WINGS



NEWS

Volume 10 Number 2 Ed Reynolds Publisher Established June 2014 Email Wings News at Ed_ReynoldsJr@msn.com

February 1, 2023 Ed Reynolds Editor

Changes in Wings Over Wendy's Meeting Facility BACKGROUND

When the El Camino Real Charter High School (ECRCHS) could not open the Auditorium on Labor Day, 2022, Ed Reynolds and Erick Lace met with ECRCHS CEO David Hussey to understand why.

Someone had opened and closed the facility on all the other Federal holidays in 2021 and 2022. They were told that the labor contract required a union employee to open and close on days the school buildings were not scheduled to be open according to the school schedule.

Erick and Ed proposed that Wings Over Wendy's would pay an employee's wage to work on Federal Holidays. David Hussey agreed and would get a lease agreement for Ed Reynolds to sign that would guarantee the use of the Auditorium on Federal Holidays that fall on a Monday.

On December 15, 2022, David Hussey informed Ed that the amount was \$250 for each day.

Ed paid \$500 on December 20^{th} for 12/26/22 and 1/2/23. Wings Over Wendy's was informed that there would be a meeting in the Auditorium and the cost. Several group members gave Ed checks or money to cover the cost.

THE LETTER

Not all members were happy with the change in the original verbal agreement to meet in the Auditorium. Marion Lovelace wrote the following letter to Brad Wright, Chairman of the ECRCHS Board of Directors:

December 22, 2022

Dear Mr. Wright:

I am 95 years old, and, since I was here for almost all our wars, I have a high respect for our veterans. My dear husband was one. He flew thirty-nine B-17 missions over Germany, and proudly brought his crew home safely every time. I didn't realize how significant that was until I learned at Wings Over Wendy's that out of a sortie of 2000 they expected only two out of three to come back. I have been the Volunteer Secretary for Wings for several years, and it is a lot of work. After Ed Reynolds announced that we were going to be required to pay \$250 for someone to let us in on holiday Mondays, I was so heartsick I had to make my plea to you. It would decimate our attendance. We have acquired over 400 members, of which approximately 100 attend each week either in person or by Zoom (which is run simultaneously). They consider it a respite, and look forward to every Monday. We have never charged dues. If we required them to pay, many of them would not attend. Also, many are accompanied by caregivers, and they would have to pay double.

When your CEO offered us your location, I considered it Divine Intervention.

The Ross family housed us for 970 consecutive Mondays (except one on Christmas, when they were closed). When they were required by Corporate Headquarters to serve breakfast it meant we would interfere with their business. Also, we were outgrowing their facility. Ed Reynolds happened to sit next to your CEO at one of John Lee's Principal events, and when he expressed his dilemma, David Hussey said "I can solve your problem". God Bless Him! We were so grateful.

Who would have thought the High School Staff's Union would be anti-military? Is it too much to expect that there are enough pro-military Union Members that we could recruit someone to open and close for us without charge? What happened to the America I used to know, built on Peace and Unity and respect for our military.

Please let us know if you can intervene. Meanwhile, I have expressed our problem to John Lee's Office, to see if they will help until we can reconcile this problem. He has always been very supportive.

I pray a lot,

Marion Lovelace

cc: Councilman John Lee Councilman Bob Blumenfield David Hussey

(Continued page 2)



Photo from Zoom

Brad Wright

On January 2, 2023, Brad Wright, Chairman of the Board of El Camino Charter High School, addressed the group in response to Marion Lovelace's letter.

Brad told the group that he has supported Wings Over Wendy's since he first attended a meeting in 2008 with Dennis Zine.

He explained that he would violate state labor laws if he opened and closed the Auditorium himself. Brad also noted that if El Camino Real was not a charter school, that LAUSD rules would not let us meet in the auditorium.

Brad then handed Ed Reynolds a \$100 bill, followed by donations and checks from the audience. Over \$500 was collected.



Photo by Ed Reynolds Ed Reynolds presents Brad Wright with Wings Over Wendy's decals.

DENNIS MCCARTHY

On Sunday, January 8, 2023, Wings Over Wendy's Attendees that subscribe to the Los Angeles Daily News read the following article written by Dennis McCarthy. He had seen the recording of Brad Wright at Monday's meeting and felt he had to publicize the group's situation.

Los Angeles Daily News

World War II vets shouldn't have to ask for generosity from the community

After all they've done for us, the Wings Over Wendy's veterans are owed a free ride, not another bill

By DENNIS MCCARTHY /

After the Star Spangled Banner was sung, and the Pledge of Allegiance recited, Ed Reynolds opened the first 2023 meeting of "Wings Over Wendy's" on New Year's Day with some good news.

For the first time in a long time, he had no member deaths to report or funeral notices to pass on, the 86-yearold, retired Air Force lieutenant colonel said. Everyone was present and accounted for.

The room broke into applause.

