

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 Lost One of Its' Most Dedicated Volunteers



Photo by Larry Kushner, taken July 2024 at the last meeting Paul attended.

Paul Boghossian FEB 27, 1947 -MAR 5, 2025

Paul – Rest in Peace. Give our regards to Howard, Art, and the rest of our many friends up there.

NEVADA DESERT LIES
AREA 51 THE CIA'S SECRET.

April 2025 - Page 2 of 14

The CIA publicly acknowledged the base's existence on June 25, 2013, following a Freedom of Information Act (FOIA) request filed in 2005. Declassified documents detailing its history and purpose were subsequently released.

Area 51 is located in the southern portion of Nevada, 83 miles (134 km) north-northwest of Las Vegas. The surrounding area is a popular tourist destination, including the small town of Rachel on the "Extraterrestrial Highway."

The video discussed the development testing of the U-2, A-12, and F-117, as well as the validity of each aircraft. The narrator expressed concerns about the security of the airspace surrounding the base and the restricted military land adjacent to it. Peter Merlin, an aerospace historian, shared his experience and research on the base, highlighting its security measures, including orange posts marking its boundary and magnetic sensors detecting vehicles on the Groom Lake Road.

The video discusses the declassification of documents in August 2013 that revealed the true purpose of Area 51. According to the CIA report, Area 51 was created in 1955 to test the top-secret U-2 spy plane, codenamed "Aquatone." The base was selected for its remote location and natural landing field. Over time, Area 51 evolved to support other classified aircraft projects, such as the A-12 "Oxcart" and the development of stealth technology. The summary highlights the extreme secrecy surrounding these projects and the base's role in advancing U.S. aerial reconnaissance and stealth capabilities during the Cold War era.

March 10, 2025



Tiffany Lace Visits from Portland, OR

Eric and Jill Lace's daughter, Tiffany, visited the meeting on March 10, 2025, with her father. She told us she was in town for a couple of days to drop off her puppy so she and her husband could travel.



Randy Silverman Visited the Meeting

March 10, 2025, Randy Silverman, from Westlake Village, visited the meeting. Randy served in the US Army from 1962 to 1968. He served primarily in Korea on the DMZ.



Photo by Larry Kushner

Jack Moran, WWII Veteran of the Battle of the Bulge.

The featured speaker on March 10, 2025, was soon to be 100 years old, Jack Moran. Dan Pemberton introduced Jack by showing a clip from the National Memorial Day Concert on May 25th, 2024. narrated by actor Brian Cranston.

(Continued page 4)

After the video, Jack started to tell his story. He was with General Patton in four major battles: the Battle of the Bulge, the Rhine River, the Siegfried Line, and the Sar Valley. The Sar Valley was where we started out, and we were fighting the 11th Panzer Division, the German Division, which was tough. They were very tough!

He told us about an occasion when General Patton's jeep was blocked by the truck Jack was in, and Jack was only 4 or 5 feet from the General until the truck moved off the road to allow the jeep to drive by. Jack's truck was on the way to attack Hill 360 and had no military value, but the objective was to kill and capture as many Germans as they could. Jack lost three friends in the attack. He told us about his Captain running across the hill with his 45 blazing away. • He was quite a great leader in all his time in combat he never saw a single officer above the rank of captain in action. They all stay safely or behind the lines.

There are two things that you must have every day. One of them is not food. The two things are rest and water. If you don't have rest and water. You're no good at all, and it's tough to rest at night. There's 2 of you in a foxhole. There are 12 hours of daylight and 12 hours of darkness, so one of you must be up and on your feet, alert, and awake all night long. We'd go 2 hours on, 2 hours off, 2 hours on, 2 hours off, and when you're tired in the 1st place, and you haven't had dinner, you don't get dinner. If you find a K ration, they're cold.

We don't have any blankets; we have just the clothes on our backs. It's about five degrees above zero, and you're in a cold hole in the ground. It can't get any worse than that. While you're trying to lie down and get your two hours of rest. Machine guns are going off in the distance, and mortars are landing in the general area, so it's impossible to get any decent rest. But two hours later, you've got to get back on your feet, and in the morning, these two very tired guys are supposed to get up and charge some more, advance some more in the enemy, so it makes it very difficult.

