

Return to Normal?

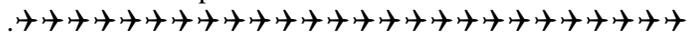
In July 2022, Wings Over Wendy's Appeared to Return to Normal

In July 2022, Wings Over Wendy's appeared to return to a routine operation. Members took vacation trips, got sick, caught COVID but recovered, attended luncheons, and had good and bad days. We survived as we had done before the COVID lockdown.

No deaths were reported. We started the month with a 4th of July meeting, attended a VFW BBQ luncheon, and saw fireworks throughout the valley.

With the high school on vacation, we had some late openings before the high school figured out who would open for us. However, we survived and still had hot coffee before the meeting was adjourned.

Bob Eisenhart scheduled a mix of speakers and videos that kept us entertained. We hope the remainder of the year will be normal operations.



July 2022 Meetings

July 4, 2022



At the July 4th meeting, we had members and visitors who could only attend during holidays. It was nice to see them face-to-face and their guests.



Photo by Larry Kushner

“Chief” David Plumb



Photo by Larry Kushner

“Doc” Stafford



Photo by Larry Kushner

John Auger

Lee Auger's son attended the meeting while Lee was on vacation in Idaho with John's sister.



Photo by Larry Kushner

Patricia Wyatt

Patricia Wyatt, LAUSD substitute teacher, a colleague of Anag Frangos, and frequent Zoom participant, attended the meeting in person after a drive down from Santa Clarita.



Photo by Larry Kushner

Shannon Muchow and her Mother, Leslie Fraze, Lt Col USAF (Ret)

The holiday provided Shannon Muchow a day off from her job at Universal to bring her mother to a meeting.



Photo by Larry Kushner

Danial Rhody

Another out-of-the-area visitor was Danial Rhody, a co-worker and friend of David Timmerman who drove in from La Canda Flintridge.



Photo by Larry Kushner

David Timmerman Travel Map & Photos

On July 4th David Timmerman attended the Wings Over Wendy's meeting with a display of the United States, marking his recent travels with pictures of the museums and military sites he visited.



Photo by Larry Kushner

Abe Hoffman Talk on the Declaration of Independence

The featured presentation on July 4, 2022, was a talk by Abe Hoffman about the stories behind the stories of the United States Declaration of Independence.

Abe started with the events of the time, such as the end of the French and Indian War, which resulted in the British taking control of Canada, India, and French areas of North America and the Caribbean Islands.

The British needed funds to govern the colonies. To raise the necessary funds, they levied taxes on goods such as sugar, tea, and the stamp act.

Abe then gave us lengthy profiles of Thomas Jefferson and Benjamin Franklin. Both invented many things that Abe listed. He also talked about their personal lives. In Jefferson's life, Abe described Jefferson's interaction with his slaves.

Shifting to the Declaration, Abe talked about Thomas Paine's famous pamphlet titled "Common Sense." In Common Sense, Paine argued that it was absurd for an island to rule a Continent, that America could avoid European conflicts by being free of Great Britain, that London was too far from America to rule it, and that the King and Parliament would inevitably rule for Britains benefit, not Americas.

The pamphlet was read throughout the colonies and a Contential Congress was formed to declare independence from British rule.

Abe then talked about the words in the Declaration and the "missing sentence" which condemned the slave trade.

The first part of the so-called "slavery passage" was aimed directly at the King:

He has waged cruel war against human nature itself, violating its most sacred rights of life and liberty in the persons of a distant people who never offended him, captivating & carrying them into slavery in another hemisphere or to incur miserable death in their transportation thither...

The second part of this passage alluded to a 1775 proclamation by British Lord Dunmore, which offered freedom to any enslaved person in the American colonies who volunteered to serve in the British Army to fight against the American patriots:

...he is now exciting those very people to rise in arms among us, and to purchase that liberty of which he has deprived them, by murdering the people on whom he has obruded them: thus paying off former crimes committed against the Liberties of one people, with crimes which he urges them to commit against the lives of another.