It's been 22 years since a handful of World War II flyboys living in the Valley had lunch at a Wendy's in West Hills, plotting out the details of a new club they wanted to start for military aviation veterans.

Little did they know they were throwing out a lifeline for hundreds of older veterans to help combat the silent killer attacking so many of them, loneliness. Wings gave them a home, something to look forward to every Monday, camaraderie with men who talked their language and had fought the same war.

But it didn't stop there. It invited in widows and grown children of veterans, people who supported veteran's issues, and anyone who wanted, needed, a safe haven from loneliness.

Reynolds raised his gavel and continued the meeting, asking the 85 members in attendance to say a prayer for all the veterans who physically couldn't make it out of their homes anymore to attend meetings. Half a dozen or so could be seen on a screen behind Reynolds zooming from home. (Continue page 3)

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It's been a turbulent last four or five years for Wings, losing their meeting place at the Wendy's on Platt Avenue when the building was sold, and then leaving the Wendy's in Woodland Hills in early 2020 when breakfast was added to the menu, and it became a hardship to hold the group's Monday morning meetings there.

Add COVID-19, which had members scrambling to learn how to Zoom to stay in touch, and it was a monumental job Reynolds and his crew did to hold the group together. In March of 2020, they moved over to the El Camino Charter School auditorium in West Hills, and that's where they remain today.

At the meeting, Monday, the chairman of the board at the charter school, Brad Wright, asked to speak to the group to apologize. Because Wings meets on Monday and six national holidays are on Monday, no staff would be at school to let them into the auditorium. Because it is a charter school operating under different union rules than regular LAUSD schools, he was going to have to charge them \$250 for the four-hour overtime salary of a union worker to come to the school and open and close the auditorium.

Wright's hands were tied, he said, pulling a \$100 bill out of his pocket and handing it to Reynolds as a personal donation. It was a class act and Wright did it for all the sacrifices the veterans had made for him, and his family, he said.

It's a sacrifice we all share.

This isn't about the money, it's about ASKING our vets for the money. When we asked them to protect us, they didn't charge us overtime for fighting on holidays.

They don't charge us when they go out to schools to talk to kids about patriotism and serving their country. Or when they organize food banks and march in parades.

The argument is that if you give the vets a pass, you have to give all the groups wanting to use the auditorium a pass, as well.

Really? Why? No group has done more for this country than veterans. The union should be paying \$250 for the privilege of opening that auditorium door for them. (+,+)

SECOND PAYMENT

On January 12, 2023, without a written agreement in place, Ed Reynolds sent David Hussey another \$500 check to cover the January 16 and February 20 meetings.

THE LEASE AGREEMENT

On January 18, 2023, David Hussey sent Ed Reynolds a Lease Agreement for the first three months of the year. The permit covers non-holiday Mondays. He waived the permit charge. We will have to do this every three months to be in compliance.

In the Lease Agreement Wings Over Wendy's would be required to have Insurance as follows:.

For the duration of the term, LICENSEE shall provide and maintain insurance in accordance with the following requirements. LICENSEE agrees by signature hereon to defend, indemnify, and hold harmless El Camino Real Charter High School AND Los Angeles Unified School District, their respective employees, board members, volunteers, and agents from and against all liability arising out of the use of the facility except for liability arising out of the sole negligence of LESSOR. LICENSEE shall provide to LESSOR proof of Commercial General Liability Insurance in an amount not less than \$1,000,000 each occurrence/\$2,000,000 aggregate, bodily injury and/or property damage combined single limit naming LESSOR, Los Angeles Unified School District, their respective Boards, officers, employees, agents, and volunteers as Additional Insured with respect to liability arising out of LICENSEE activities. LICENSEE will also furnish proof of *Fire Damage Liability* in an amount not less than \$300,000: Medical Payments coverage in an amount not less than \$5,000; and Products/Completed Operations Liability in \$1,000,000 an amount not less than per occurrence/\$2,000,000 aggregate if the activity involves concessions. LICENSEE shall be responsible for the like replacement of LESSOR'S' property damaged as a result of the use of the facility, whether or not applicable insurance is available to user. LESSOR shall be responsible for maintaining liability insurance sufficient to protect each party against liability arising from LESSOR'S sole negligence.

Other clauses in the Lease Agreement restricted the way Wings Over Wendys has been operating that need to be negotiated with the school board.

THE DELIMA

To obtain a Commercial General Liability Insurance policy Wings Over Wendy's has to be a legal entity, define its membership, establish by-laws, and file with the state.

CURRENT SITUATION

Brad Wright has asked Ed Reynolds to remove all references to Wings Over Wendys in the Auditorium. He will host a weekly ECRCHS Monday meeting of Community Affairs, inviting Ed Reynolds to facilitate the meeting with his Wings Over Wendy's friends.

A team has been formed to determine the best form of legal entity for Wings Over Wendy's. David Anderson, Gorden Fell, and Bill Ratner, who have previously formed nonprofit organizations, are on the team, but it will take some time to get the paperwork approved.

