

WINGS



NEWS

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Ed Reynolds Publisher


Email Wings News at Ed_ReynoldsJr@msn.com

Ed Reynolds Editor

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Wings Over Wendy's Loses its Grand Old Lady

In loving memory of



Ethel Margolin

September 17, 1922 - January 28, 2025

*Beloved wife, mother,
grandmother, animal-lover and WWII Veteran*

Funeral Service Info:
Mount Sinai Memorial Park
Sunday, Feb 2nd at 2:30PM
5950 Forest Lawn Dr, Los Angeles, CA 90068

It frustrated her that she had to give up driving. So many of us experienced the challenge of picking her up and/or dropping her off at her home on a hill with a slanted driveway. She would remark that she drove better than some of us who took her to lunch, meetings, and events. She was bound and determined to live her life to the fullest, and she did. **RIP Ethel!**

In addition to the road development, China has also been developing its railway network to improve transportation efficiency and capacity. The country now has a 120,000-kilometer-long railway network, accounting for 25% of the world's railway transport volume.

A wide-angle, high-altitude aerial photograph of Paris, France. The Eiffel Tower stands prominently in the center, surrounded by green parkland and walkways. The city's dense urban landscape, with its characteristic red-tiled roofs and narrow streets, stretches out in all directions. In the far distance, the modern skyscrapers of the La Défense business district are visible against the horizon. The sky is a vibrant blue, filled with soft, white cumulus clouds. The lighting suggests a bright, sunny day, with a warm glow on the horizon.

Despite facing legal challenges from the Countess of Poi, who claimed that the construction of the tower would ruin her view and disturb the tranquility of her park, Eiffel persevered and eventually completed the tower in less than three years. (Continued page 3)

The documentary also noted that the Eiffel Tower was a symbol of France and a testament to Eiffel's innovative spirit and determination.

However, it faced many Construction Challenges, and the engineer had a tight schedule to respect. The state's contributions were dependent on the progress of the works.

The project was completed in full, but delays cost the project leader money. The engineer took responsibility for all costs, fines, damages, compensation, and interest, even from his own pocket. The legal case wasted a lot of time before the work could finally begin.

The project faced technical challenges, including a parcel of land that was completely waterlogged. The engineer used a system of watertight chambers to enable the workers to work beneath the surface of the water.

The project also faced a new attack from artists who signed a petition against the erection of the Eiffel Tower. The engineer countered the attacks, and the project continued. The work was completed in record time, and the Eiffel Tower became a symbol of French savoir-faire. However, the workers went on strike due to their working conditions, and the project leader was offended by the claims.

Gustave Eiffel, the engineer behind the Eiffel Tower, faced a series of challenges and controversies. Despite initial success and popularity, Eiffel's reputation was tarnished by a Panama scandal, where he was implicated in corruption and abuse of confidence. This led to a significant drop in attendance at the tower and calls for its demolition.

However, Eiffel's fortunes changed when Gustav Ferrier, an army officer, approached him with the idea of using the tower for wireless telegraphy experiments. The tower's success in these experiments led to its preservation and recognition as a symbol of Paris and France. Despite the Eiffel Tower no longer being the tallest monument in the world, it remains an iconic symbol and a testament to Eiffel's perseverance and ingenuity.

January 20, 2025



Aviation History: The Golden Age of American Air Travel

January 20, 2025, was our last meeting of the High School's winter break, requiring that we meet again at the Elks Lodge.

The featured presentation was a documentary about the history of early US airlines and the history of the Lockheed "Connie" Constellation.

Commercial airlines initially struggled to get off the ground, but with help from the government, which awarded airlines contracts to deliver the mail, they soon began to flourish. Despite the Great Depression, air transportation experienced phenomenal growth and change from the late 1920s through the 1930s before the US entry into World War II intervened.

The documentary took us on a journey through the "Golden Age of American Air Travel." It dove deep into the era when propeller-driven airliners like the iconic Lockheed Constellation and the majestic Boeing Stratocruiser ruled the skies, transforming the way people traveled and connecting the world like never before.

The video explores the groundbreaking designs and technological advancements that defined these magnificent aircraft. It emphasizes the sleek lines and powerful engines of the Constellation, nicknamed the "Connie," as it soared across continents with unprecedented speed and comfort. It also displays the luxurious interiors of the Stratocruiser, complete with spacious cabins, sleeper berths, and even onboard cocktail lounges.