They killed a lot of Germans on Hill 360, and when Jack was relieved later that night and came down off the hill, he was dying of thirst. His body was screaming for water. he had no water in his canteen. The supply line had not brought up any freshwater bags. Nothing, so there was a horse trough there, and Jack confessed his stupidity and took water out of that horse trough.

Jack's unit then entered Walsheim and occupied a house on a slope, so the basement was located above ground. They caught a chicken and planned to eat it that night. Now, of course, the bad thing is that smoke is coming out of the chimney, and there are a couple of Tiger tanks on a mesa about half a mile back. They see this smoke coming out of the chimney, so they are firing that very infamous. 88, the greatest weapon in the world at that time. The first round took out the back wall, the second round exploded in the basement, ripping out the kitchen floor and dropping the chicken dinner into the basement, and the 3rd 88 took out

the outhouse, so it's just a horrible mess. But Jack's unit lived through the night.

Patton then moved his unit to Belgium in open-bed trucks to the bulge. They were there six days.

Jack repeated an incident that was in the film clip about pulling the pin on a hand grenade on some Germans approaching his foxhole just 2 or 3 feet away. The explosion hit the top of his helmet and knocked him silly for a day.

On March 20th, 1944, he reached the Rhine River Valley. The unit moved into the houses along the river to make sure that no Germans were left. The German sharpshooters were deadly from across the River, and Jack told us about soldiers being shot from across the river.

On the sixth day the orders came to cross the river at midnight.

At about 5 min to 12, the Captain called Jack to tell him he wanted a radio in the boat. A radio in a boat in those days was strapped on your back. It probably weighed 15 or 20 pounds, but it was the only way the Captain could keep in touch with the Battalion.

At exactly 12 o'clock, they pushed off. Now, you know, 140 men can't be quiet. It's impossible. But the Germans had to know we were coming. So, they put the little boats in the water and got in, and then they became quiet. They thought they were being quiet and paddled across the river quietly. When they reached the middle of the river, the lights came on. The flares lit up the river beautifully. The first thing Jack heard was, ' Oh, we're in trouble. ' and seconds later, he heard machine guns opened up on the boats.

Immediately, he heard praying, cursing, and screaming from those who were being hit. One bullet just came in and killed Frank Nagel. Frank fell over on top of Jack. Another bullet went through Jack's pants and we finally hit the beach on the other side.

They didn't beach their boat. They just jumped out of it and ran up on it and lay down on the beach, so the boat w floated down the river with 2 dead and a wounded person going down the river. They were picked up the next day.

So, they lay on the beach for 3 or 4 minutes to collect their thoughts, having just come through a very emotional, physical, mental, and psychological experience. They had just come through something tough, awfully tough. But they eventually got up and started firing. They lined up the about the 70 men left and started firing from the hip with an M1. You can fire. 8 shots reload in 3 seconds, fire more, almost like a light machine gun. There were 70 men walking and throwing lead waist-high into the dark. They can't see what they're shooting at because it's pitch black, but they're pouring an awful lot of lead into in front of them to make sure the Germans stay down or get killed.

(Continued page 5)

They captured some Germans the next morning, and one of the Germans said that you guys made so much noise last night we thought there were 700 of you. There were just 70 of you. It was quite a job, but anyway, we secured the castle and then drove the Germans out.

Jack then discussed the Siegfried Line. The French built the Maginot Line after World War I, and the Germans, in turn, built the Siegfried Line about the same time, 100 miles east. Germany was in a tremendous depression back in those days, but it still spent millions of dollars constructing these concrete bunkers from the Alps all the way to the North Sea at a tremendous expense.

Hitler went through the Maginot Line like a hot knife going through butter, and we did the same thing to the Siegfried Line. It had no military value at all.

Jack said, "We ran into these big dragon's teeth, these big cement columns put up to stop the tanks from coming through, and I dug in with a young man from this next group, and we sat down for the evening. He showed me pictures of his wife and his new baby. He was so happy about them, so proud, but he was so sad that he wasn't with him. He was the most homesick person I have ever seen in my life. The next morning he got a ride back to his outfit.