The Fraternal Organization Knights of Pythias has sent a proposal to Brad Wright to lease the Auditorium, purchase the insurance, and back Wings Over Wendy's events every Monday morning. Their proposal has not been accepted by the time of this writing.

As of January 30, 2023, all Wings Over Wendy's equipment has been removed from the Auditorium.

Until further notice, Brad Wright will open an **ECRCHS Community Meeting** every Monday morning and turn it over to Ed Reynolds to facilitate it.



Photo from Zoom

Dan Pemberton

In the first meeting of the year on January 2, 2023 Dan Pemberton addressed the group on two issues.

He first told the group about how Darwin Tchan obtained his unique name. When Darwin was sworn to be a United States citizen, he was allowed to select the name to be recorded on his citizenship form. As a fan of Charles Darwin, he chose Darwin to be his first name. Growing up in Vietnam with a father from Tawain with the surname of Chan. Darwin selected the spelling of his last name to start with the letter T. Thus, he distinguished himself to differ from Chinese, Taiwanese, and Vietnamese, which have various different spellings in English of the surname Chan. Darwin Tchan is a unique individual with a unique name.

Dan's second subject was to invite the group to attend his MOAA meeting to learn about a Personal Affairs Guide that a widow of a Naval Admiral killed in an aircraft accident has written and is available from the MOAA Headquarters. Dan emphasized the need for everyone to organize their personal affairs for their survivors.



The Berlin Airlift, narrated by PBS host Paul Duke

On January 2, 2023, the featured presentation was the documentary titled *The Berlin Airlift with Paul Duke*.

The Berlin airlift of 1948-49 was the most dramatic rescue operation of the 20th century, viewed by historians as the single most significant event in stopping the Soviet advance across Europe following World War II.

With Paul Duke as host, the story of the airlift is told through newsreels, eyewitness accounts, and interviews.

Interviewees include Clark Clifford (advisor to President Truman during the airlift); Walter Cronkite; Bob Hope; and Lt. Col. Gail Halvorsen (the "Candy Bomber").



Steve Dunner & Dan Cowan, Knights of Pythias, visit Wings Over Wendy's

On January 9, 2023, we were visited by Steve Dunner, Gov. Merriam-Canoga Park Lodge #401, and Dan Cowan, Grand Secretary of the Bill Grand Lodge - Knights of Pythias "Golden Domain" of California and member of Beverly Hills Lodge #393.

Steve knows several members in the audience as neighbors or members of his lodge.

Their visit was to inform the group that the Knights of Pythias is a fraternal service organization that promotes Friendship, Charity, and Benevolence. Dan described how their activities are focused on giving back to the community.

They want to assist Wings Over Wendy's in any way they can.



Cliff Henderson-Visionary Leader

The Man Who Made the National Air Races Great ***** Architect of Palm Desert ****** 1895-1983

Cliff Henderson – Visionary Leader (Continued page 5)

The featured presentation on January 9, 2023, was conducted by Barbara Schultz, the author of many books about the pioneers of general aviation.

Barbara walked the audience through slides of Cliff's remarkable life and accomplishments. Born in Iowa, his family moved to Los Angeles, where Cliff attended Manual Arts high school with Jimmy Doolittle, Jo Doolittle, Frank Capra, Lawrence Tibbitt, and Goodwin Knight. He played basketball on the city championship team and was in the Drama Club. Cliff graduated from USC, where he was a Yell Leader and a basketball player.

He served in WWI and opened a Nash Dealers ship, offering a free ride in his airplane after the war. Cliff was instrumental in the development of Clover Field and moved on to selling Thunderbird Aircraft at Grand Central Airport in Glendale. He became the Managing Director of the National Air Races from 1928 to 1939.

The first National Air Race was at Mines Field (now LAX). He also managed the first Woman's National Air Derby at Clover Field in 1929.

Cliff also formed Aircraft Shows in St. Louis and New York. In addition, he built the Pan Pacific Auditorium, Los Angeles's first Convention Center, and the Pasadena Winter Garden.

In WWII, he re-entered the Army Air Corps as a Transport Pilot. After the war, he formed Palm Desert in 1948.

His wife died at an early age and he remained a bachelor until he turned 60 and married the actress Marian Marsh. Marian was a model airplane builder and a community activist.

He stopped flying and became a passenger, and with Marian, he traveled the world, attending aviation conferences, the Olympics and sightseeing.

At 83 he was honored with a bronze bust and titled the "Father of Palm Desert." Cliff "flew west" at the age of 88 in 1983.

Barbara's books are on sale at Amazon.

- Pancho: The Biography of Florence Lowe Barnes
- Cliff Henderson Visionary Leader
- Flying Carpets, Flying Wings
- Endorsed By Earhart
- Flabob Airport Riverside, California



Photo by Dave Anderson Ed Reynolds presents Barbara Schultz with Wings Over Wendy's Certificate of Appreciation

January 16, 2023



Photo by Larry Kushner

Richard Dunner Joins Wings Over Wendy's

Richard Dunner, Steve Dunner's father, attended the January 16, 2023, meeting and ordered a hat, shirt, and name tag. Richard is a veteran and a retired LAUSD School principal.



