

WINGS



NEWS

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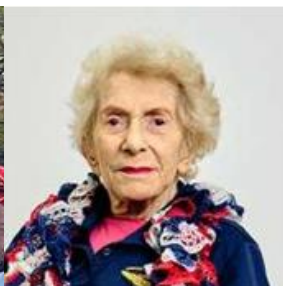
Ed Reynolds Editor

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Wings Over Wendy's Members in the News



Dave Worley
The OFFICER REVIEW



Ethel Margolin
AARP Online



Stephinie Pofcher
ABC7



Ed Reynolds
LA Daily News



Bill Dillon
KCAL News

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VETERANS DAY

11/11/2023

MOWW CINC
BG Victor S. Pérez,
USA (Ret), and
SVCINC Lt Col
David J. Worley,
USAF (Ret), attended
National Veterans
Day ceremonies at
Arlington National
Cemetery, and placed a
wreath at the Tomb of
the Unknown Soldier.



The Officer Review® JANUARY-FEBRUARY 2024 || 21

Dave Worley Attended the National Veterans Day Ceremonies at Arlington National Cemetery

On November 11, 2023, in his capacity as the Military Order of the World Wars (MOWW) Senior Vice Commander-in-Chief, Lt Col David J. Worley, USAF (Ret) placed a wreath at the Tomb of the Unknown Soldier.

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World War II veteran Ethel Margolin poses for a portrait in the Parkhill School auditorium during the weekly Wings Over Wendy's veterans meeting.

Photo by Philip Cheung

Secrets of a Happy Life at 101 from a Women's Army Corps Veteran (Continued page 2)

Ethel Margolin, a veteran of WWII and the Women's Army Corps, is an amazing woman. At 101, she has an incredible memory, a wry sense of humor, and a quick mind.

She attends weekly meetings of the veterans' group Wings Over Wendy's and monthly meetings of the San Fernando Valley Jewish War Veterans and frequently has lunch with friends.

Born in 1922 in Hell's Kitchen, New York, to Russian immigrant parents, she attributes her longevity and happiness to six golden rules:

1. "To thine own self be true."

This advice from Polonius in Shakespeare's Hamlet has been a guiding principle for Ethel, who always knew what she wanted to do and never let others get in the way of her beliefs or desires. "It touched me," she told AARP Veteran Report. "And always stayed with me."

After Pearl Harbor, Ethel worked in a factory as one of the original "Rosie the Riveters." At age 21, she decided to enlist. The reason, she said, was simple: "We were at war, and I wanted to do my part."

2. Never quit

Ethel says several branches of the military turned her down because she was Jewish. But she was proud of her heritage and persisted. Eventually, she explained, the WAC "grabbed me," and she became a Private First Class.

After basic training, she remembers, she was offered a field commission, which she ultimately rejected because, as true to her nature, she wanted to work her way up. She was stationed at Fort Oglethorpe, Georgia. Her love of acting led her to direct plays and musicals to entertain the troops.

She was then transferred to the Air Transport Command of the 8th Air Force in Cincinnati, where she was one of five women working on special classified projects. She stayed there until the end of the war.

3. Don't put off until tomorrow what you can do today

After the war, Ethel married Abe, a former soldier. They moved from New York to Southern California, where he worked as a men's clothing salesman, and they raised their two sons, Robert and William.

At that time, most women were stay-at-home moms, raising families and doing household chores. But while looking after her children, Ethel helped develop a seven-city security guard business, spearheaded an initiative to change the name of an urban development, and attended California State University and Pierce College in Los Angeles.

4. Do unto others as you would have them do unto you

Ethel has always helped others and found that this meant they helped her along the way, too.

Now, she's achieving a little recognition. At age 99, she received a letter from former President Jimmy Carter. In 2022, she took part in the Ringing a Bell for Rosies project.

This year, she was honored in the Memorial Day Parade in her hometown of Canoga Park, California, where she has lived since the 1960s.

A lifelong baseball fan who once watched Babe Ruth at Yankee Stadium, she was then chosen to throw the first pitch at Dodger Stadium on the Fourth of July to the cheers of 20,000 spectators.

She hopes that "I'll still be around" for more adventures. She's happy, however, to share the limelight, pointing out: "There's another lady here who is 102 and she can stand up. It's astonishing."



World War II veteran Ethel Margolin sings the national anthem during the weekly Wings Over Wendy's veterans meeting at the Parkhill School auditorium.

Photo by Philp Cheung

5. Eat healthily

Ethel was married for 52 years and has been a widow for 20. She currently lives with her son, Robert, 68, a karate instructor. William, 67, a lawyer, lives nearby, as do her three grandchildren, all in their thirties.

She eats organic vegan meals and follows a strict regimen of vitamins and juices.

6. Keep your sense of humor

This is perhaps Ethel's most important rule. She peppers her conversations with jokes and quips. When asked about technology, she pulled out her cell phone and rattled off the number. She says she owns a computer but doesn't like it. "I'm still dealing with the switch on the wall from candles."

Ethel says she finds something to laugh about every day and is happy to be lauded for her age as long as no one takes advantage of her. "Now that I'm 101, everyone wants a piece of me," she chuckled. "I'm getting tired."

By Janie Emaus,
Published January 04, 2024

When his stepfather's job required the family to move to Irving, Texas, he piled them into an Airstream and drove to a little farm he and his wife had bought.