I moved forward behind a tree and lay down to see if it was up in front of us. There was an open area to my left, a little ahead of me, about the size of a basketball court, and the guys on my left started to advance. They began to move through, and as they reached an open area, they started to cross it, but mines began to explode all around them. It was a minefield, and it was a particularly treacherous one when a mine explodes around you; you've got to freeze. You cannot keep going because you might trigger more mines." "So these people were trapped just in a very bad situation there, but as I leaned there behind the tree, this fellow that I spent the night with the night before came staggering out of the smoke from the minefield, and as he came up towards me he didn't look at me. He just had his head down, blood all over him, and walked about 10 feet past me, and fell down and died. Never to go home and see that wife and baby he's so proud of."

Jack's outfit fought all day long fighting these bunkers. The US had tanks and tank destroyers. The Germans were firing big shells at them. The walls of the bunkers were 4 feet thick. They could not penetrate them, but it did scare the people inside, and they knew that they were on a losing cause. Their war was going to be lost. So many of them surrendered. Jack reached the top of the hill and looked down; the Germans had fled. Looking down into the valley at the bottom was a small town called Ormond. There was an open field all the way down to the town, and the Captain thought that if the outfit tried to go down that open field, and they've got tanks down there and machine guns, could hurt us real bad. So he called on Corps artillery. Within minutes of that order being issued, Jack could hear rumbling back over the horizon as the big 240-

long rifles started to throw their guns, their weapons. Their shell is about the size of the shells that the battleships use out of their big weapon. Then, shortly after that, the rumbling of the 240 Howitzers, after that 155 long rifles, and the 155 Howitzers, then the 105 long rifles, then the 105 Howitzers, and all these shells are up in the air. There were 540 shells in the air, and looking up, Jack could see them flickering as they flew over. All of a sudden, these 500 shells landed at the same moment on the town, and it was obliterated. It simply disappeared into the flames and smoke. Nobody could have survived it. As soon as the smoke subsided, Jack's unit, possibly around 30 or 40, arrived, and the Germans had fled. They left their dead, but they took their wounded with them, which is customary.

Jack finished his talk and then answered questions from the audience.



Photo by Larry Kushner

Dan Pemberton, Bob Eisenhart, and Ed Reynolds present Jack Moran with a Certificate of Appreciation and Wings Over Wendy's decals for his presentation.

March 17, 2025



The Douglas DC-3: The Plane That Flew For Almost A Century | The DC-3 Story.

On March 17, 2025, the featured presentation was a documentary on the Douglas DC-3.

With more than 16,000 built, the DC-3 became the world's most successful aircraft and legend in several wars. During both World Wars, the military version of the DC-3 played a crucial role in achieving success. But by now, the Basler factory in Oshkosh near Chicago seems to be an airplane boneyard. Several DC-3 aircraft seem to be lying about in disrepair. But through 45,000 hours of work, 80 employees hammer, screw, and drill a wreck into a modern aircraft. The DC3 is the only aircraft in the world that can be fully rejuvenated after 80 years of service and then continue to fly for another 50 years or more.

The DC-3 aircraft played a significant role in World War II and the Cold War, serving as a transport plane and airliner. It was produced in large quantities, revolutionizing air travel and serving as a model for future passenger aircraft. The aircraft has undergone various transformations, including service in the military and civilian use. Today, many retired DC-3s are being restored and repurposed, with some being converted into modern aircraft. The DC-3's versatility and durability have made it a popular choice for various roles, from military transport to civilian airliner.

The documentary discussed the role of the DC-3 aircraft in World War II, particularly its use as a military transporter and its involvement in the D-Day invasion of Normandy. The aircraft was converted into a C-47 military transporter and played a crucial role in transporting troops and supplies. The meeting also highlighted the bravery of the paratroopers and glider crews who faced high risks during the invasion. The DC-3 aircraft, nicknamed "That's All, Brother," became a legend of the war and was later rediscovered in Oshkosh, Wisconsin.

The documentary narrators discussed the plane's versatility and historical significance, jokingly suggesting an electric version should be made.

March 24, 2025



Photo by Larry Kushner

Magicians "Raven & Migz"

On March 24, 2025, the featured presentation was two local magicians known as Raven & Migz, who conducted a live magic show.

Migz and Raven introduce themselves as magicians with different specialties - Migz focuses on sleight of hand while Raven is more of a "mental" magician. They performed a few tricks, including a mind-reading demonstration where Raven correctly guesses an elephant drawn by Migz. The magicians then invite Bob, who has a recent birthday, on stage to participate in a balloon animal trick. They also perform a card trick with Bob and Stuart. The segment concludes with Raven performing a trick that involves a letter opener, playing cards, and a paper bag, with the assistance of audience member Shirley.