Photo by Larry Kushner Sheldon Ochitill visits Wings Over Wendy's

Sheldon Ochitill, Grand Lodge Vice Chancellor, Knights of Pythias, visited the meeting on January 19, 2023.



Moses Vasquez visits Wings Over Wendy's

Maurice Vasquez brought his son to the January 16, 2023, meeting.



Photo by Larry Kushner

Wayne Smith visits WOW

Martin Light's nephew Cal State Northridge History Professor Wayne Smith visited the January 16, 2023, meeting.



Photo from Zoom

Andy Romanisky introduces the Featured Presentation

R.A. "BOB" HOOVER **FLYING** THE FEATHERED EDGE



Photos from Zoom

Flying the Feathered Edge – Bob Hoover Story

The featured presentation on January 16, 2023, was the documentary *Flying the Feathered Edge – Bob Hoover Story*.

Andy Romanisky introduced the documentary by showing a short clip on Andy's experience obtaining Bob Hoover's autograph for the 146th Wing Association.

The documentary started with an introduction by Neil Armstrong. Then it showed Bob Hoover narrating a dog fight with a German F-109 over the Mediterranean Sea on February 9, 1944, when he was shot down.

It then shifts to Harrison Ford, General Jack Daily, Director of Smithsonian National Air and Space Museum, and Sean D. Tucker, World Premiere Air Show Pilot, talking about Bob.

Bob then described various accidents he had survived. Next, we saw him performing acrobatics, including his Tennessee Waltz Manuver, Colonel Bud Day, talked about Bob being the World's Greatest Fighter Pilot, and saw flight maneuvers in which he conserved energy. Then we heard Clay Lacy and General Chick Cleveland talking about energy management.

The documentary then shifts to his life story. He started flying as a teenager. When WWII broke out, he entered the Army Air Corps. (Continued page 7)

During Primary Flight Training, he was so advanced that he instructed the instructors to perform loops and rolls.

He didn't have 20/20 eyesight but memorized the eye chart to pass flight exams. In advanced training, he was assigned to transports but was able to trade assignments with a classmate assigned to fighters.

In advanced training, he crashed two aircraft. He was shot down in the second one by another pilot fixated on the target. Because he had no college credits, he was assigned as a Flying Sargent. Carrol Shelby relates the story.

Bob shipped out to England, but no US aircraft was at his base, and they flew British aircraft. So he was transferred to Oran, Algeria. He was assigned to be a Depot pilot testing freshly assembled aircraft. Unfortunately, he had many engine failures.

He was finally assigned to a fighter unit in Sicily when and was shot down on 9 FEB 1944. He was eventually transferred to Stalag Luft 1. However, he was not a model prisoner and finally escaped and was able to get a weapon and force a mechanic to help him start a German fighter which he then flew to Holland.

After the war, he was assigned to Wright Patterson AFB, Test Pilot School. Burt and Dick Rutan then talked about test flying. Bob was then assigned to Muroc Army Airfield (now Edwards AFB) as a test pilot. He tells the story of his flying the chase plane for Chuck Yeager when Chuck broke the sound barrier.

In 1947, Bob was forced to bail out of an F-84 and was injured. After he returned to flight status, he resigned from the USAF and joined North American Aviation as a test pilot. He performed the initial test on the F-86D, F-100, OV-10, FJ2, Navy version of the T-28, and T-39.

The documentary featured many interviews of pilots claiming that the lessons they learned from Bob Hoover saved their lives. In addition, Bob talked about meeting Charles Lindbergh and many other great pilots.

Bob Hoover's trademark was to fly in a business suit and a wide-brim hat until he had a fire in an accident, and then he switched to a Nomex flight suit.

He performed in many airshows before he felt he had lost his edge. After quitting the air show circuit, Bob continued to lecture and fly until he was 85.



Photo from Connie Hein
Phil Aune shaking Bob Hoover's hand

January 23, 2023



Photo by Larry Kushner

Knights of Phythias Donates \$500 to Wings Over Wendy's

On January 23, 2023, Richard and Steve Dunner donated two \$250 checks to Wings Over Wendy's as part of the Knights of Phythias friendship, charity, and benevolent programs.

