. The ramp hit me right in the back -- crushed two vertebrae and pushed us both to the bottom.

That's when I started talking to the one Guy I knew could help me. I said, "God, I've asked you many times -but just give me another chance. Let me save one more person." And for some reason that boat raised its ramp and backed out. Somehow I managed to drag his boat to safety.

I told Corporal LePore he'd have to take my place. He stood up, and then he just collapsed against my shoulder. His helmet fell off, and I saw the hole right in the center. Everything went black after that.

The next thing I knew I was on a boat going back to England. A Navy doctor looked at my dog tags and he told me, "We have another Lambert here." My brother Bill's stretcher was put right next to mine on the dock at Weymouth.1 He'd been on the beach with G Company. We went to the hospital in the same ambulance. When I woke up, he was on the cot next to me. He looked over and said, "What are you doing here?" "Same thing you are," I told him. And he said, "Oh, God. Now what's mother gonna think." We both made it out okay. Bill lived to be 92.

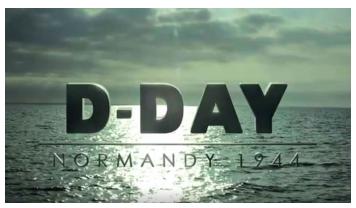
People who have never been in a war should understand what soldiers give up. The guys we left on Omaha Beach never had a chance to live the lives they'd dreamed of.

[A] day hasn't gone by when I haven't prayed for the men we lost, and their families.

I still wake up at night sometimes, thinking about the guys. Every man that walked into those machine guns and

that artillery fire on Omaha Beach that day -- every man was a hero.

What kind of person would I be if I didn't tell their stories?



Normandy, D-Day Tour

On June 6, 2022, Wings Over Wendy's continued the program with a youtube video tour of the Normandy, France area conducted by Carl Swanson. Carl used a drone to capture aerial videos of the beaches, villages, fields, and German fortifications, mixed with maps and photographs.

He displayed vintage photographs, the text of events and newspaper articles from the museum, and descriptions of the Operation planning.

From a car, he videoed the roads and villages the invasion force used and next to the portable harbor (nicknamed Mulberry Harbour) with pictures from the air and how it looks today. Finally, he toured the Airborne Museum in Sainte-Mere-Eglise.

Next, Carl showed the POW camp set up to hold many Germans captured, including 218 German Generals and 6 Admirals.

From the POW Camp video, Carl showed text and videos of the glider and paratroop operations. He showed a picture of Private John M. Steele, whose parachute was caught in one of the pinnacles of the church tower.

He videoed the "Higgins Boat Monument." And then the German military cemetery, Bayeux, France, then to Pointe-Du-Hoc and toured the fortifications.



Carl finished the video with a tour of the American Cemetery in Normandy.

June 13, 2022

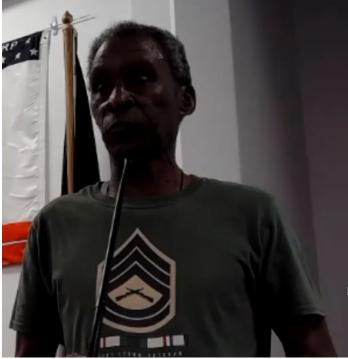


Photo from Zoom "Gunny" Napier

On June 13, 2022, in a rare visit, Wings Over Wendy's good friend Ernie "Gunny" Napier, Gunny told the group about his recent termination by Disney after 29 years. The management objected to Gunny holding the folded flag over his heart in his daily flag raising and lowering ceremony.



Photo by Dave Anderson

Luke Zamperini – Presenting Louis 2021

On June 13, 2022, Wings Over Wendy's was honored with a live talk by Luke Zamperini about his father Louis Zamperini, the book "Unbroken: An Olympian's Journey From Airman to Castaway to Captive;" the movie "Unbroken" and the Louis Zamperini Foundation.

Luke started by telling the group about his father's upbringing from petty crime, his getting on the right track via his talent in athletics that led to a track scholarship to USC, and running the Marathon in the Berlin Olympics, where he again got in trouble, stealing a Nazi flag.



When WWII started, he enlisted in the USAAF to be a pilot but washed out and was assigned as a B-24 Navigator on the Funafit atoll. However, on May 27, 1943, while flying on a mission searching for a downed B-25, his plane's number 1 engine failed, and the Flight Engineer mistakenly shut down the number 2 engine, which caused the aircraft to cartwheel into the sea.