(Continued page 4)

“My mom turned the farm into a trailer park,” Ed said. “Instead of selling the Airstream, she rented it out. We kept adding more trailers, and she converted the stalls in the barn into little guest rooms for friends visiting the people with trailers. I was driving at 13, picking up all the trash in the trailer park.”

At 16, he was sharing driving duties on family vacations in an old 1937 Woodie station wagon, and he still has the 1953 MG sports car he won as a freshman at SMU.

“In 25 words or less, you had to say why you liked your Paper Mate pen,” Ed said. “You had the choice of the car or a year’s scholarship. I took the car and hit the road.”

It wasn't until he became a navigator in the Air Force after World War II that Ed hit his travel stride. He would hitch rides on cargo planes going all over the world — Spain, Saudi Arabia, the Philippines, Singapore, Bangkok, and Vietnam.

He served 22 years in the service and then went to work as a computer manager at United Airlines. None of the flying he did for business counted toward the two million miles, nor did the miles he earned on his United Visa card.

“The two million miles were accumulated by purchasing a ticket for myself and my wife when we went on vacation,” Ed said.

They also took vacations to Greece and Wales and many to Hawaii when there was space available on United flights.

Then there were the trips he took with travel groups to Iran, Iraq, Libya, and North Korea, countries on the U.S. “do not travel to” list. Ed couldn’t resist seeing them.

“Our tour bus broke down in North Korea, and while they were fixing it, we just wandered around by ourselves, checking out the little village and people living there. Imagine an American walking around North Korea by himself today.”

After his wife couldn't travel anymore, they made a deal. None of the household money would be spent on Ed's traveling. It all came from the sale of the house his mother left him in Lompoc in the early 2000s.

Three years later, he had traveled his way through another \$100,000.

Now, his challenge is how to keep traveling and still being around to lead the weekly Monday morning meetings of the veterans group Wings Over Wendy's.

“I think I can leave on a Tuesday, fly to Finland, take a ferry over to the Åland Islands located in a Finnish archipelago, spend a day or two, and fly back Sunday,” Ed says.

He knows it's a challenge, but he's only 88. He has time.

Dennis McCarthy's column runs on Sunday. He can be reached at dmccarthynews@gmail.com.



KCAL NEWS Veterans Voices Program Profiles WWII Veteran's New Book that Details Pivotal Moment In Submarine Warfare

Chris Holmstrom profiles William Dillon, a World War II veteran and one of the men aboard the U.S.S. Sailfish, whose mission to sink a Japanese submarine is highlighted in "The Strike of the Sailfish," which tells Dillon's story on the pivotal moment in submarine warfare.

On January 30, 2024, Bill Dillon was profiled on **KCAL NEWS, Veterans Voices** program.

Bill talked about his experiences in WWII serving on the USS Sailfish, which was the first US Submarine to sink a Japanese aircraft carrier and the first to sink a ship using radar.

He also talked about his post-US Navy career in the missile satellite business and the development of GPS.

Bill is the last survivor of WWII US submarine service, and he talked about the book *Strike of the Sailfish* by Stephen L. Moore, telling the story of the men who served with him.

Shannon Muchow at the Masters of the Air TV Mini-Series Premier

On January 15, 2024, Shannon Muchow attended the meeting to tell us about her attendance at the premiere of *Masters of the Air*, a TV mini-series broadcast on Apple TV+.

Shannon got to attend the premiere and the Tom Hanks introduction. Steven Spielberg was there, the producers, a lot of the actors were there, and four of the 100th Bomb Group veterans. (3 of whom are mentioned in the film.)

Following the show, Shannon went to Apple TV's publicity department and got a video of both the trailers and also the arrivals.

Shannon asked the WOW attendees if they had Apple TV+. Only one person raised their hand. She said this is a problem that she is addressing with the publicity department, as she is trying to get a screening for us.

A review of the Series from the Air & Space Forces Magazine can be found on page 10 of this newsletter.



Operation Mincemeat Documentary

On January 15, 2024, the featured presentation was a YouTube documentary on *Operation Mincemeat*.

Operation Mincemeat was a successful British disinformation strategy used during the Second World War. As a deception intended to cover the 1943 Allied invasion of Sicily, two members of British intelligence obtained the body of Glyndwr Michael, a tramp who died from eating rat poison, dressed him as an officer of the Royal Marines, and placed personal items on him identifying him as Captain (Acting Major) William Martin. Correspondence between two British generals, which suggested that the Allies planned to invade Greece and Sardinia, with Sicily as merely the target of a feint, was also placed on the body.

Part of the wider Operation Barclay, Mincemeat was based on the 1939 Trout memo, written by Rear Admiral John Godfrey, the Director of the Naval Intelligence Division, and his Personal Assistant, Lieutenant Commander Ian Fleming. With the approval of the British Prime Minister, Winston Churchill, and the overall military

commander in the Mediterranean, General Dwight D. Eisenhower, the plan began with transporting the body to the southern coast of Spain by submarine and releasing it close to shore.

A Spanish fisherman picked it up the following morning. The nominally neutral Spanish government shared copies of the documents with the Abwehr, the German military intelligence organization, before returning the originals to the British. Forensic examination showed they had been read, and decrypts of German messages showed the Germans fell for the ruse. Reinforcements were shifted to Greece and Sardinia both before and during the invasion of Sicily; Sicily received none.

The true impact of Operation Mincemeat is unknown, although the island was liberated more quickly than anticipated, and losses were lower than predicted. The events were depicted in a 1950 novel by the former cabinet minister Duff Cooper before one of the agents who planned and carried out Mincemeat, Ewen Montagu, wrote a history in 1953. Montagu's work formed the basis for a 1956 film.