The documentary introduced us to the visionary engineers, daring pilots, and glamorous flight attendants who made this era possible. We learned about their challenges, risks, and triumphs as they pushed the boundaries of aviation and ushered in a new era of air travel.

The video documented how the advent of these airliners revolutionized the way people experienced the world. From transatlantic crossings to exotic destinations, air travel became accessible to a wider audience, fostering cultural exchange and global connectivity. It delves into the social and cultural impact of this transformative era, exploring how it shaped the world we live in today.

(Continued page 4)

The documentary brings this golden age to life through rare archival footage, stunning aerial photography, and interviews with aviation historians and experts. It relives the excitement and glamour of air travel in the 1940s and 1950s as it explores the legacy of these iconic aircraft and their enduring impact on the world of aviation.

Following the history of world aviation, the documentary switched to a Lockheed promotion on its passenger aircraft.

The presentation discussed the evolution of commercial aviation in the 1940s, 1950s, and 1960s, focusing on the Lockheed Constellation, affectionately known as the Connie. The Constellation was a significant technological leap, offering elegance and functionality, and it extended its life long after many of its prop-powered rivals became obsolete with the advent of the turbojet. The presentation also highlighted the role of airlines and airliners in shaping the industry, with Boeing's Model 247 being a significant benchmark for civil aviation. The presentation also touched on the importance of pressurized aircraft, with the US Army commissioning Lockheed to modify a standard Model 10 Electra with a new pressurized fuselage, the XC-35. The presentation concluded with the development of the DC-4E, a four-engine aircraft that could carry 42 passengers over a distance of over 2,000 miles, but it was too expensive, and its performance was below expectations.

Boeing attempted to re-engineer their B-17 bomber to create a new airliner, the 307, but it had a tailwheel, making for less safe takeoffs and landings. Lockheed was developing their four-engine passenger plane, the Model 44 Excaltibur, which Howard Hughes would call for radical changes to, reshaping it into the ultimate prop airliner. The final rendition of Lockheed's super airliner model was given a new name, the L-104, and then L-049 Constellation. The Constellation became the C-69, a high-speed transport aircraft for troop movement. The second C-69 had a much more glamorous debut, and Howard Hughes was allowed to pilot it on a record-breaking flight. The aviation marketplace was quickly changing, and aircraft manufacturers had to focus their energies on the civilian market. The Constellation's military career ended when the B-29 Super Fortress was delivered, and the XB-30 was canceled.

The Constellation's success was short-lived as Boeing returned with an unbeatable new aircraft design, the jet-powered 707. Lockheed unveiled its most advanced Constellation, the Starliner, but it was costly compared to similar offerings from Douglas. The Boeing E-3 Sentry ultimately superseded the Starliner. Lockheed attempted a comeback in the airliner market with its jet-powered tri-star, but it was far below sales targets. Lockheed exited the civilian market and concentrated on military aircraft.

The documentary discussed the history and development of the Lockheed Constellation, a significant

aircraft in the post-war era. The Constellation was a revolutionary aircraft that combined many technical innovations, making it the most powerful and advanced airliner of its time. It was designed to carry 36 passengers and fly non-stop from New York to Los Angeles in 8 to 9 hours. The aircraft was a combination of many successful elements of earlier studies and was designed by a talented team led by Paul Hibbard and Kelly Johnson. The Constellation was a victim of old age and progress, as jetliners eventually replaced it. Despite its success, the aircraft's lifespan was cut short due to the rapid advancement of technology in the aviation industry.

The Lockheed Constellation, also known as the Connie, was the company's primary product during the anticipated post-war expansion of commercial travel. The Constellation was a highly advanced aircraft, outperforming its competitors, the DC-4s. The Constellation's efficiency was undeniable, and within two years, its rivals on the transatlantic route had been forced to change to the Lockheed plane themselves. The Constellation's success led to the company retaining its skilled workforce and receiving orders from eight airlines for over 100 constellations. The Constellation underwent several improvements and variants, including the Model 649, the Model 749, and the Model 1049, also known as the Super Constellation. The Constellation played a significant role in military service, with the US Air Force and Navy using the aircraft for various purposes.