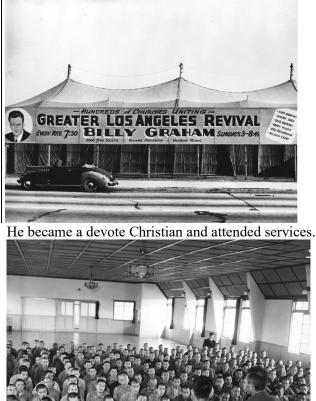
Louis was one of three survivors. The gunner died after 33 days, but Louis and the pilot survived for 47 days before the Japanese rescued them and sent them to a POW camp in Japan.

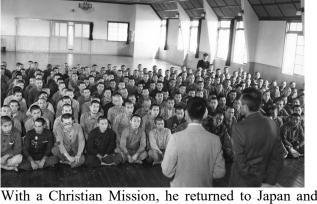
Luke described how Louis survived the days and sea and his days as a POW. His family had been notified that he had been lost at sea. However, the Japanese tried to use him as a propaganda tool which he refused to do. Luke described the beatings Louis endured during his encampment, particularly by the Japanese guard Mutsuhiro Watanabe, nicknamed "the Bird" by the POWs.

After the war, he returned to the states and participated in War Bond tours to raise money to reduce the war debt. He had PTSD but was not diagnosed. During the War Bond tour, he met a lady that would become his wife. He also became dependent on alcohol to stave off the nightmares and flashbacks he suffered. His wife was going to divorce him, but after attending a Billy Graham revival, she felt she needed to save him. (Continued page 6)



Louis at his wedding She convinced him to attend a revival, and he found salvation.





With a Christian Mission, he returned to Japan and forgave his tormentors.

Louis then formed a Boys Camp and became a missionary.



After Louis died, Luke changed the mission to the Louis Zamperini Foundation and continued his father's missionary work.

We then saw a video called Finding Hope which promotes Character-Building Content, Immersive Methodology, Collaborative Interaction, and **Transformative Results**

The dynamic new learning experience teaches high school students to emulate the life skills of Olympian and World War II hero Louis Zamperini in building character, overcoming adversity, and resolving interpersonal conflicts.

The Unbroken Curriculum[™] five-year public school pilot program has demonstrated a significantly heightened level of student-to-student empathy and bonding that drew in even at-risk and "lone wolf" students. In addition, anecdotal evidence indicates a reduction in bullving and overall school violence and a newfound cohesiveness among students.

After the talk, Luke answered questions and met with people who had attended the movie "Unbroken" premiere in December 2014.



Bill Dillon's First Pitch at LA Dodger Game

On June 13, 2022, we saw the video of Bill Dillon throwing out the first pitch at the LA Dodger game on Memorial Day.



Air Warriors AC-130

The featured presentation on June 20, 2022, was the Air Warriors documentary on the AC-130 gunship aircraft. Two dozen Wings Over Wendy's members had recently toured the Air National Guard Base and a C-130. Bob Eisenhart selected this documentary to show one of the many versions of the C-130 aircraft.

The documentary started with an AC-130 participating in an attack on Kunduz, Afghanistan. It demonstrated the use of the powerful guns on the AC-130 supporting ground troops in a battle to secure the city.

The 14 crewmembers of an AC-130 were described.



Electronic Warfare Officer, Fire Control Officer, Navigator, and two Sensor Operators



Four Gunners

Next, the video showed a brief history of the evolution of guns in aircraft. Then, it discussed the limitations of just forward-facing guns hitting ground targets, the idea of having side-facing guns on aircraft, and the challenges of aiming and controlling their use.

The use of "pylon turns" was discussed and put into use initially with the AC-47s in Vietnam. The documentary showed the effectiveness of gunships in battle and the continuing support of the AC-130 with its use in the Panama, "Operation Just Cause," and in Saudi Arabia. The loss of an AC-130 on January 30, 1991, led to realizing that their use and tactics needed improvement.

With the revised use and tactics, the AC-130 became an even more effective weapon system in conflicts since the gunship loss in January 1991.

We saw videos of the different guns, ammunition, ammunition loading, and their use by the gunship during conflicts.

New weapons, such as a Particle Beam Weapon, were discussed.

June 27, 2022



Photo by Larry Kushner

Wings Great Planes (TFX) F-111 Aardvark

On June 27, 2022, the Wings Over Wendy's meeting had a late opening due to the end of the school year and a change in the North Campus administration. As a result, the meeting started at 09:30 without coffee, and the raffle was shortened when the coffee became available at 09:50.