January 22, 2023



Ed's 2023 Trip to Sikkim and Darjeeling, India

On January 22, 2023, the featured presentation was Ed Reynolds's talk about his trip to Sikkim and Darjeeling, India, the last week of 20023.

He started the talk by explaining why he wanted to visit Sikkim. Ed belongs to the Travelers Century Club. Full memberships is limited to those travelers who have visited one hundred or more territories of the world. It was first organized in Los Angeles in 1954 by a group of the world's most widely traveled people.

Travelers Century Club

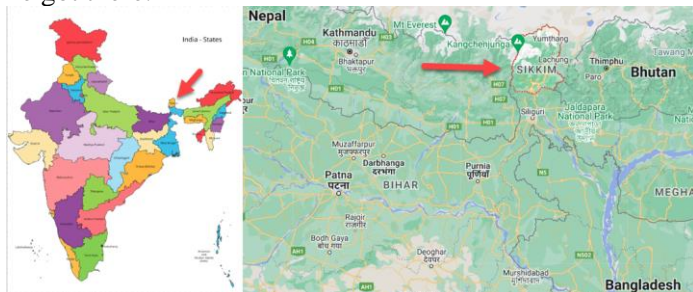


"World Travel...the passport to
peace through understanding"

(Continued page 7)

The Travelers' Century Club®'s official list of countries and territories is a total of 330 as of January 2022. Although some are not actually countries in their own right, they have been included because they are removed from the parent country.

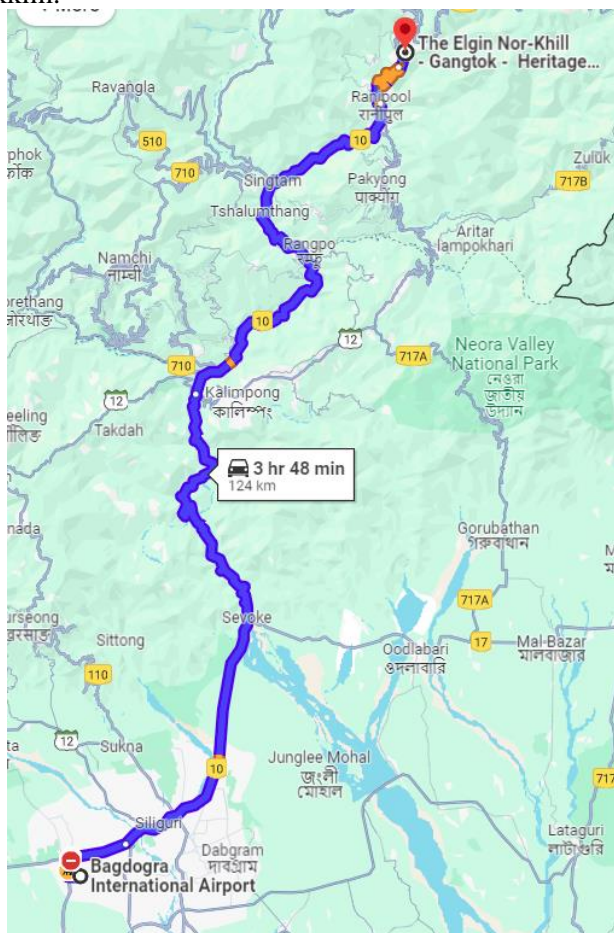
He then showed where Sikkim was located and how he got there.



Fly LAX to EWR, EWR to DEL, DEL to Bagdogra IAP IXB



Drive north from Bagdogra IAP (IXB), Siliguri, West Bengal. Obtain a Special Restricted Area Permit at the Sikkim state border and on to Gangtok, the capital of Sikkim.



Ed showed pictures of the sites along the drive, like sacred white cows wandering on the highway and wild monkeys along the road. He emphasized the curves on the road and the climb in altitude from 400ft at the airport to 5,410ft at Gangtok, the capital of Sikkim.

He showed us a picture of Gangtok, built on the side of small mountains, and explained its background.



Gangtok was established as a Buddhist pilgrimage site in the 1840s, and the city became the capital of an independent monarchy after British rule ended. Sikkim joined India in 1975 as a state.

Today, it remains a Tibetan Buddhist center and a base for hikers organizing permits and transport for treks through Sikkim's Himalayan Mountain ranges.

Ed then described his hotel and answered the most often asked question of travelers to India: "How was the food?" He displayed photos of the Hotel dining room menu, which was buffet style, offering a mix of Indian and Western dishes, and the preparation of the popular Momos.



MOMOS is the typical lunch meal. It is like dumplings and revolves around meat-based fillings, though vegetarian and cheese variations are also popular.

Next, Ed showed pictures and explained the backgrounds of the Monasteries and sites he visited:

- Enchey Monastery
- Namgyal Institute of Tibetology
- Dharma Chakra Centre
- Sakya Monastery
- Ghoom Monastery

(Continued page 8)

- Sunrise from Tiger Hill
- Padmaja Naidu Zoological Park
- Himalayan Mountaineering Institute
- Darjeeling Himalayan Railway - Toy Train
- Batasia And Gorkha Memorial

Ed emphasized the way traffic behaved on the narrow hairpin roads.



He played videos of how it looked from the backseat as the driver safely navigated the turns.

Ed spent New Year's Eve in a hotel in Darjeeling and flew back to Delhi on January 1st, spent the night, and flew back to Newark the next morning.