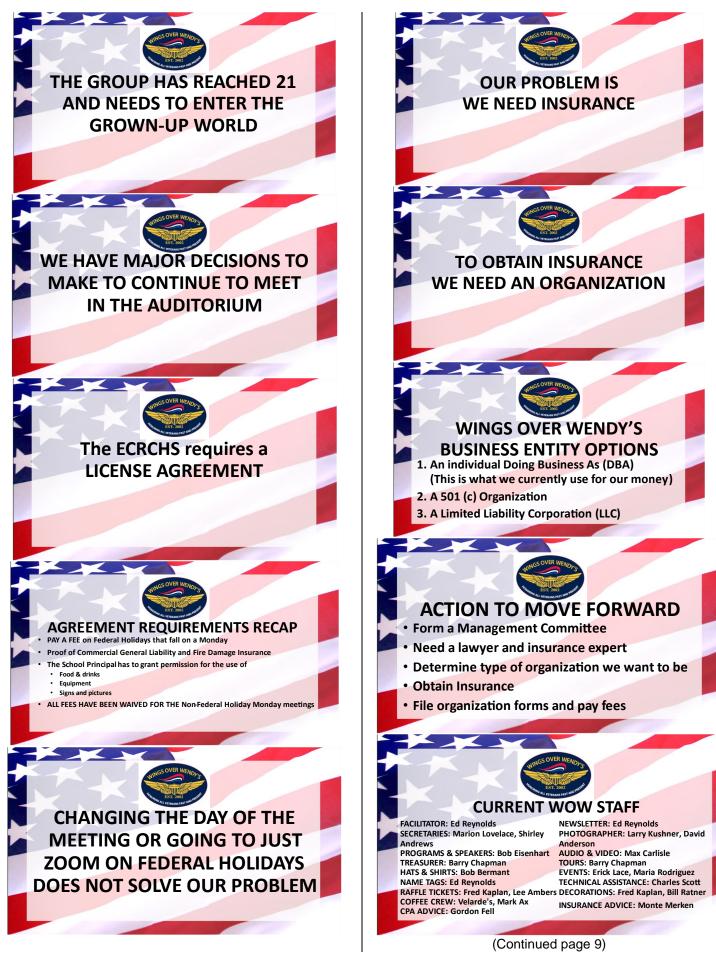


The featured presentation on January 23, 2023, was conducted by Ed Reynolds. On January 18, 2023, David Hussey, CEO of ECRCHS, sent Ed a Leasing Agreement to formalize Wings Over Wendy's use of the Auditorium. There were sections in the Agreement that Ed could not provide or agree. (See page 3 for the Insurance section.)

Ed contacted several Veterans Service Organizations to find out where they obtained their insurance. Finally, he found one agency that agreed to get a quotation from an Insurance Underwriter. The agency needed to know what kind of organization Wings Over Wendy's was, its legal entity, the number of members, whether it was a profit or nonprofit organization, and its annual gross revenues.

He was stumped. There was no legal answer to many of the questions, so he put together a slide presentation titled "The Future of Wings Over Wendy's" to educate the group on the situation.

(Continued page 8)



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Learning about the Insurance problem for the first time, Steve Dunner left the room and called the Knights of Pythias insurance agent. He was told that the Knights' current policy would allow them to be the lessee if some of the attendees were members of the Knights of Pythias. Otherwise, a new Insurance Policy would be needed.

Steve told the group that membership would cost them \$75 a year. A quick poll indicated that many attendees would be willing to join the Knights. But, some of the members were concerned that if the Knights were the lessee of the meetings Wings Over Wendy's would lose their identity.

Richard and Steve Dunner meet with Brad Wright and Ed after the meeting to discuss the situation.

On the 23^{rd,} the Knights of Phythias sent ECRCHS a letter requesting that ECRCHS allow Governor Frank Merriam Lodge #401 of the Knights of Pythias of California to become the renter on the permit for Wings Over Wendy's, which meets every Monday from 9-11 a.m. since they are a 501(c)8 organization that has a general liability policy, which can be utilized for the events.

ECRCHS has not responded. Brad Wright does not want to agree to any solution that may require Wings Over Wendy's to join the Knights of Phythias.

Brad to Ed to remove the Wings Over Wendy's signs and tablecloth before the January 30th meeting. Fred Kaplan and Ed removed all the pictures, plaques, and signs on January 28.



Brad Wright Opens the Meeting as ECRCHS' First **Community Meeting**

On January 30, 2023, Brad Wright, COB, ECRCHS, opened the meeting in the Auditorium as the first El Camino Real Charter High School Community Meeting as his guests to help ECRCHS interact with the community. He then turned the meeting over to Ed Reynolds.



Photo by Larry Kushner

Ed Lynch Veterans History Videos for Library of Congress

On January 30, 2023, the featured presentation was edited by Ed Lynch, Advanta Videography, of a three-hour interview with Clyde East. Ed videos interviews of veterans' history for the Library of Congress at no cost to the veteran.

He told us that he has recorded 180 veterans for the Library of Congress and recently collaborated with Dan Pemberton on videos of veterans at the Reagan Library.

He can be reached at: 805-822-3239 or advantavideo@gmail.com



Photo by Larry Kushner

Dan Pemberton

Dan Pemberton then explained how he works with Ed Lynch on the veterans' interview. Ed setups up the stage, the cameras, and the lighting. He edits the video and produces a DVD for the Library of Congress, the veteran, and the veteran's family. Dan does the paperwork. The veteran tells his story of his service and civilian career.