The subcommittee that reviewed a document draft struck those words because too many delegates, and the colonies they represented, had a vested interest in perpetuating the institution of chattel slavery. Southern plantation owners insisted that they needed free labor to produce tobacco, cotton, and other cash crops for export.

(Continued page 4)

Northern shipping merchants depended upon the trans-Atlantic triangular trade of rum, sugar (generally in the form of molasses), and enslaved Africans. At the time, slavery existed in all 13 colonies, and at least one-third of the delegates to the Continental Congress (who would go on to become the signers of the Declaration of Independence) owned slaves themselves.



Abe then discussed the 56 signators. The size of their signature, their life after they signed the Declaration
It was a very timely and informative talk.



Photo by Larry Kushner

Bob Eisenhart and Ed Reynolds present Abe with a Certificate of Appreciation

July 11, 2022



Photo from National Museum of the USAF

YF-23 Black Widow II

The featured presentation on July 11, 2022, was a video on the *YF-23 Black Widow II – Northrop’s Advanced Tactical Fighter (ATF) That Lost To The YF-22*.

The video started with the world situation that western allies faced with overwhelming forces under Soviet domination. Soviet engineering was capable of designing and building aircraft and ground defenses to counter the USAF F-15 and F-16.

The USAF needed a fighter with capabilities that exceeded the aircraft in their inventory to counter the threat. As a result, the Defense Advanced Research Projects Agency (DARPA) and the Defense Industry worked to develop a “force multiplier” concept defined as technology that permits one man to defeat ten men.

The mantra of force multiplier was low visibility, defined as stealth capability.

As the Soviet threat increased, the Department of Defense directed the fighter aircraft contractors to propose an aircraft design with the following characteristics:

- maneuverability
- supercruise
- low observability/stealthy
- reliable/maintainable
- survivability

Northrop had experience building highly maneuverable, supersonic, and stealth aircraft. Their challenge was combining that experience into one reliable, maintainable, and survivable aircraft.

The job was more complicated because the Pentagon insisted the work would be classified as Top Secret, Special Access Required. A Black Hole classified program. Code name Senior Sky. Forty-five thousand people were working on the B-2, and nobody knew anything about it.

A small team started the program in a windowless building. Northrop had the experience of building the B-2 Stealth bomber. They built their stealth aircraft with curved edges, while Lockheed built the F-117 with sharply angled surfaces to deflect radar waves.

The radar reflections in tests looked like a spider. During WWII, Northrop built the P-61 night fighter called the Black Widow. Thus the YF-23 team started to unofficially call the aircraft Black Widow II.

The Advance Tactical Fighter (ATF) required two prototype aircraft to be built with different engines. PAV-1 would have Pratt & Whitney engines and PAV-2 GE engines.

The YF-23 and its Lockheed competitor YF-22 rolled out near the same time and flew test missions to see which aircraft best fit the ATF requirements.

The YF-22 was more agile, while the YF-23 had superior stealth features. Therefore, at the end of the tests, the USAF awarded the ATF contract to the YF-22.

The video ends with the efforts to place the YF-23 in museums. One in the Western Museum of Flight and the other in the National Museum of the USAF.

July 18, 2022



Photo by Larry Kushner

Rod Luna

Rod Luna, a USAF veteran of the Vietnam era and native California Indian, joined Wings Over Wendy's on July 18, 2022. Welcome aboard!



Photo from Zoom

James Johnson Maj Gen USAF (Ret) – CEO Operation Gratitude

On July 18, 2022, the featured presentation was an update on Operation Gratitude by CEO James Johnson. Jim started the presentation with a video showing the current activities of Operation Gratitude. In the video, we saw volunteers' steps to assemble the care packages sent to service members and first responders at defining moments. It finished with the request for volunteers and scenes of service members and first responders receiving packages.