He told us that he was pulled from the check-in line by the Delhi United Airlines Station Manager and was informed that he had passed 2 Million Miles on United and the manager wanted to take his picture for the United Newspaper.

United Airlines 2 Million Miles



Photo by Larry Kushner

Bob Eisenhart presents Ed Reynolds with a Certificate of Appreciation for his presentation.

January 29, 2023



Photo by Larry Kushner

WingsOver Wendy's Youngest Member Attends Her First Meeting

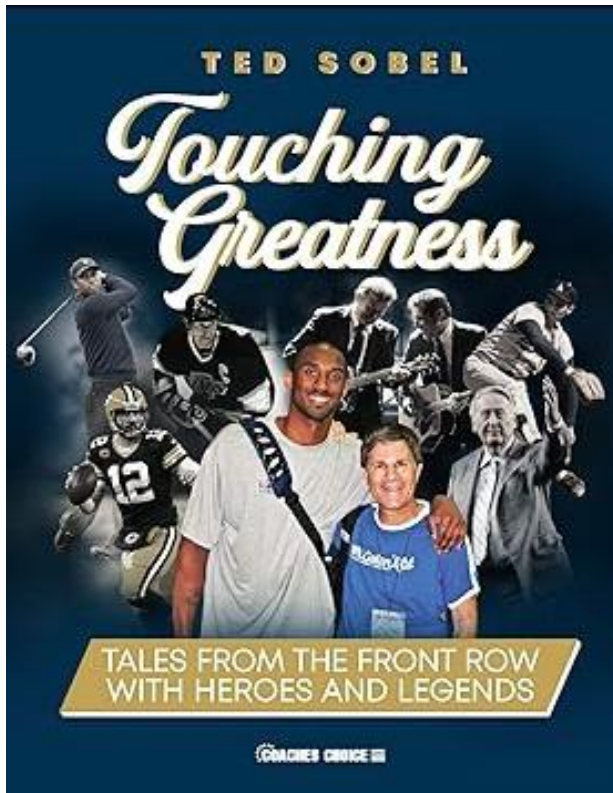
On January 29, 2024, Wings Over Wendy's youngest member, Emily Carlisle, attended her first meeting outside the womb of her mother while a proud mother and father, Cindy and Max Carlisle, looked on.



Photo by Larry Kushner

Stephanie Pofcher Introduces her ABC7 Interview

On January 29, 2024, Stephanie Pofcher introduced the circumstances of the ABC7 interview described on page 2 of this newsletter.



Ted Sobel – Touching Greatness

On January 28, 2024, the featured presentation was a talk by LA Radio broadcaster and author Ted Sobel. He talked about his book *Touching Greatness*, how he came up with the idea, and some of his interactions with the people he included in the book.

He had a lively interaction with the audience, especially the members that grew up in Los Angeles. The following is a description of the book on Amazon.:

Ted Sobel's *Touching Greatness* is a personal lifetime scrapbook of stories of an improbable life of rubbing elbows with over 750 Hall of Famers in sports, music, and show biz (and even a few U.S. Presidents) that will appeal to all ages and anyone who enjoys a read that will inspire, entertain, and make them laugh out loud. No local reporter has attended and/or covered more world-class events with the legends of their genre, including the entire careers of Kobe Bryant, Tiger Woods, Aaron Rodgers, Wayne Gretzky, and so many others—with stories of them all, while covering dozens of Super Bowls, World Series, NBA & NHL Finals series, College Football and Basketball National Championship games, Golf and Tennis majors (including abroad at British Opens and Wimbledon), horse racing's Triple Crown, et al.

A multi-Golden Mike Award-winning Southern California-based sportscaster reporter, Sobel has covered, seen, and experienced a lot through his decades as a radio broadcast legend on several of L.A.'s most historic stations, KFWB, KNX, and KMPC. Currently with the Sports USA network, Sobel was extremely fortunate to have been raised in an era and city of broadcast greats, including Vin Scully, Chick Hearn, Dick Enberg, and legendary L.A. DJ Dave (The Hullabalooer) Hull, among others, as well as befriend or work with them all.

While sports was his beat, this native Angeleno has experienced it all and has chronicled that history in the pages of this compelling tome—from growing up in the 60s in Culver City, California (the real 'Heart of Screenland' and a number of the TV classics), interacting with the 'Rat Pack' in old Vegas, to then being around the great music era when the Sunset Strip was the place to hang with the sounds of Laurel Canyon in the air. Those stories include personal interactions with the Doors, the Eagles, the Beach Boys, the Turtles, and some groups called the Beatles. In addition, Ted is the nephew of Oscar-winning screenwriter producer Carl Foreman.

Ted will also take you back to his early L.A. days with a retro Triple Crown menu featuring pop culture, screen gems, and memorable cuisine that will get your taste buds craving for an edible time capsule. Ever enjoy Chasen's world-famous chili, a warm fresh donut from Helms Bakery, or taste an amazing scoop of Wil Wright's ice cream that even Marilyn Monroe couldn't pass up? It's all there for your deja vu dining pleasures.

(Continued page 10)

Add numerous other icons like John Wooden, Jerry West, Bill Russell, Shaquille O'Neal, Phil Jackson, Sandy Koufax, Joe DiMaggio, Ted Williams, Roberto Clemente, Gordie Howe, and Mario Lemieux. You're sure to enjoy a rare journey into insightful stories of a life that most individuals could only imagine—giving every reader a front-row seat to being their own witness to touching greatness.