Dan then talked about his meeting with Clyde and conducting the interview. The full interview is 2hrs and 55min. In three parts. The presentation today shows his becoming a pilot, participating in D-Day, and finishing with his participation in the Battle of the Bulge. Howard Lewis added some photos to illustrate the video.





Clyde East

The featured presentation on January 30, 2023, was a video of Clyde East, filmed at the Reagan Library. The video starts with Clyde growing up on a tobacco farm in Virginia, the fifth of nine children, five boys, and four girls.

He was fascinated with flying and tried to join the Army Air Corps but was too young, so he hitchhiked to Canada and joined the RCAF, earning his wings in November 1942.

On D-Day 1944, he was in a Reconnaissance Unit. He was assigned to strip alert until noon, and then he was assigned a RECCE mission. Clyde describes the mission, the sight of the invasion beach, and his first FW-190 kill.

His unit had three kills on D-Day. Then, after a thirtyday leave, he returned and got his second kill.

Clyde then described his activities during the Battle of the Bulge. He had the distinction of being the first American to fly out of a captured German Airfield. He got his third kill on that day. After that, the unit was moved to Miniz, Germany, and Clyde's fourth and fifth kills.

He then went on to another airfield in what would become the Russian Zone and shot down ten aircraft.

After the war, he stayed in the USAF, flew jets in Korea, and then the first jet reconnaissance aircraft. He finished his career as the Commander of a Reconnaissance Unit and flew missions over Cuba during the Cuban Missile Crisis. He is remembered as a fine southern gentleman. <u>In Other News</u>

It's Back: Two Congressmen Want Americans to Thank Troops for Their Freedom

18 Jan 2023 Military.com | By Drew F. Lawrence

Two congressmen are once again urging Americans to express support for troops and veterans by saying "thank you for our freedom" instead of "thank you for your service."

Republican Rep. Jack Bergman of Michigan, a retired Marine lieutenant general, and Rep. Lou Correa, a Democrat from California, first introduced the measure last fall as a way to "renew and affirm" Americans' commitment to troops. But it failed to pass.

Despite its initial failure and an outpouring of troops and veterans balking at the idea, the bill sparked a renewed conversation about military gratitude, and how Americans express it. Now, the pair are reintroducing the provision.

Read Next: The Army's Long-Awaited New Pay and HR System Is Here

The legislation does not request any legal mandates on speech, but rather "invite[s] citizens" to embrace the phrase "in appreciation to all who serve or have served."

Military.com contacted the offices of Bergman and Correa and asked why the measure did not pass in the 117th Congress and whether they believe it will pass in the new year.

"Now that Republicans are in the majority, the politics of who gets their bills brought to the floor have been removed and fairness dictates our legislative calendar," James Hogge, a spokesperson for Bergman, told Military.com via email, adding that he believes the resolution will be brought to the House floor. Correa's office did not respond by publication.

The legislation is identical to its predecessor, which was introduced in September 2022. And while many former and current service members believe the phrase "thank you for your service" offers a sometimes empty sentiment, the proposed bill did not explain why it needed replacing.

"When we change the language to 'thank you for our freedom,' I think that comes from a place of -- or at least sounds like -- entitlement," said Rhasean Stephens, an Army captain and legal aide for Baylor Law School's Veterans Clinic, which offers pro bono legal advice for inneed veterans. (Continued page 11) But the proposed phrase, according to Stephens, might offer a deeper consequence.

"There's an assumption in there, right?" said Stephens, an aspiring judge advocate general. "Some people don't believe that we necessarily need to be in every single conflict to ensure our American freedoms."

Others Military.com spoke to had slightly different reactions to the reintroduced bill.

One active-duty senior noncommissioned officer, speaking on the condition of anonymity because they are not allowed to talk to the press, simply said the bill is "cringeworthy."

One former Army captain, Jacob Pachter, told Military.com that the measure is "misguided."

"With regard to bills supporting the veteran community, I'd prefer the legislature focus on items that would provide real, tangible benefits to those who have served," he said.

Bergman's office said that the resolution would accompany "more substantive" veterans bills.

Publications, including Military.com, took to calling the measure "awkward" or "performative" in their opinion sections after the bill was first introduced last year.

Military.com's Fire Watch podcast aired an episode on Veterans Day, a month after the initial legislation was introduced, asking current and former service members -ones from different generations of war, genders and ethnicities -- their opinion on military gratitude.

Despite near feverish online reactions to the new legislation, its introduction saw many veterans -- some just beginning to reckon with the tumultuous pullout from Afghanistan -- reevaluating what that gratitude means after 20 years of war.

Retired 1st Sgt. Jonathan Hill, who earned a Silver Star in the now infamous Battle of Kamdesh in 2009, said he almost always appreciates being thanked, but is sometimes skeptical of the motivations of the person who said it.