Jim then provided an update on Operation Gratitude's current expansion in assembly locations, growth in a national network of volunteers, and recipients of the care packages. Talking to the WOW group, which included many volunteers, some dating back to the very beginning of Operation Gratitude in founder Carolyn Blashek's living room in 2003. The growth and future plans are impressive.

OG Update for WOW



OG Update for WOW - Overview



- Who, What, Where, When, How
- Our Why
- Objective1: Provide Care Packages to Those Who Serve
- Objective2: Grow the Local & National Network of Volunteers
- Challenges and Opportunities
- How You Can Help
- Special Thank You

OG Update for WOW—Our Who, What, Where, When, How



CORE VALUES: We believe in:	Honoring the <i>Service</i> of our military and first responders	PRINCIPLES: We will:	Ensure attention-to-detail in everything we do
	Embracing the spirit of <i>Volunteerism</i> .		Work to earn and uphold trust
	Appreciating the <i>Generosity</i> of our supporters		Provide opportunities to express gratitude
			Share stories to inspire acts of gratitude
MISSION: Our mission is to: Honor the Service of Our Military and First Responders by Creating Opportunities to Express Gratitude			
VISION: We envision a future where: All Who Serve Believe The American People Care			
OBJECTIVES in 5 years:			
1) Provide All Service Members & First Responders Customized Care Packages at Defining Moments			
2) Develop & Grow a Local and National Network to Accomplish Our First Objective			

OG Update for WOW – Our WHY



Here's just an example of why we do what we do:

To whom it may concern,

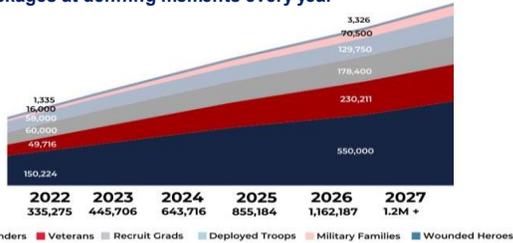
I would like to personally extend my thanks to you and all those involved in sending me a care package. I myself am not close with many people back home and the care package was a great morale boost that I did not expect to receive. I especially appreciated the hand-knitted scarf and all the letters from the children. These are items I will cherish and bring home with me to treasure forever as memories of a time of joy when truthfully, I had felt very alone...

Respectfully sent,
Cpl
Intelligence Analyst
22 MEU

OG Update for WOW – Our Objectives



Our objective is to provide over a million customized Care Packages at defining moments every year



OG Update for WOW – Our Objectives



Our objective is to grow an enduring network of OG volunteer chapters with the ability to organically support OG's mission and vision.

MODEL:
– Chapters versus Affiliates

NEXT STEPS
– Chapter Strategy
– Recruiting
– Developing Relationships
– Production, Assemblies, Distribution



Notional Example

OG Update for WOW-Challenges & Opportunities



- Increasing OG's Reach and Impact
 - Identifying Recipients
 - Increasing Financial & In-Kind Donations
 - Growing our Volunteer Network

OG Update for WOW – How You Can Help



We need the help of every member of Wings Over Wendy's...your kids, your grandkids, your social groups, and anyone else you can recruit to join us on this journey. We need you all!
And there are so many ways to get involved .:

- Volunteer at an upcoming assembly event.
- Write letters to our troops & First Responders and send them to us. They are the most cherished part of our Care Packages, and a great opportunity for the whole family to get involved
- Host a collection drive or inspire your company to contribute to our Care Packages
- Stuff Battalion Buddy bears for the children of deployed service members. These cuddly bears wear tags that say "I'm your Battalion Buddy and I'm here to keep you company while your mom or dad is away.
- Make Paracord Survival Bracelets with your friends, family, or groups to add to our Care Packages.
- Knit scarves and hats through our Handmade With Love program. If you or someone you know loves to knit and craft, this is a great way to volunteer from the comfort of your own home.
- Fundraise for Operation Gratitude on social media, host fun activities like car washes or bake sales, through our website, or through collection drives. Just \$25 puts a Care Package in the hands of someone serving!