The documentary discussed the history and evolution of the Constellation aircraft, from its initial use as a transport plane to its various military and civilian roles. The aircraft played a significant role in the development of aerial command posts, electronic surveillance centers, and radar stations. It was also used in the Vietnam War, performing various functions such as airborne early warning, data relay, and aerial medical evacuation. The documentary also touched on the transition from piston-engine to jet-powered aircraft, with the Constellation serving as a testbed for this change. The aircraft's career spanned from World War II to the Space Shuttle era, with over 856 models produced in 16 years.

January 27, 2025

On January 27, 2025, the Monday meeting returned to the El Camino Real Charter High School North Campus Auditorium with the largest crowd we had had since the bi-annual picture last year. The featured speaker had requested no Zoom or recording of his presentation, so several of our attendees who live a fair distance from West Hills and attend via Zoom drove in to attend the meeting.

We also had the following visitors attend the meeting:
(Continued page 5)



Photo by Larry Kushner

Rochelle Pinto

Karen Vegtel brought her neighbor, Rochelle Pinto, to the meeting on January 27th, 2025.



Photos by Larry Kushner

Dennis and Susan Ricca

Dennis and Susan Ricca, friends of the guest speaker, Sassy Reuven, visited from New Jersey on January 27th.



Photo by Larry Kushner

Tim and Erin Hallam.

Bob and Nancy Eisenhart's grandson and his wife, on their Honeymoon from their home in Oregon, visited the meeting on January 27, 2025.

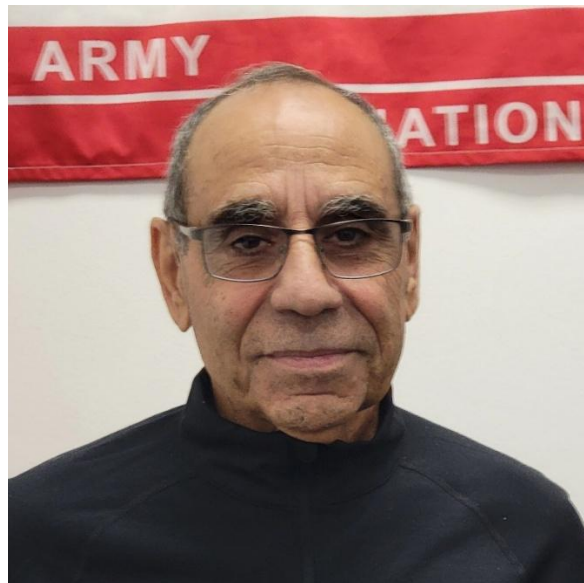


Photo by Judy Lamppou

Sasson "Sassy" Reuven's Personal Experience During The Raid On Entebbe Rescue Operation

On January 27, 2025, Sasson "Sassy" Reuven was the featured speaker. He retold the story of his personal experience during the Raid on Entebbe rescue operation.

Background for Sassy's talk

The 1976 Entebbe Raid, also known as Operation Entebbe or Operation Thunderbolt, was a daring Israeli military operation to rescue hostages from a hijacked plane. On June 27, 1976, an Air France plane with 248 passengers was hijacked by two members of the Popular Front for the Liberation of Palestine – External Operations (PFLP-EO) and two members of the German Revolutionary Cells. The plane was diverted to Entebbe, Uganda, where the hostages were held at the old terminal of the airport.

Ugandan dictator Idi Amin supported the hijackers, and their demands included the release of Palestinians imprisoned in Israel and Kenya. The Israeli government, under Prime Minister Yitzhak Rabin, initially sought to negotiate but also began planning a military response. After several days of tense negotiations, Israel decided to launch a rescue operation.

On July 4, a team of Israeli commandos from the Sayeret Matkal unit carried out a surprise raid on the airport. The operation was executed with precision, involving a surprise landing at the airport, storming the terminal, and freeing the hostages. All seven hijackers were killed, and three hostages were tragically killed during the Raid. However, the majority of the hostages were rescued, and the operation was hailed as a major success and a symbol of Israeli military prowess.