At 10:00, the featured presentation "Wings Great Planes (TFX) F-111 Aardvark" was shown. The video started by discussing the F-105 operation and its limitations in the 1960s. Then, it transitioned to newly appointed Secretary of Defense Robert McNamara's speech in which he stated a desire to fund a single tactical fighter for use by the Air Force and Navy. The TFX, as it was initially designated, was to use a common design for both Air Force and Navy operations.

Proposals were received from Boeing, General Dynamics, Lockheed, McDonnell, North American, and Republic. The evaluation group found all the proposals lacking, but Boeing and General Dynamics were selected to submit enhanced designs. The Boeing 818 was recommended by the selection board in January 1962, except for the engine, which was not considered acceptable. (Continued page 8) Switching to a crew escape capsule instead of ejection seats and alterations to radar and missile storage were also needed. Both companies provided updated proposals in April 1962. Air Force reviewers favored Boeing's offering, while the Navy found both submissions unacceptable for its operations. Two more updates to the proposals were conducted, with Boeing being picked by the selection board.

In November 1962, McNamara selected General Dynamics' proposal due to its greater commonality between Air Force and Navy versions. In addition, the Boeing aircraft shared less than half of the major structural components. As a result, General Dynamics signed the TFX contract in December 1962. A Congressional investigation followed but could not change the selection. The winning proposal later became the General Dynamics F-111A Aardvark, with the Navy's version the F-111B.

The video discussed the differences between the A and B models. The rollout of the A model was ahead of schedule, But in 1968 its initial use in Vietnam, three crashed in just fifty-five missions. All of the accidents were linked to defective wing stabilizers.

It wasn't until the Linebacker raids in 1972 that the F-Aardvark finally demonstrated its potential. Skimming beneath North Vietnam's extensive radar network at night, F-111s blasted North Vietnamese airfields and air defense batteries, weakening the resistance to incoming B-52 raids. Aardvarks didn't require the fighter escort, electronic warfare support, or midair refueling that other bombers needed and could operate in inclement weather. Only six F-111s were lost in combat in 4,000 missions during the war, one of the lowest loss rates of the war.

The Grumman F-111B suffered development issues and changing Navy requirements for an aircraft with maneuverability for dogfighting. As a result, the F-111B was not ordered into production. Instead, the F-111B would be replaced by the smaller and lighter Grumman F-14 Tomcat, which carried over the engines, AWG-9/Phoenix weapons system, and similar swing-wing configuration.

The video described the swing-wing use in the F-111, its deployed weapons, and its low-level terrain avoidance system.

Col. Paul Fazackerley described the April 1986 use of the F-111 to attack targets in Libya. The targets were Bab al-Azizia Barracks in Tripoli - Gaddafi's command and control center for overseas operations; Murrat Sidi Bilal in Tripoli - a training camp for naval commandos and combat frogmen; Mitiga International Airport - used by Ilyushin Il-76 transports.

Eighteen F-111Fs took part in the raid, five aborted, and one was lost in the attack. The US Navy attacked targets in Benghazi.

Note: All versions of the F-111 were retired from the USAF by 1998 and the Royal Australian Air Force by 2010

In Other News



Old aviators and old airplanes never die... they just fly off into eternity

(author unknown – submitted by Lee Auger)

This is a good story about the vivid memory of a P-51 and its pilot by a fellow when he was 12 years old in Canada in 1967.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some US airport, the pilot had been tired so landed here for the night.

I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, then stepped into the flight lounge. He was an older man, his wavy hair was gray and tossed . . . looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased, and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show)

then walked across the tarmac.

After taking several minutes to perform his walkaround check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up . . . just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use --"If you see a fire, point, then pull this lever!" I later became a firefighter, but that's another story.

(Continue page 9)

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built V-12 Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later, we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds, we raced from the lounge to the second story deck to see if we could catch a glimpse of the old P-51 as she started down the runway. We could not. There we stood, eyes fixed to a spot halfway down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose--something mighty this way was coming!

"Listen to that thing!" Said the controller. In seconds the Mustang burst into our line of sight. Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment. The radio crackled, "Go ahead Kingston."

"Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" He asked. "I can't let that guy go without asking I couldn't forgive myself!" The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?"

"Roger Mustang, the circuit is clear for an east to west pass."