A special Thank you to our Blue Shirts. You are the foundation of our volunteer corps!



Photo by Larry Kushner
Ed Reynolds presents Maj Gen Johnson a Certificate of Appreciation from Wings Over Wendy's for his presentation

July 25, 2022



Photo by Larry Kushner
Frank Lopez – Wings Over Camarillo
(Continued page 7)

On July 25, 2022, Frank Lopez talked to the group about the August 20-21, 2022, Wings Over Camarillo Air Show. He told the group that Wings Over Wendy's will have their traditional display tables in the Commemorative Air Force (CAF) hanger this year. Therefore, display set-up volunteers are needed for Friday, August 19th. All set-up and support volunteers will require an access badge with their photo. To obtain a badge, submit a headshot photo to:

Frank Lopez - elksvets.vc@gmail.com

Larry Kushner took headshots of the volunteers after the meeting, and they have been sent to Frank.



Photo by Lockheed Martin

F-22 Raptor

The featured presentation On July 25, 2022, was a video on the F-22 Raptor, which beat out the Northrup YF-23 in the Advance Tactical Fighter (ATF), in which we saw a documentary about on July 11th.

The video started with the same review of the world situation in the early 1980s that prompted the USAF to ask the Defence Industry to design an advanced tactical fighter to combat the threat of Soviet expansion.

A major requirement of the ATF was a stealth design requirement to make it almost impossible for the enemy to see it in the air or from the ground.

Lockheed's " Skunk Works " led the way in stealth technology which had designed and built the F-117 stealth fighter deployed in the Panama Conflict and the Gulf War.

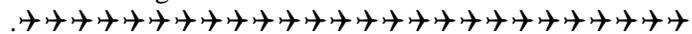
In October 1982, eight contractors were building military aircraft. Seven of the eight contractors desired to bid on the ATF, which required a prototype to be built.

The cost of designing and building a prototype was so great that the contractors partnered to share the costs. Lockheed teamed with Boeing and General Dynamics. Each company would submit a design, and it was agreed that the winning design contractor would be the primary contractor and the others support contractors.

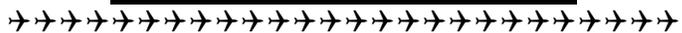
Lockheed's design won the competition, and it was decreed to have Boeing build the wings and General Dynamics the mid-fuselage. Nine months later, Lockheed scrapped its shape and created a new design that was lighter with better performance. Two aircraft were built and flown in a rigorous demonstration outperforming the Northrup

YF-23. On October 1, 1991, it was selected for the ATF contract.

Eight months after the award, an aircraft crashed. The pilot, Tom Morganfeld, survived the crash and will be the featured speaker at the Wings Over Wendy's August 15, 2022 meeting.



In Other News



Wings Over Wendy's Supports Operation Gratitude and John Lee Assembly Day

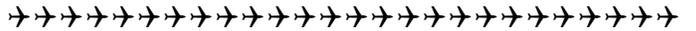
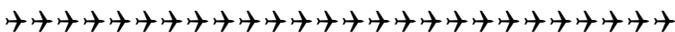


Photos by Lucie Volotzky
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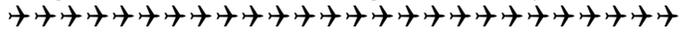


Photos by Lucie Volotzky

On July 16, 2022, Wings Over Wendy’s members Ron Boggess, Bob Donovan, David Greenberg, Corinne Ho, Jill Lace, Jasmine Mirfakhraei, Ed Reynolds, and Lucie Volotzky supported the Operation Gratitude Council District 12, John Lee Assembly Day to assemble 5,000 Care Packages for First Responders in the Los Angeles area. The assembly was conducted at The Vineyards at Porter Ranch.



In support of Abe Hoffman’s talk about the signators of the Declaration of Independence, the following article I thought we be of interest to Wings Over Wendy’s members.