(Continued page 6)

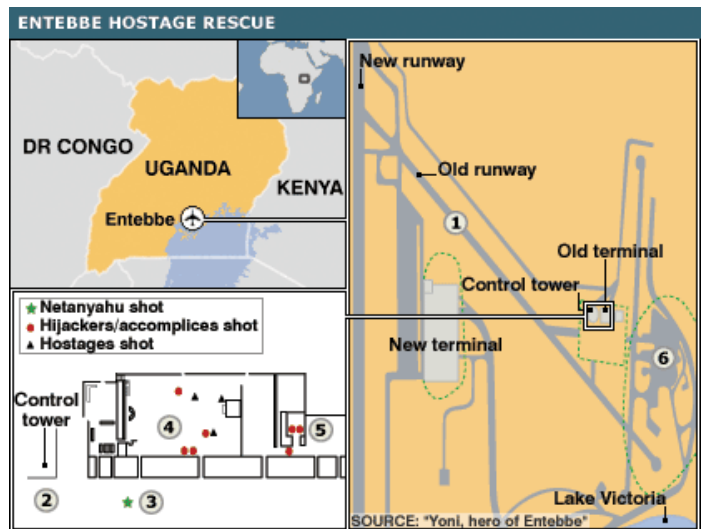


LTC David Konop, United States Army Africa (SETAF), Public Affairs Officer - Image Source: US Army Africa Official Image Archive

The old terminal building of the Entebbe International Airport



The new terminal building of the Entebbe International Airport



With this background, Sassy talked about his personal experience with the Raid. He was a commander in the Israel Defense Forces (IDF) stationed on the Syrian border when he was assigned to join the raiding party. The party trained for the Raid with a mockup of the Old Terminal building where the hostages were believed to be held.

Sassy was assigned to the second C-130 to enter the New Terminal and was the second IDF soldier to exit the aircraft. During the flight from Israel, he told us about the cramped quarters in the C-130, as automobiles were in the C-130 along with his team.



At one point, he decided to rest under a Mercedes that had a shield of concrete covering its undercarriage to protect against explosions. He was awakened when the aircraft hit a pocket of turbulence, and he hurt his knee and was afraid he would not be able to take part in the Raid. When he crawled out from under the car, he poured cold water on his knee to relieve the pain. His team kidded him that he looked scared and had peed in his pants.

With the exception of some difficulties he initially had with his radio, he successfully completed his assignments and returned to his duties on the Syrian border.

The Entebbe Raid is remembered as one of the most successful hostage rescues in history and demonstrated Israel's commitment to protecting its citizens and its resolve in confronting terrorism.

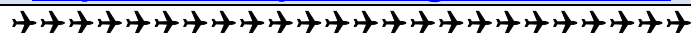


The cost is \$35

Program starts at 7:30

805-807-7788

A decorative horizontal separator consisting of two rows of small airplane icons flying towards the right. The top row contains 20 airplanes and the bottom row contains 20 airplanes, all aligned horizontally.



WOW Meetings

The key is: **kswpdaeovnb1jans4**

818-515-2336

A horizontal line of small, stylized airplane icons flying from left to right, used as a section separator.

RSVP to Bucky 818-692-0701

[illegible]

In Memoriam

Wings Over Wendy's had one reported passing during January 2025 and learned of one in November 2024.



Art Hershey

11/17/1934 to 11/13/2024

This editor learned after the fact that Art Hershey, one of the finest gentlemen in Wings Over Wendy's, had passed several months ago, four days short of his 90th birthday.

In January 2022, he spoke at Wings Over Wendy's, telling the group about his involvement in "Cold War" covert operations.

Art told us about his chance encounter on vacation in Florida after graduating from Cornell University. Upon his return from vacation, he reported to active duty as an Officer in the US Army. He was surprised to learn that the Army knew about his encounter in Florida. He was informed that his drinking campaign was a British Intelligence Officer who recommended Art for covert operations.

He was assigned to Army covert operations and transferred to the reserves, where he led a double life in the Bay Area as a director of human resources for a pharmaceutical company and conducted covert operations. He recruited spies and cultivated information about communism spying in the Northern California region.

Art told us about some of the people he met and why he resigned when colleagues were killed in the operation.

He went on to hold a lifetime of senior-level human resources experience in both the private and public sectors.

He had heavy experience in the pharmaceutical industry and professional sports. He had specific expertise in strategic planning, employee relations, talent acquisition, compensation and benefits, employee safety, management training and development, team building, budgeting, labor relations, and employee communications. Art served on over twenty non-profit and professional organizational boards of directors and taught and lectured in over twenty universities around the country.

Art served on the board of Operation Gratitude and was a docent at the Ronald Reagan Library. He represented Wings Over Wendy's at the City of Calabasas Veterans Day events. He was a class act and will be missed by his many friends.