"Roger, Kingston, I'm coming out of 3000 feet, stand by." We rushed back onto the second-story deck, eyes now fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her valiant old airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with an old American pilot saluting imaginea salute to us Canadians! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded . . . then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken cloudsand indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and evenhanded beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Army Drops Requirement for High School Diploma Amid Recruiting Crisis

24 Jun 2022, Military.com | By Steve Beynon

The Army is tossing its mandate for potential recruits to have a high school diploma or GED certificate to enlist in the service, in one of the most dramatic moves yet in the escalating recruiting crisis hitting the entire Defense Department.

The service announced that individuals may enlist without those previously required education certifications if they ship to basic training this fiscal year, which ends Oct. 1.

Recruits must also be at least 18 years old and otherwise qualify for a job in the active-duty Army. They also must score at least a 50 on the Armed Services Vocational Aptitude Battery, or ASVAB, an SAT-style quiz to measure a potential recruit's academic ability.

A 50 on the test is a relatively low score, with 31 being the minimum to qualify for service. Combat arms jobs such as infantrymen and cavalry scouts need only minimal scores to serve, while admin work such as a human resources specialist or public affairs require scores of 100 or higher.

Previously, the Army would allow people to enlist if they hadn't finished high school yet at the age of 17 with parental consent. However, those recruits typically wouldn't ship to basic training until they completed school.

The change follows another shift in policy this week when the service relaxed its tattoo rules, allowing potential recruits to enlist with tattoos on their hands and neck, which previously needed waivers.

(Continued page 10)

The Army and its sister services have scrambled this year, offering increasingly generous benefits and policy tweaks in an effort to improve recruiting numbers. The Army has hit 40% of its recruiting goals this year, with the struggle to fill the ranks seemingly so grim the Defense Department reduced its total planned force size because prior recruiting goals were out of reach.

Those challenges come amid a low unemployment rate and a competitive civilian job market, with employers offering increased wages and benefits even for entry-level jobs.

77 Years After Battle's End, Okinawa Wants US Base Reduced

23 Jun 2022 Associated Press | By Mari Yamaguchi

Okinawa marked the 77th anniversary Thursday of the end of one of the bloodiest battles of World War II, with the governor calling for a further reduction of the U.S. military presence there as local fears grow that the southern Japanese islands will become embroiled in regional military tension.

The Battle of Okinawa killed about 200,000 people, nearly half of them Okinawan residents. Japan's wartime military, in an attempt to delay a U.S. landing on the main islands, essentially sacrificed the local population.

Many in Okinawa are worried about the growing deployment of Japanese missile defense and amphibious capabilities on outer islands that are close to geopolitical hotspots like Taiwan.

At a ceremony marking the June 23, 1945, end of the battle, about 300 attendants in Okinawa, including Prime Minister Fumio Kishida and other officials, offered a moment of silence at noon and placed chrysanthemums for the war dead. The number of attendants was scaled down because of coronavirus worries.

At the ceremony in Itoman city on Okinawa's main island, Gov. Denny Tamaki spoke of Russia's invasion of Ukraine, saying the destruction of towns, buildings and the local culture, as well as Ukrainians' constant fear, "remind us of our memory of the ground battle on Okinawa that embroiled citizens 77 years ago."

"We are struck by unspeakable shock," he said.

Tamaki also vowed to continue efforts to abolish nuclear weapons and renounce war "in order to never let Okinawa become a battlefield."

In May, Okinawa marked the 50th anniversary of its reversion to Japan in 1972, two decades after the U.S. occupation ended in most of the country.

Today, a majority of the 50,000 U.S. troops based in Japan under a bilateral security pact and 70% of U.S. military facilities are still in Okinawa, which accounts for only 0.6% of Japanese land.

Because of the U.S. bases, Okinawa faces noise, pollution, accidents and crime related to American troops, Tamaki said.

Kishida acknowledged the need for more government efforts to reduce Okinawa's burden from U.S. military bases as well as more support for the island's economic development, which fell behind during their 27-year U.S. occupation.

Resentment and frustration run deep in Okinawa over the heavy U.S. presence and Tokyo's lack of efforts to negotiate with Washington to balance the security burden between mainland Japan and the southern island group.

From the Wing News Archives Volume 2, Number 1, January 2015 Unbroken Movie Review By Guy Chookoorian

I have experienced many miracles at Wings over Wendy's. The most recent was when we attended the World Premiere of "Unbroken" the of story Louis Zamperini.

After the Red Carpet ceremonies we saw the film in the Dolby Theater. After which entered into the ballroom, where we were served dinner.