4 Early American Heroes Whose Revolutionary Careers Ended in Humiliation



The full story of Paul Revere's service isn't really his fault, according to his court-martial.

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

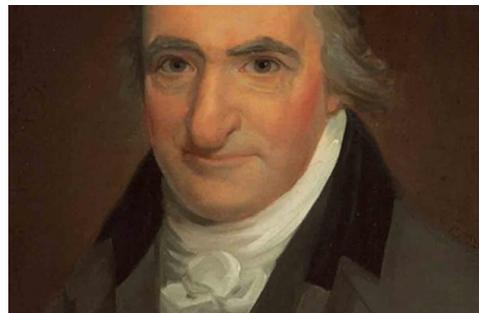
Revolutionary War history is filled with heroes and villains, and which is which depends on which side of the Atlantic you were sitting. Here in the United States, our history textbooks mention every one of the names on this list, a memory of their valuable contributions to the birth of our nation.

Those history books don't really get the chance to tell the whole story.

Nobody's perfect, and this was true even among the founding fathers. Benjamin Franklin wasn't allowed to touch the Declaration of Independence because people **thought he'd write jokes in it**. Thomas Jefferson had a slave as a mistress. The entire American government didn't know whether those of Asian descent should be counted as "free whites."

It doesn't negate their accomplishments or contributions to the creation of the world's longest-standing democracy. The four people who follow have equally famous names, but ended their careers in a less-than-celebrated fashion.

1. Thomas Paine



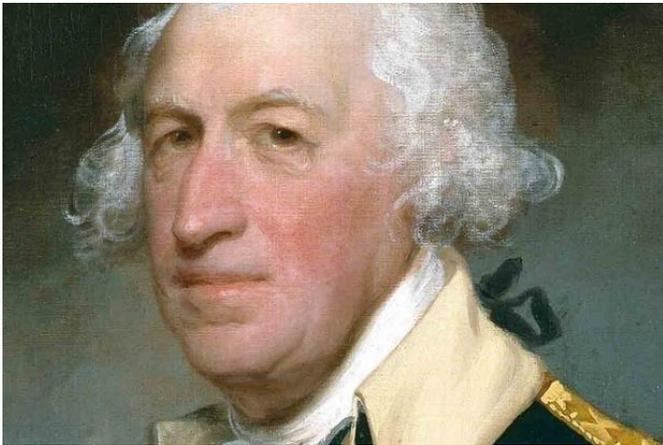
More like a "Paine in the butt," according to contemporaries. (Continued page 9)

Paine is known today as the writer, philosopher and general rabble-rouser who published "Common Sense," one of the most influential works that led to the Revolutionary War. Along with "The American Crisis," he inspired the Declaration of Independence, but Paine continued being a thorn in *everyone's* side long after those works were published.

He moved to France, where he continued to spark outrage during the French Revolution. He was eventually jailed at the behest of his powerful enemies. When he was released, he attacked his former allies, who he believed betrayed him. He then denounced George Washington as incompetent in 1796, even though the general had won independence in 1783.

He died six years after attacking Christianity in another pamphlet, which led to only six people attending his funeral.

2. Horatio Gates



He even kinda looks like a shady character.

Gen. Horatio Gates is one of the most controversial figures of the revolution. He claimed responsibility for the American victory at Saratoga, which would cause the French to join the war against England and lead to Benedict Arnold's treason. The win also led many to believe that Gates should take over Washington's position as commander in chief.

Gates did little to quell those feelings. In fact, he is presumed to have taken part in two conspiracies to unseat the American command structure. The first, the Conway Cabal, saw letters criticizing Washington made public, suggesting a replacement. The second was the Newburgh Conspiracy, which was an attempted mutiny against the Congress when it was unable to pay for almost anything, including the troops fighting the war.

Both failed, and Gates lost his command after his defeat at the Battle of Camden in 1780, leaving his reputation in tatters.