Ethel Margolin

09/17/1922 to 01/28/2025

Only a dozen members of Wings Over Wendy's have lived over 100 years, and three exceeded 102. Still, only our "Grand Old Lady," Ethel Margolin, faithfully attended our weekly meetings to the end. Her big heart, which made so many members feel that they were special, finally gave out.

Ethel was born in 1922 in the Bronx, New York's Hell's Kitchen, to Russian immigrant parents.

When WWII broke out, she wanted to do her part to fight the war. At first, she worked in an aircraft assembly plant, thus qualifying her as “Rosie the Riveter.”

When she turned 21, she decided to enlist in the military. Ethel joined the Woman's Army Corps (WAC) after being refused entry to the US Marines and US Navy.



(Continued page 10)

Her IQ scores were off the charts, and she was one of five women across the country specially assigned to Air Transport Command, headquartered in Cincinnati, Ohio, for two years to work on special classified projects.

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. There, they raised their two sons, Robert "Rob" and William "Bill."

In addition to raising her two boys, Ethel helped develop a seven-city security guard business, spearheaded an initiative to divide Canoga Park, and created the name West Hills.

She started attending Wings Over Wendy's meetings in 2014 and faithfully attended every Monday meeting, sitting up front with Alice Stone, Shirley Andrews, Judy Reynolds, and Karen Vegtel.

When she turned 100, she received many accolades, including Grand Marshall of the Canoga Park Memorial Day Parade, the City of Malibu Veterans Day Celebration, throwing out the first pitch at the Dodgers' July 4th baseball game, and being honored at a Kings Hockey game, to name a few.

She was profiled in an AARP Lifestyle article where Ethel attributed her longevity and happiness to six golden rules:

1. "To thine own self be true."
2. Never quit
3. Don't put off until tomorrow what you can do today
4. Do unto others as you would have them do unto you
5. Eat healthily
6. Keep your sense of humor

The last two are the ones that she will especially be remembered for: her strict adherence to organic vegan meals and her sense of humor.

Ethel, rest in peace - so many of us loved you.

February Birthdays

Richard Raskoff	February 04, 1938
Lynne Davies	February 09, 1941
Sam Feola	February 09, 1945
Christine McIntosh	February 09, 1953
Patrick Dy	February 10, 1978
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
Joe Coermane	February 21, 1933
David Silvera	February 21, 1945
Dorothy Smith	February 22, 1922
Lucie Volotzky	February 25, 1955
Paul Boghossian	February 27, 1947

Boyd Davis

Hank Overton

February 28, 1946

February 28, 1936

Wings News Patrons

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

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Publisher: Ed Reynolds

Editor: Ed Reynolds

Photographers: Larry Kushner, Dave Anderson, Judy Lamppu, Andy Kopetzky, Michael Sugar

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Room Set-up Crew: David Greenburg, Ron Boggess, John Boiko, Bill Ratner, Dave Steinbacher, Lee Auger

Erick Lace has resigned from the Board of Directors. The Directors have voted to have Gordon Fell fill the position of Treasurer and add Bruce Weiner to the board to assist Gordon.

Board of Directors 501c 7, Social Club

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Member:	Dave Anderson
Member:	Bob Eisenhart
Member:	Bruce Weiner

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Charles Scott

(818) 448-1737

pcinfoman@gmail.com.

**Charles has offered to
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Wendy's members with
their computer problems
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MONDAY, MAY 26, 2025

Parade route on Sherman Way
from Owensmouth to Cozycroft

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"Canoga Park Community Center Foundation is pleased to welcome all participants to the 33rd Annual Memorial Day Parade. This year we bring all the tradition along with some new ideas to make the parade safe and fun as we remember those that gave their lives for our freedom."

— Board of Directors

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MUSIC • Bring a parade to life!

Bands or choral groups may either march or ride. Help us with the music and reach out to your local school, church, military and community organizations with bands. The music, whether vocal or instrumental, must be patriotic and consistent with the USA parade theme.

PEOPLE • Our pride is shown with every participant!

People, young and old, marching or riding in the parade is a fitting tribute to the families who have sacrificed their sons for our Freedoms. Groups will have an opportunity to do a short performance during pre-planned parade stopovers along the parade route.

Canoga Park Community Center
info@canogaparkmemorialdayparade.com



Photography by Jay Ross and Mark Haberman

Reminder

**Wings Over Wendy's
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Monday, FEB 3rd**



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