Now it was after 11:00 o'clock, the end of the evening. A throng was milling around the ballroom, some still taking photo graphs.

I was in my wheelchair seated at our table waiting for my son, Arshag, to wheel out, when a woman walked up to me, leaned down and said:

"I'm from France. Thank you for saving my life."

I told her I flew a number of missions to France, at some we dropped supplies to the freedom :fighters. I mentioned Grenoble. She said she was a very little girl and her father was a freedom fighter.

As we talked, something happened to my insides. I asked her, her name. She said, "Edith", and said she was Jewish. I was unable to understand her last name because of the noise.

"May I take your picture"? She asked, and took my picture. My son took a picture of her with me.

"I want to kiss you", she said. With that she kissed me on the cheek. Then she was gone.

(Continued Page 11)



Photo by Arshag Chookoorian Another Unbroken Review By Peggy Jean Bassett

Upon entering the Dolby Theater and, Walking on the Red Carpet.

A Big Brass Band was playing and marching around the corridor. We were walking siogle file and continuously stopping for the media, newspaper reporters, photographers and the like, must have been over 60 at least. "WOW" for "Wings over Wendy's". "We where the celebrities" then on to the Complementary Popcorn & Drinks to enjoy with the movie "Unbroken" the true life story of Louis Zamperini a WWII pilot of a B-24, and Olympic runner, now to Oh 'my' threes Brad Pitt, and bjs children Maddox, Pax & Shiloh, and only seven rows back.

Temptation over came me, to take pictures. So I asked Brads permission to do so, and be stood up and took off hls glasses and l said, "I think I'm in heaven". Seated next to him were his parents. I went back to my seat and grabbed Barney Leone, WWII Navy. "Come Barney, get a picture & shake hands with Brad Pitt the actor", and he did, as I snapped photos capturing the moment with my camera.

Next was our introduction. The announcer on stage was telling of our WWII veterans in the audience and they gave us a long standing ovation.

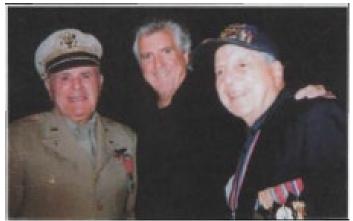
Lights dimming now, the movie "Unbroken" starting. Many great B-24 scenes you will see it for yourselves, "Great work Angelica Joli and movie crew".

Now on to the ballroom experience, crystal chandeliers, luxurious decor, and beautiful floral arrangements everywhere, gourmet food dishes served continuously, DJ. music, celebrities filling the room.I strolled over to the Zamperini table with my book "Unbroken," hoping for signatures and luck was with me. I met Louis Zamperini's son Luke and daughter Cynthia Karen Loomis, Russell Allan Phillips, the suvivor of the plane crash with Louis in the raft. I took photos. Oh am I dreaming?

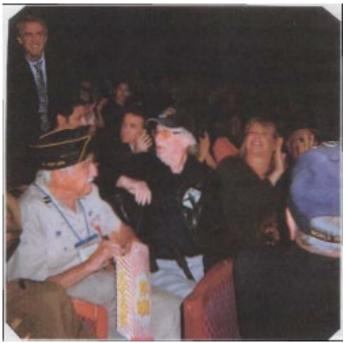
I actually spoke with Louis Zamperini on the phone, on May 31st, 2014. Inviting him to dinner, with my dad Lt. Keith Murchland WWil pilot of a B-25 and myself. He was very polite and said he was ill, and then thanked me. And we talked for about five minutes.

"God Bless" you for this experience of the "Unbroken" Premier and thank you Gil Rendon and Lee Leviton.

Sincerely Peggy Jean Basset, flyer, supporter, and a war bird enthusiast.



Mike LaVere, Luke Zamperini & Barney Leone



Luke Zamperini standing left rear over Art Sherman and Lee Leviton

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Wings Over Wendy's Future Events:



20 July 2022 Lunch Meeting Sunset Hills Country Club, Thousand Oaks



Mr Darwin Tchan is Chinese but was born and lived in Vietnam during the Vietnam War. After the War he was treated badly by the Communists and as a teenager managed to escape by boat to Hong Kong where he was put in prison. He eventually made it to the United States, became a citizen and worked as a Special Agent for the Department of Homeland Security.