3. John Paul Jones



A naval sex scandal centuries before Tailhook or Fat Leonard.

After the revolution ended in 1783, the "Father of the U.S. [Navy](#)" needed a job, so he went to work for Catherine the Great in Russia, where he was made rear admiral. He was successful against the Turkish fleet in the Black Sea, but the Russian nobility was less than thrilled with him.

They accused Jones of having indecent relations with the 10-year-old daughter of a noblewoman. Jones denied the accusation, saying the event in question was a deliberate setup, planned by the girl's mother. He nearly killed himself over it, but was exonerated in the end.

Despite the truth coming to light, he became a pariah in Russia. In 1789, Catherine discharged him and forced him to leave the country. He never held another command and was dead by 1792.

4. Paul Revere

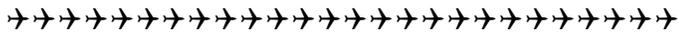


No one is as surprised as Paul Revere's horse.

The man made famous for his midnight ride to rouse colonial militias before the Battles of Lexington and Concord was actually one of the organizers of this early warning system. When the war started, he became a militia officer and served on a few notable campaigns. Unfortunately, one of those was the worst loss the U.S. Navy would suffer until Pearl Harbor.

Lt. Col. Paul Revere was an artillery officer in command of 100 men during the 1779 Penobscot Expedition, a colonial effort to take parts of Massachusetts, now known as Maine, from the British. It was a fiasco with all 44 ships sunk, more than 474 wounded or killed and the survivors forced to make an overland trip back to Boston.

Revere was accused of disobedience and cowardice in the days that followed and was dismissed from the militia. He wasn't exonerated until 1782. Luckily, he was still a skilled metalsmith and became a successful manufacturer.



Don't Call It a Flying Car: Air Force Drone Transport Develops New Identity



The Hexa, an electric, vertical takeoff and landing aircraft, hovers in the air during its first test flight at Eglin Air Force Base, Florida, April 4, 2022. (Samuel King Jr./U.S. Air Force photo)

6 Jul 2022 Sandboxx | By [Hope Hodge Seck](#)

In 2019, Assistant Secretary of the Air Force for Acquisition, Technology and Logistics Will Roper made an exciting and unexpected announcement: the service was developing an acquisition strategy to get into the burgeoning market for futuristic flying cars, maturing the technology through design challenges and possibly coming up with a platform that could replace the service's CV-22 Osprey. In future talks, he provided a timeline: these flying cars could be rolling off the production line by 2023.

With that target date fast approaching, the Air Force continues to work on the base technology: an electric vertical takeoff and landing (eVTOL) unmanned aircraft that may come in a range of sizes and support missions ranging from cargo delivery to golf cart-style transport that can shuttle troops short distances across ranges and training areas. But whatever it looks like and does, Air Force officials really, really want you to stop calling it a flying car.

"We have shied away from flying cars, because that's not what's not what they are," Lt. Col. Thomas Meagher, chief of the AFWERX Prime division, which oversees the development, told Sandboxx News. "It's also not what industry is calling it."

(Once again, Roper is responsible for starting and encouraging the "flying car" moniker. He told reporters at the Pentagon in 2020 that "now is the perfect time to make the Jetsons' cars real.")

One Platform, Many Roles

While little has been published recently about the project that AFWERX is now calling simply eVTOL or ORB, it's still very much in progress, and officials say they're still targeting late 2023 for fielding. It's now a three-pronged effort, with all prongs coalescing to create "a new class of air mobility systems," according to AFWERX Prime materials.

AFWERX is looking for platforms that can meet one of three specifications: a transport for three-eight personnel that can travel between 150-300 miles; a shorter-range, shorter capacity platform that can move loads of 300 or 400 pounds, roughly the equivalent of two people; and a crewed or uncrewed eVTOL platform purely for cargo transport and delivery with a range of about 100 miles.