**Bob Eisenhart and Ed Reynolds present Ted Sobel
with a Certificate of Appreciation for his talk.**

10



'Masters of the Air' Nails Many Details, Misses Context

The new nine-part TV series, "Masters of the Air," masterfully captures the grueling reality of life in the U.S.

The show premiered with two episodes on Jan. 26, and AppleTV+ is making a new episode available every Friday through March 15.

The end of the final episode, which shows photographs of the actual people portrayed in the series, was particularly touching. "I got choked up because it reminded me of all the guys I've known and lost over the years," he said.

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Birkey credited the filmmakers for their accurate depiction of individual experiences in the 100th and for not whitewashing the devastation of strategic bombing. He also praised the meticulous set design, the exquisite static aircraft, and even the accurate evolution of the Airmen's uniforms over the course of the war.

"They bought from top shelf places," Birkey said about the wardrobe. "They got the jackets from Eastman Leather in the United Kingdom. That is the varsity level."

But while the real-life details were excellent, Birkey questioned the computer-generated effects. To one who has spent hundreds of hours flying in and maintaining B-17s, Birkey viewed the movement of the flying B-17s as cartoonish, with takeoff and climb rates far too fast and steep. He also criticized the formation scenes for failing to depict how much the aircraft bounced and shook in the chopped air left behind by the hundreds of engines in formation ahead of them.

Beyond the physics, the show did not portray the aircraft as characters in their own right, an area where the 1990 film "Memphis Belle" succeeded.

"I cannot emphasize enough how much these aircraft are alive," Birkey said. "They have their own personalities and sounds; they smell certain ways from their exhaust and oil and fuel."

Strategic Omission

But the biggest miss, Birkey said, is the lack of a strategic narrative that would have given context to the 100th's terrible losses: 757 men killed or missing, 923 prisoners of war.

The core objective of strategic bombardment was to avoid the endless attrition of World War I. Gens. Henry "Hap" Arnold and Carl "Tooe" Spaatz, the founding fathers of U.S. airpower, argued throughout the 1920s and 1930s, often at great risk to their own careers, that targeting centers of production, transportation, and leadership would be a more effective, less costly way to win a war.

The problem was scale: before the start of the war in 1939, the U.S. Army Air Corps had just 26,000 troops, about 1,200 bombers, and fighters, many of which were obsolete, and a mere 23 B-17s. By the end of the war, the U.S. Army Air Forces would grow to a peak strength of 2.4 million troops and 80,000 airplanes. About 12,700 B-17s were built over the course of the war, but it took several years to get to that point, and until then, the strategic bombing campaign was a miserable grind.

"They don't care if they kill us all, do they?" Crosby asks, referring to his commanders in one episode. Through 1942, 1943, and early 1944, the USAAF conducted relatively accurate and effective strikes on ball-bearing plants and centers of industry, but with such high loss rates and without enough trained crews and bombers, it lacked the ability to re-strike those targets.

Not until 1944 did the USAAF finally gain the scale to re-strike targets, such as petroleum refineries. "Masters"

mentions how the size of the raids grew from just 12 bombers in June 1942 to more than a thousand by the end of the war. The development of long-range fighters equipped with drop tanks also reduced losses by protecting bombers closer to the target.

Still, there was a good reason why the air commanders kept sending crews to the meat grinder before sufficient scale was achieved. With the Soviet Union losing millions of troops on the Eastern Front and the rest of the Allies fighting in North Africa and Italy, the USAAF had to do what it could to keep the pressure on Germany, Birkey explained. Many of the commanders flew those missions themselves, as well.

"We had to do anything possible to exert pressure on them and degrade their ability to fight," he said. "Something was better than nothing, and it was an existential war—everything was on the line. The luxury of waiting for the perfect was not possible."

Though the losses suffered by the 8th Air Force during the bombing campaign surpassed 26,000 men, about 30 percent more than the number of Marines killed in the entirety of World War II, those losses were not in vain. The early raids took vital German air resources away from other fronts and took a substantial toll on German war production. Birkey said the overall success of the campaign is evident in the fact that the Allies crossed from Normandy to Berlin in less than a year, where it took four years to go just a few miles in either direction in World War I.

"That is how you measure the impact of strategic bombing," he said. "We were able to stress their system so that when the invasion occurred, they were extremely leveraged."

While "Masters" includes some exposition about daylight bombing in episode two, Birkey said the limited focus on strategy missed the opportunity to put the characters' experience into context. He said past works such as "Memphis Belle," "Command Decision," and "12 O'Clock High" were more successful at that aspect, as was the 1998 mini-series about the Apollo program, "From the Earth to the Moon," which featured Tom Hanks introducing each episode with historical context.

"It's entertainment, we're not here for a Ph. D-level lecture," Birkey said. "But you need to bring a little bit more in."

Birkey also saw the cramped treatment of the Tuskegee Airmen, the Black American aviators who helped break the color barrier for the armed forces but whose story was jammed into just the two final episodes.

Why It Matters

"Masters" is a vivid reminder of the brutality of air-to-air combat, and it comes at a time when the U.S. military is preparing to fight near-peer rivals such as China and Russia without the air superiority that was taken for granted in recent conflicts.

(Continued page 12)

“This is what the risk looks like,” he said.

Disclaimer: Apple TV+ provided an advance screener for “Masters of the Air.” Doug Birkey also helped source some of the aircraft parts for the series through his extensive ties in the historic aircraft community.