"Hearing it now is sort of like it's a cliche. ... Are you just saying it? Are you being genuine, or you're just saying it because it's a cool thing to say?" he said. He did add that "thank you for my freedom" may be an apt alternative.

Jack McCain, a Navy pilot and son of the late Arizona Sen. John McCain, said that the sentiment should be used as a step to connect with or reflect on those who have served, especially on Veterans Day.

Others, women and people of color in particular, said that they rarely hear "thank you for your service" at all, or have a complex relationship with the sentiment, given historical shortcomings or discrimination they and their peers experienced around their service.

For example, Daniele Anderson, co-founder of a nonprofit organization called the Black Veterans Project, said she has gone through "many iterations" on how she's received the phrase.

"When I was in the military ... I felt a sense of pride,"

Anderson, who graduated from the Naval Academy and served as a Surface Warfare Officer, said. "But I had so many varied experiences out of uniform in some of the ways that I was treated.

Farewell, Queen of the Skies. Boeing ends 747 jumbo line

When the last jets flies away from the Seattle-area factory the curtain falls on a 54-year, fourengine era.



The final Boeing 747 lands at Paine Field following a test flight, Tuesday, Jan. 10, 2023, in Everett, Wash. Boeing bids farewell to an icon on Tuesday, Jan. 31, 2023, when it delivers the jumbo jet to cargo carrier Atlas Air. Since it debuted in 1969, the 747 has served as a cargo plane, a commercial aircraft capable of carrying nearly 500 passengers, and the Air Force One presidential aircraft, but it has been rendered obsolete by more profitable and fuel-efficient models. (Jennifer Buchanan/The Seattle Times via AP)

By **BLOOMBERG** ||

By Julie Johnsson | Bloomberg

The first and final 747 jumbo jet models both started with a handshake deal.

(Continued page 12)

Back in the mid-1960s, the leaders of Boeing Co. and PanAm came to an agreement that if the US planemaker pushed ahead with the audacious new design, the airline would in turn go ahead and buy the giant jetliner.

That gentleman's agreement would kick-start one of the most successful programs in civil aviation, singlehandedly transforming the way the world flies and giving the Queen of the Skies, as the 747 came to be known, the undisputed reign over the world's flight paths for decades to come.

No other airplane captured the public imagination quite like the hump-backed jumbo jet, nor illustrated the rewards that can flow from breathtaking risk on developing a new aircraft from the ground up. The 747 was an emblem of an era when US innovation was defined by pushing technical boundaries with moonshot projects like the Saturn V rocket — another Boeing effort.

A team led by Boeing engineer Joe Sutter designed and built the jumbo in less than two-and-a-half years, an unimaginable feat by today's standards. They trailblazed concepts that forever changed long-distance travel: from the 747's twin-aisle layout to overhead bins and inflight entertainment. Early models redefined luxury travel with a spiral staircase to a swanky upper-deck lounge.

Now, following a 54-year run, Boeing has ended production of the 747. When the last of the jets flies away from its Seattle-area factory on Feb. 1, the curtain will fall on the four-engine era, after Airbus already gave up its illfated attempt at a rival jetliner. It axed the A380 double decker in 2019.

In total, Boeing built 1,574 of the 747 model, from passenger versions to freighters to special editions like a NASA-commissioned version that carried the Space Shuttle or the Air Force One for US presidents. . Over the past decade, the giant aircraft was eclipsed by smaller, more nimble models like Boeing's own 777 or Airbus SE's A350 that only have two engines but still manage to fly the same routes, albeit at much lower operating costs.

The last iteration of the 747 also owed its existence to a handshake. This time, it happened at a dinner at Seattle's upscale Fairmont Hotel in the mid-2000s where Deutsche Lufthansa AG executives were pressing their Boeing counterparts to upgrade the 747 with technology being created for its most advanced jet, the 787 Dreamliner. Listening with rapt attention: Joe Sutter, the legendary father of the 747, then well into his 80s and long retired but still a force to be reckoned with inside Boeing.

The "Queen of the Skies" brought air travel to the masses, but its half-century run is coming to an end. (Lindsey Wasson/The New York Times)

"He turned to his senior management leadership team and said, 'Guys, just do it," recalled Nico Buchholz, at the time a Lufthansa executive who attended the gathering. "As history has shown, they did it and Lufthansa did buy it."

And while the 747-8, as that iteration was dubbed,

wasn't a resounding sales success, freighter versions of that plane could still be flying as late as the 2050s, like the final model being delivered this week, to Atlas Air Worldwide Holdings Inc.

Aviation's advancements, from the 747 to the Concorde to the Space Shuttle, had long been driven by the goal of going further, faster and higher. But over time, another consideration has come into play: cost.

Airbus's debacle with the A380, arguably the last time a manufacturer penned a radical new design layout, only strengthened a new mantra of finessing and improving existing airframes rather than pushing the boundaries of what's physically and economically possible. Boeing has said that it won't come up with a new aircraft design this decade, underscoring a management ethos that puts efficiency before experiments.