"What we've seen in the military is, we've had a significant effort over the last couple of years on drones, for different purposes," Meagher said. "But we haven't gotten much into the uncrewed or remotely piloted or, or even eventually, autonomous cargo operations, which certainly will be of interest moving forward."

Stated priorities for all platforms include being able to operate independently of a runway, incorporating some measure of autonomy, and using advanced manufacturing and materials.

In March, the program ticked off a major developmental milestone: two Air Force pilots conducted a test flight in Alia, an electric plane with a rear propeller and 50-foot wingspan made by Beta Technologies. That, Meagher said, represented the first time Defense Department personnel had gotten behind the controls of an eVTOL aircraft.

Also this year, AFWERX Prime started test operations at a designated testing range at Eglin Air Force Base, Florida. In April, a single-seat eVTOL aircraft called HEXA, made by LIFT Aircraft conducted a flight demo at Eglin. The futuristic ultralight platform gets lift from 18 small propellers similar to those on commercial quadcopters. Eglin officials say it got 50 feet off the ground during the test.

Later this year, Meagher said, AFWERX Prime will team up with the Army for another test near Vermont, home of Beta Technologies. The Army has also expressed interest in Alia's potential and awarded Beta a contract to support further flight testing in January.

"Other things we're looking at is, how we continue to get more Air Force operators involved in seeing some of the flight tests with the vehicles," Meagher said. "We're continuing to do site surveys as other vendors begin to have more assets available and seeing what we can get out of other test locations." (Continued page 11)

AFWERX has partnered with 13 companies offering electric aerial vehicles for testing and development. Joby Aviation, offering an aircraft with six large top propellers, received approval from the FAA and Air Force in January to test out a second prototype aircraft.

The Marine Corps joined forces with AFWERX for eVTOL testing back in 2020, stating its interest in a moderate-sized unmanned cargo aircraft for delivering supplies on the battlefield or during expeditionary advanced base operations. *Flying Magazine* reported in May that the Corps was looking to debut such a platform as soon as next year.

Partnerships with other military branches – as well as non-military entities, including the FAA and NASA – are at the core of what AFWERX is trying to accomplish, Meagher indicated. He said his organization has worked to share as much data and information as possible so that partner services and agencies don't have to start development work from scratch.

"We want to avoid what happened on the small UAS market, where the U.S. did not take a lead," Meagher told Sandboxx News. "And then all of a sudden, we were significantly behind the game. And other countries came in, and kind of dominated that market quite a bit."

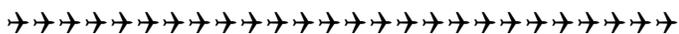
The Future Challenges for eVTOL Platforms

AFWERX Prime shares what it has learned with the FAA as it evaluates vehicle prototypes. It also takes advantage of that communication channel to state priorities and concerns as the administration develops regulations around unmanned and optionally manned aircraft. This means the Air Force's experiments may also help create new space and opportunities for civilian and commercial platforms.

NASA, Meagher said, was supporting the project through data sharing – the agency has been able to help characterize the acoustic profile of prototypes like Joby's, verifying how quiet and non-disruptive the platform is. NASA has also done work on the problem of incorporating unmanned aircraft into an air traffic management system, which benefits ongoing military experiments.

A future challenge, Meagher said, involves building more automation into eVTOL platforms, and even scaling automation so that one human operator could control multiple air vehicles at the same time.

"The Prime program structure is, look at the areas that there's a lot of commercial investment, and maybe you really could use a government push in a certain area, or even just coordination or somebody to say ... This is a priority for us, and to bring in some things that are outside just the DoD to make them happen in the long run," he said. "So that's a little bit of a different approach. But it's really necessary for some of these technologies."



Military Retirees and Dependents With ID Cards That Don't Expire Need to Get Replacements Within 4 Years

4 Jul 2022

Military.com | By [Travis Tritten](#)

Retirees and military family members who have identification cards with no expiration date can choose to upgrade to the new Next Generation Uniform Services Identification, or USID, cards whenever it's convenient -- as long as it's done within the next four years, according to the Defense Department.