**The secret history of the
Air Force One shadow fleet**

Service officials do not acknowledge the existence of four of the world's most prominent Boeing 757s.

BY MARCUS WEISGERBER
GLOBAL BUSINESS EDITOR
JANUARY 17, 2024



Minutes after Air Force One takes off from anywhere

in the world, another blue-and-white aircraft emblazoned with “United States of America” typically follows to far less fanfare.

That's the way the Air Force likes it. That trailing plane is one of a quartet of bespoke Boeing 757s whose existence service officials don't acknowledge. And although the four aircraft are well known to plane spotters and aviation enthusiasts, they're getting harder to track.

The planes' mission is broadly understood. They fly the U.S. president to cities and towns whose airport runways are too short for the Boeing 747s more commonly associated with the Air Force One mission, and they regularly serve as backup if a larger plane breaks down.

But much remains unknown: when and why the aircraft were purchased, how much they cost, and how much taxpayer money is spent to keep them flying. Unlike other types of expensive military hardware—notably, the two 747s currently being customized to replace the three-decade-old VC-25 jets that fly the President—the four shadow planes received no public debate over their purchase and left almost no paper trail.

But there are clues. Using publicly available government, military, and contracting documents, flight tracking data, and information gathered by aviation enthusiasts and photojournalists, *Defense One* has assembled the most comprehensive history of this shadow fleet. It's a rare glimpse into the secretive and often classified world of presidential travel and continuity-of-government operations.

The White House Military Office, which oversees the President's air travel, deferred questions about the planes to the Air Force, which declined to comment.

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(Continued page 13)

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Operations

Obama was also the first president to fly aboard one of the new shadow aircraft in the mid-2010s. Donald Trump often used them as backdrops when addressing thousands of supporters at flight line campaign rallies in 2020.

President Joe Biden has used the planes for the short flight between Joint Base Andrews in Maryland and New Castle Airport near his home in Delaware. Earlier this month, Biden took one to South Carolina and Texas. On Monday, he used one to fly to a Martin Luther King Day event in Philadelphia.

The shadow aircraft are part of the Presidential Airlift Group, according to a 2016 Air Force document that mentions their tail numbers. The group, which also flies the Boeing 747s, is a unit of the 89th Airlift Wing, whose 1st Airlift Squadron operates the four acknowledged C-32As.

The four planes are based at Joint Base Andrews, Maryland, within the high-security Air Force One "compound." Satellite imagery shows a hangar—known as Hangar 20—that is large enough to hold three aircraft and was built between 2007 and 2010. Like the larger Hanger 19 next door, where the two VC-25 Boeing 747s more regularly used as Air Force One are kept, special security fencing isolates the complex from the flight line. Recent satellite images show 757s parked outside the hangar.



This screenshot from Google Earth shows the gray-roofed Hangar 20 built at Joint Base Andrews, Md., around the time the secret fleet was acquired. (Google Earth)

You can't tell the secret planes by their radio callsigns. When the President is aboard an Air Force jet, it goes by "Air Force One," no matter the airframe. And a C-32 flying

in trail duty generally uses the callsign "SAM," for "special airlift mission," just as the public C-32s do.

Nor can you tell by their tails anymore. Last year, the Air Force began removing the tail numbers from its transport aircraft, including the one that took Biden to Charleston and Dallas this week.

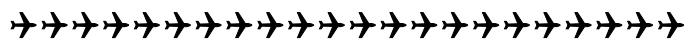
But once up in the air, the planes and their tail numbers still appear on public flight-tracking websites such as ADS-B Exchange—at least for now. The Air Force has called these types of flight-tracking websites a threat to military aircraft.

"The Department of Defense considers open source flight tracking and data aggregation on our aircraft a direct threat to our ability to conduct military air operations around the world," the Air Force said last year in a statement attributed to a "senior DoD aviation policy expert."

It's unclear how the shadow fleet's performance or communications suite differs from those of the public C-32As.

"There is no aircraft in the world that can do what Air Force One can do, and certainly under the demanding circumstances under which this aircraft conducts these missions," White House Press Secretary Josh Earnest told reporters after Obama met with the Presidential Airlift Group in 2017.

While he was talking about the 747, it's fair to assume the shadow fleet fits that same billing.



USAF Wraps Up Flight Testing on Electric Aircraft, Complete with Casualty Evac

Jan. 29, 2024 | By Greg Hadley

The Air Force and BETA Technologies finished a three-month stint of flight testing with its "Alia" electric aircraft at Duke Field, Fla., the contractor announced Jan. 29—which included several milestones for electric aviation within the Department of Defense.

Most prominently, the Air Force's 96th Test Wing said that on Jan. 11, the sleek, quiet, fixed-wing aircraft flew a simulated casualty evacuation mission and communicated directly with Air Force aircraft for the first time.

The 413th Flight Test Squadron, the Air Force's rotary wing test squadron, wrote the test and safety plan for Alia, which landed at Duke Field in late October. BETA continued to own and operate the aircraft.

(Continued page 14)

In a release announcing the end of the “deployment,” BETA said Alia’s time at Duke was “the next phase of a larger developmental test and evaluation (DT&E) effort being conducted by the U.S. Air Force to assess electric aviation’s applicability for DOD missions.”



One such mission is getting wounded troops to medical care as quickly as possible.

On Jan. 11, an HH-60W helicopter from the 41st Rescue Squadron transported a simulated casualty from Moody Air Force Base, Ga., to Eglin Air Force Base, Fla., according to the 96th Test Wing release. There, the Air Force aircrew transferred the casualty on a stretcher to the BETA aircrew, who loaded the stretcher into Alia and then flew 68 nautical miles to Duke Field, where a medical crew met it.