No other aircraft encapsulates that approach quite like the A320 and 737 Max models, which are essentially more fuel-efficient versions of planes conceived decades ago and account for the vast majority of deliveries — and profit and both planemakers.

That low-risk mindset notwithstanding, a new wave of innovation is beginning taking shape, driven by climate change and an urgent need to curb emissions. Boeing plans to build and test-fly with NASA a full-scale prototype of a narrowbody jet with extra-long, thin wings that could eventually succeed the 737, while Airbus pursues breakthroughs with fuels, like hydrogen. Upstarts like Joby Aviation Inc. and Archer Aviation Inc. are looking to replace ground transport with flying taxis.

Monday Zoom Meeting Agenda

The URL is always the same:

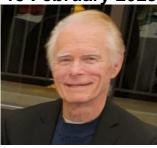
https://us04web.zoom.us/j/661372701?pwd=NEZCWjl MUTArRW1tREtWUWRLNmpDQT09

- 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

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.





Our speaker for this month is our own Honorary Member Mr. David Nesbitt. Dave graduated from Wayne State University in Detroit in 1969 with a Bachelor of Science Degree and an accounting major. He applied for and was accepted into the Federal Bureau of Investigation later that year. He served in the FBI for 31 years; 20 years as a Special Agent and 11 years as a Supervisor. He retired on December 31, 2000 and his retirement was noted in the Congressional Record by Congressman Elton Gallegly. For his last assignment prior to retirement Dave was selected as the lead FBI representative to investigate the crash of Alaska Flight 261 off the coast of Pt Mugu. His presentation is titled "Tales of the Real FBI".

Date: Wednesday,15 February 2023 Check in starts at 5:30 Buffet line starts at 6:30 Program starts at 7:30 RSVP to Dan Pemberton at dhpinto@aol.com or 805-807-7788 NLT 10 February Los Robles Greens Banquet Center 299 S. Moorpark Road, Thousand Oaks, CA 91360 Cost is \$30 payable by check or cash at the door.



Unfortunately, several of our most active members are at home, recuperating from their injuries or illnesses. Our prayers are for a speedy recovery and a return to our meetings: **Howard Swedlick**

Memoriam

During January 2023, no members of Wings Over Wendys "Flew West."

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New Members & Guests

We welcomed the following new members, guests, friends, and relatives to the January 2023 meetings:

Richard & Steve Dunner, Sheldon Ochitill, Ed Lynch, Barbara Schultz, Wayne Smith, Moses Vasquez, and Brad Wright

January Birthdays

Richard Raskoff	February 04, 1938
John Cromwell	February 12, 1942
Lori Netzen	February 12, 1958
David Alvarez	February 13, 1947
Earl Roth	February 16, 1941
Lucie Volotzky	February 25, 1955
Steve Shepard	February 25, 1967
Bill Wentz	February 26, 1948
Paul Boghossian	February 27, 1947
Hank Overton	February 28, 1936
Boyd Davis	February 28, 1946
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Wings News Patrons

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

David Alvarez Steve Andersen **Lillian Anderson** Lee Auger Mark Ax **Tom Bates** Karl Boeckmann **Ron Boggess** John Boiko **Richard Burns** Michael Castro Harvey Cohen Jan Edwards David Freeman **Carter Greene** Marilyn Hauck **Richard Hernandez Neil Houston Carol Jensen Steve Klausner** Andy Kopetzky **Robert Lanthier Barney Leone Howard Lewis Martin Light** Marion Lovelace **Ethel Margolin Shannon Muchow** Maurice Portnoy **Bill Ratner Rosalie Rifkin Ray Rodriguez Esther Roth** Bruce Schultz **Jim Sivazlian Dave Steinbacher** Alice Stone **Rob Swihart David Tostenson** Karen Velarde Lucie Volotsky Joe Weber **Bill Wishard**

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Editor: Ed Reynolds Photographers: Larry Kushner, Ken Mayer, Andy Kopetzkey, Ed Reynolds, Michael Sugar Audio & Video: Max Carlisle Secretaries: Marion Lovelace, Shirley Andrews Programs & Speakers: Bob Eisenhart Tours: Barry Chapman Events: Erick Lace, Maria Rodriguez Treasurer: Barry Chapman Hats, Shirts & Name Tags: Ed Reynolds Raffle Tickets: Fred Kaplan, Lee Ambers Decorations: Fred Kaplan, Bill Ratner Technical Assistance: Charles Scott Coffee & Donut Crew: Barry Chapman, Tim & Karen Velarde, Mark Ax Rod Boyce David Greenburg, Room Set-up Crew: David Greenburg, Fred Kaplan, Ron Boggess, **Bill Ratner** Lee Auger

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

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Publisher: Ed Revnolds

Wings Staff





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

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



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