There is no looming deadline for use of those old non-active duty cards without expiration dates, but the department expects to completely phase out and replace them with the next-generation IDs, which are more durable and have enhanced security features, by 2026, Maj. Charlie Dietz, a spokesman, told Military.com.

In the meantime, cards with expiration dates are required to be replaced within 90 days of elapsing. The Defense Department began the effort to update all those IDs to the new format in July 2020, but the changeover hit delays caused by the pandemic.

"DoD plans to phase out and cancel the existing card forms in 2026 when all existing cards with an actual expiration date will have expired," Dietz wrote in an email. "After then, only the USID card will be accepted for installation and benefits access."

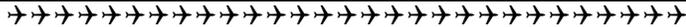
The USID format for military retirees and dependents represents the first change to those identification cards in nearly 30 years; the last update was in 1993. The new design closely resembles the Common Access Card, or CAC, format issued to active-duty troops and department civilians.

But there was uncertainty among those with cards that list the expiration as indefinite. The IDs are needed to access military facilities and to confirm eligibility for various military benefits, so missing a deadline or losing the identification could disrupt cardholders' lives. Expired cards can be confiscated at base gates.

Those with cards with no expiration dates "may have the card replaced at their convenience," according to Dietz. The department recommends they go to the ID Card Office Online and use the office locator to find a site that issues the new cards and book an appointment.

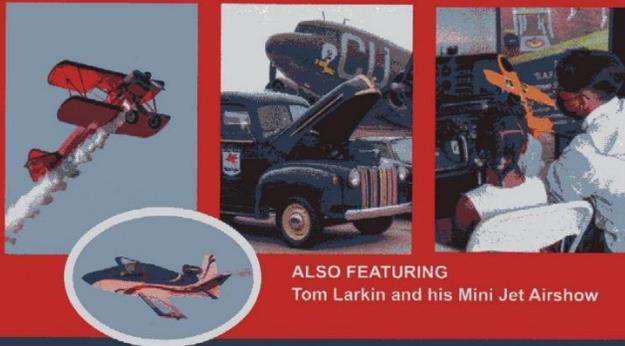
Retirees and their dependents, dependents of active-duty troops, reserve members and Medal of Honor recipients are among those who will receive the USID cards.

Wings Over Wendy's Future Events:



41ST ANNUAL WINGS OVER CAMARILLO

AIR SHOW | CAR SHOW | STEM
PRESENTED BY OXNARD AUTO CENTER



ALSO FEATURING
Tom Larkin and his Mini Jet Airshow

CAMARILLO AIRPORT

SAT AND SUN
AUGUST 20-21 2022
COME EARLY! GATES OPEN 9:00 AM
Kids 5 & under are free!

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www.wingsovercamarillo.com

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Wings Over Wendy's will have their traditional display tables in the Commemorative Air Force (CAF) hanger this year.

Display set-up volunteers are required for Friday, August 19th.

All set-up and support volunteers will require an access badge with their photo this year.

To obtain a badge.

Submit a headshot photo to:

Frank Lopez - elksvets.vc@gmail.com



In August, Operation Gratitude will have **two Assembly Days** at their Chatsworth Headquarters to assemble 6,500 deployed troop care packages for service members each day.

August 6th
Saturday, 9am - 12pm
Sign up to attend @

<https://www.operationgratitude.com/events/los-angeles-fob-assembly-day-aug-6/>

AND

August 10th
Saturday, 5pm - 8pm
Sign up to attend @

<https://www.operationgratitude.com/events/los-angeles-fob-assembly-day/>

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earlr45@gmail.com

6040 E Larkellen Ct. Oak Park, Ca. 91377

Reminder

**Wings Over Wendy's monthly
food drive is Monday, August 1st**



**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.

Charles has offered to help Wings Over Wendy's
members with their computer problems for FREE.

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