The transfer took less than 10 minutes, but it could mark the beginning of a shift in how the Air Force approaches the difficult mission of casualty evacuation when time is of the essence, and aircraft are in high demand.

“During these exercises, the goal is to augment the existing fleet with additional low-cost assets to assist in mission execution so battlefield aircraft can stay in the fight,” Maj. Riley Livermore, 413 FLTS Futures Flight commander, said in a statement.

Back in April 2020, the Air Force launched its “Agility

Prime” program to spur development in the electric vertical takeoff and landing (eVTOL) aircraft industry. Service leaders said the aircraft could, among other missions, help with search and rescue and medical evacuation—missions that are being rethought amid the Air Force’s push to prepare for competition and possible conflict in the vast Indo-Pacific region.



While the Alia now being tested is a fixed-wing, conventional takeoff and landing aircraft, BETA is also building a vertical takeoff and landing variant and has participated in Agility Prime.

The casualty evacuation mission marked the first ever by an electric aircraft and “demonstrates key impacts electric aviation can have on military services, including an increase in response time at the [forward operating base],” BETA’s release stated. “The HH-60 was able to initiate the movement of the Quick Response Force sooner than if it had to move the patient to definitive medical care.”

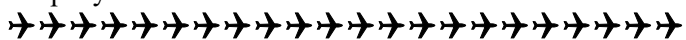
Additionally, the release pointed out that if the Air Force needed to rely on a C-130 to transport the patient, it would require more crew and more fuel.

On top of the casualty evacuation simulation, the Alia aircraft also completed a simulated Maintenance Recovery Team (MRT) mission, flying to Eglin to pick up a needed part for an F-35 that had landed at Duke.

On the commercial side, electric aircraft are often thought of as future “air taxis” to move people quickly and quietly in dense urban environments. For the Air Force, they could be useful for logistical problems by moving people and cargo faster than cars or trucks but more efficiently than large airlifters.

The MRT mission, for example, took about one hour of flight time and cost \$25 in electricity. A truck driving the same distance would take four hours and consume \$45 in gas, the BETA release said.

The Air Force is pressing ahead with other electric aircraft investments. In September 2023, the service accepted an eVTOL aircraft from Joby Aviation at Edwards Air Force Base, Calif., and it is expected to get another in the near future. USAF has also awarded a contract to Archer Aviation worth up to \$142 million for up to six of the company’s aircraft.



Wings Over Wendy's Future Events:



**MOAA/MOWW CHAPTER MEETING
21 February 2024**



Major General Gravett retired from the military following over forty years of combined service in the Army and Army National Guard. He began his military career by enlisting in the 119th Military Police Battalion in Los Angeles. Later, as a non-commissioned officer, he graduated from Officer Candidate School and was commissioned. Over the years, he commanded at every level, from platoon to senior command, including serving in key senior staff positions, culminating as Commanding General of the 40th Infantry Division.

Date: Wednesday, 21 February 2024

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 16 February

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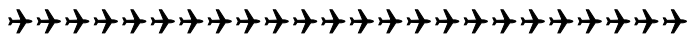
<https://www.operationgratitude.com>

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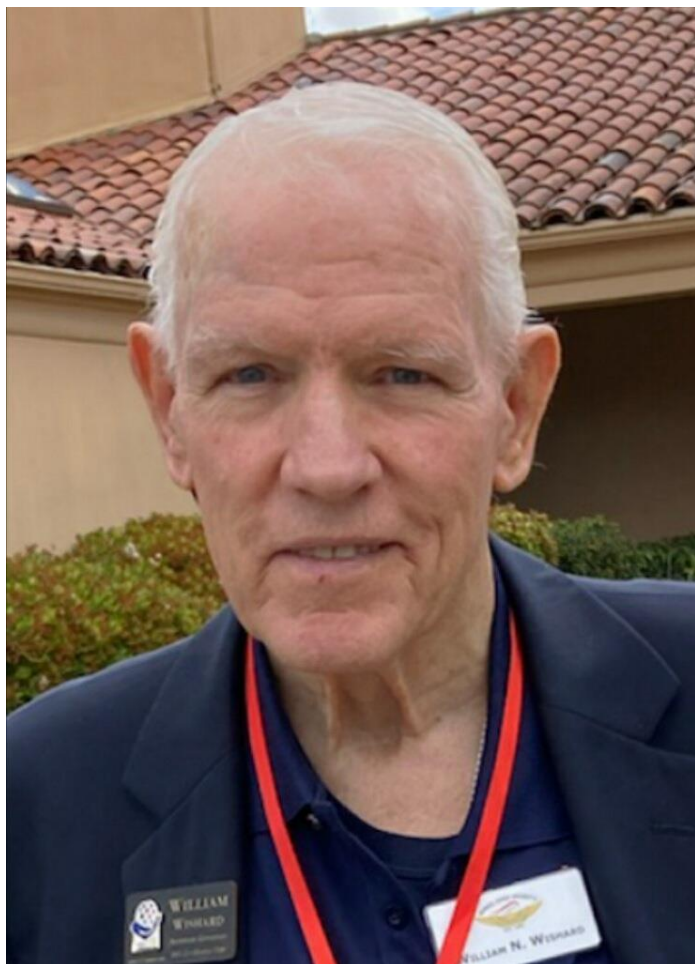
**Contact: Charles Scott (818)
448-1737**

pcinfoman@gmail.com.