1130	Sign in
1200	Buffet line
1245	Speaker
1330	Dismissal

NOTE: This lunch meeting will be at the Sunset Hills Country Club in Thousand Oaks. If the lower parking lot is full, additional parking is available in the upper parking area adjacent to the tennis courts.

Cost is \$25 per person payable by check or cash only. Make all checks out to MOWW.

Please RSVP no later than 15 July for an accurate count. Dan Pemberton 805-807-7788 dhpinto@aol.com





Join Operation Gratitude And

Council District 12 at The Vineyards at Porter Ranch on

Saturday, July 16, 2022,

to assemble 5,000 Care Packages for First Responders in the Los Angeles area.

The Vineyards at Porter Ranch 20000-20250 W. Rinaldi St.

Porter Ranch, CA 91326 There is plenty of parking onsite. Additional parking

will be available at the Kaiser Permanente parking lot, located across the street.

Please check in once you arrive to be entered into a raffle. There will be two check-in areas at the main entrances to Town Green (pictured below with the stars).



July 16th Saturday, 9am - 12pm Sign up to attend @ https//www.operationgratitude.com/events/los-angelesoffsite/

<u>In Memoriam</u>

During the month of June no deaths of Wings Over Wendy's members. We did lose one wife: **Sue Buffington**

Prayers

Unfortunately, several of our most active members were hospitalized or 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:

Howard Davis, and Ginger Lyons

<u>New Members & Guests</u>

We welcomed the following new members, guests, friends, and relatives to our physical and Zoom meetings during June 2022: John Wordin, Dave Moyer, Jose Rodriguez, Carlos Vera and Kelsey Jessen.

July Birthdays

Max Carlisle	July 03, 1983
Dave Steinbacher	July 06, 1937
Howard Davis	July 07, 1936
Kurt Rademacher	July 07, 1961
Gary LaPook	July 08, 1947
Avery Willis	July 11, 1943
Gordon Fell	July 18, 1947
Nathan Wolfstein	July 21, 1949
Charles Scott	July 25, 1962
Oscar Stein	July 27, 1923
David Timmerman	July 31, 1963
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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.

Monday Zoom Meeting Agenda

The URL is always the same: https://us04web.zoom.us/j/661372701?pwd=NEZC WilMUTArRW1tREtWUWRLNmpDQT09

- Meet & Greet starts at 8:00 AM.
- The formal meeting starts at 9:30 AM.
- Visitors and guests are interviewed at 9:40 AM.
- The presentation starts around 10 AM Meeting ID: 661 372 701 Password: 200220

THE MEETING ID and PASSWORD DO NOT CHANGE

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 News Patrons

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

David Alvarez Steve Andersen Lillian Anderson Lee Auger Mark Ax **Tom Bates** Karl Boeckmann **Ron Boggess Richard Burns** Michael Castro Harvey Cohen **Malcolm Dipperstein** Jan Edwards Mike Emch **Gordon Fell Roscoe Frazier** Frank Garrett **Richard Gross** Peter Helm **Manny Iglesias Steve Klausner** Andy Kopetzky **Boots LaVere Sherry Levitt Howard Lewis** Martin Light Marion Lovelace **Ethel Margolin Claude Maugein Rosadel McClure Maurice Portnov** Marcene Rankin **Cleo Reynolds Larrie Rhodes** Maria Rodriguez Andy Romanisky **Stanley Salmore** Sam Schultz **Carole Stark Dave Steinbacher** Alice Stone **Rob Swihart David Timmerman Karen Vegtel** Tonv Velarde Joe Weber **Avery Willis Dave Worley**

Lee Ambers **Dave Anderson** Shirley Andrews Phil Aune Peggy Jean Bassett **Bob Bermant** Thyra Boeckmann John Boiko Marge Callahan **Barry Chapman** Stanley DeCovnick **Bob Donovan Bob Eisenhart** Nancy Emch **Anarg Frangos David Freeman Carter Greene** Marilyn Hauck **Neil Houston** Carol Jensen Jerry Knotts **Robert Lanthier Robert Lee** Hillard Lewinson **Vivian Lewis Morris Litwack Barry Maiten** Chuck Mathews Ken Mayer Ed Moreno Anne Marie Radel **Richard Raskoff Ed Reynolds Rosalie Rifkin Ray Rodriguez Ronald Roscoe** Bruce Schultz **Jim Sivazlian** Dan Stark **Bob Stiles** Howard Swerdlick **Bill Tapp** David Tostenson Karen Velarde **Howard Waldman Bill Wentz Bill Wishard** David Greenberg

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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