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Wings Over Wendy's
members with their computer
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Memoriam



Bill Wishard

06/26/1941 to 01/17/2024

William Niles Wishard, III, died peacefully on January 17th, 2024. "Bill," "Will," or "Mr. Rotary," was born in Indianapolis, IN, to Dr. William Niles Wishard, Jr. and Carolyn Davis Wishard.

Bill attended Park Tudor School (class of 1959) and then Williams College (1964) and was a brother in the Psi Upsilon fraternity.

In 1961, he decided to put his family's plans for him to be a 4th generation medical doctor on hold. With his uncle's encouragement, he became part of the stage crew for the world touring organization Moral Re-Armament (MRA), which did stage presentations of plays that encouraged morality and Sing Out musical shows, which also encouraged a moral message.

The MRA group was invited to the Republic of South Vietnam by President Ngo Dinh Diem between 1961 and 1962. Bill spent a month in Vietnam and was able to meet

President Diem before returning to college a year before Diem's assassination.

Following graduation from Williams, Bill rejoined MRA, and then when the group split, he joined Up With People (UWP).

Bill was a leader in Up With People, which traveled and performed their musical show across several countries. Notable events were performances at the Indianapolis 500, the Cotton Bowl, the White House, Super Bowl X, and the People's Republic of China.

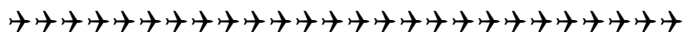
He married and settled down in Tucson, AZ, in 1972, raising funds and scheduling events for the group.

In the 1980s, he moved to Malibu, CA, to join Peter Ueberroth's management of the 1984 Los Angeles Olympics.

Following the Olympics, he formed Wishard & Associates, organizing international peace events.

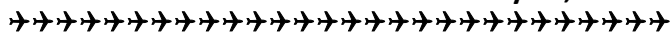
In retirement, Bill was active in Rotary, Daniel Freeman Memorial Hospital, Psi Upsilon, Williams College, and Wings Over Wendy's Veterans group.

Bill is survived by his daughters Carolyn Wishard Wootton & Alison Wishard Guerra; his grandchildren Brady William Wootton, Sofia Alexandra Wishard Guerra & Alina Luz Monteros Guerra; his best friend and former wife, Mary Wishard; his siblings Susan Poston & Gordon Wishard; their children Sarah Poston, Chris Poston, Claire Wishard Hoppenworth & Gordon Wishard Jr., and their beloved children Eli & Emily Hoppenworth, Mac & Nate Sanders, Kai & Tate Poston, and Watson Wishard; and his cousins Gerald Hallett and Diana Wishard Clemente.



February Birthdays

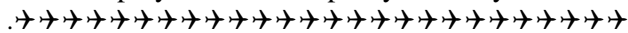
Richard Raskoff	February 04, 1938
Sam Feola	February 09, 1945
Christine McIntosh	February 09, 1953
John Cromwell	February 12, 1942
Lori Netzen	February 12, 1958
David Alvarez	February 13, 1947
Earl Roth	February 16, 1941
Ed Barkett	February 18, 1957
Dorothy Smith	February 22, 1922
Lucie Volotzky	February 25, 1955
Paul Boghossian	February 27, 1947
Boyd Davis	February 28, 1946
Hank Overton	February 28, 1936

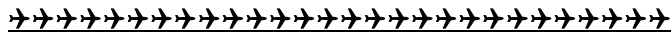


Prayers

Unfortunately, one of our most active members is at home, recuperating from a knee operation.

Our prayers are for a speedy recovery: **Duke Dao.**





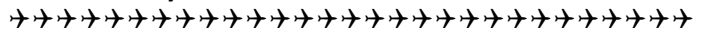
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The following is a list of WOW members who have contributed \$10 to fund the publication for 12 months.

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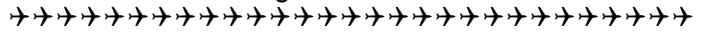
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ANA Meetings

MOAA/MOWW Meetings

Non WOW Events

Operation Gratitude Events

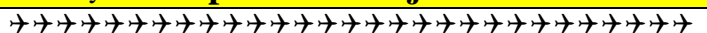
WOW Events/Tours

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: **kswpwndaeovnb1jans4**



Wings Over Wendy's Upcoming Events

Reminder

Wings Over Wendy's monthly food drive is Monday, February 5th



February 2024 TOUR



Santa Susana Depot Museum and Model Railroad

Thursday, February 22, 2024

Time: 10:00

Transportation: Personal Vehicles

**Address: 6503 Katherine Road
Simi Valley, CA 93063**

Price: Suggested Donation \$5.00

Parking: Free at the Railroad Depot and Santa Susan Park (Next to the Museum)

Directions: Exit 118 Freeway at Kuehner Drive, Left onto Kuehner Drive to Katherine Road, Right on Katherine Road

Lunch: Old Susana Café

Address: 1555 Kuehner Drive (Less than a half mile from the Museum)

Simi Valley, CA 93063

March 2024 TOUR



March AFRB Museum

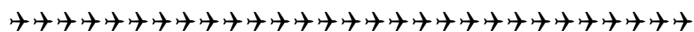
Thursday, March 21, 2024

Time: 07:15

Transportation: BUS

**Cost: \$13 plus \$2 driver Tip
(\$15 paid in advance)**

Lunch will be sandwiches served in the Museum.



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

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