Raven demonstrated his ability to read people's body language and influence their decisions through a game of "Which Hand" with an audience member. They play three rounds using candy and increasing amounts of money (\$5, \$10, and \$20). Raven successfully guesses the location of the money in each round by observing the member's behavior and using verbal techniques to influence his choices. The demonstration showcases Raven's ability to read body language and subtle cues to determine when someone is lying or making a decision.

In the performance, the Magicians conducted various games and activities to demonstrate the power of influence and persuasion. The games included choosing colors, party poppers, and a card game called Free Card Monty. The Magicians emphasized the importance of building confidence and trust in these games.



Photo by Larry Kushner

Abe Hoffman, Bob Eisenhart, and Ed Reynolds present Raven and Migz with a Certificate of Appreciation and Wings Over Wendy's decals for their presentation.

March 31, 2025



General Douglas MacArthur: Overcoming the Enemy.

On March 31, 2025, the meeting was held at the Canoga Park Elks Lodge due to the observance of Cesar Chavez's birthday holiday at the school.

The featured presentation was a documentary on the life of General Douglas MacArthur. The documentary discusses Douglas MacArthur's life and military career, from his family background to his role in the Philippines. It highlights his achievements at West Point, his experiences in World War I, and his rise to become the youngest Chief of Staff in the Army.

The documentary also delves into MacArthur's personal life, including his relationships with his mother and his marriages, as well as his sometimes controversial actions and insubordination and covers Douglas MacArthur's military career from World War II through the Korean War. It details his leadership in the Philippines, his famous "I shall return" promise, his successful campaigns in the Pacific, and his role in post-war Japan.

The documentary also discusses MacArthur's controversial actions during the Korean War, which led to his dismissal by President Truman. It concludes with MacArthur's final years and his farewell address at West Point.

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In Other News

A horizontal line of 25 small airplane icons flying to the right, used as a section separator.

The last surviving Battle of Britain Pilot, John 'Paddy' Hemingway DFC, passes away



John "Paddy" Hemingway, the last surviving pilot of the iconic Battle of Britain, passed away peacefully on 17 March 2025 at the age of 105.

Paddy Hemingway, one of a number known as ‘the Few’ and revered figures in British aviation history, played a crucial role in defending the United Kingdom against Nazi oppression during the summer of 1940. His courage in the face of overwhelming odds demonstrated his sense of duty and the importance of British resilience.

Eighty-five years ago, a nineteen-year-old Royal Air Force Pilot Officer from Ireland, flew his Hurricane in the skies over France, providing fighter cover (strafing attacks, air patrols and dogfights) to the British Expeditionary Force and other allied troops as they retreated to the beaches of Dunkirk in the face of overwhelming Nazi Blitzkrieg attacks. It became known as the 'Battle of France'.

When the invasion of France commenced in May 1940, Paddy, a pilot with No. 85 Squadron, found himself locked in a bitter contest with the Luftwaffe. In an eleven-day period the squadron accounted for a confirmed total of 90 enemy aircraft; there were many more claims that could not be substantiated. On 10 May, Paddy was recorded as destroying a He-111, the following day he downed a Do-17 but his Hurricane aircraft was hit by anti-aircraft fire, and he had to make a forced landing. As the Germans advanced, it was clear the airfields would be overrun and the remaining pilots, aircraft and crews returned to the UK.

No. 85 Squadron, under a new commanding officer, Peter Townsend, became one of the front-line squadrons of the 11 Group (Fighter Command) response to the daily attacks from Nazi aircraft, which came to be known as the 'Battle of Britain'. Paddy's logbook records, almost nonchalantly, the daily sorties he and the other pilots undertook in defense of the United Kingdom. In August 1940, during hectic dogfights, Paddy was twice forced to bail out of his Hurricane, landing in the sea off the coast of Essex and in marshland on the other occasion.

(Continued page 8)

Towards the end of October 1940, the strain of fighting and loss of comrades was beginning to take its toll on Paddy. He was particularly troubled by the loss of his dear friend 'Dickie' Lee DSO, DFC in August 1940, saying in later years that his biggest regret was the loss of friends.

On 1 July 1941, Paddy was awarded the Distinguished Flying Cross (DFC) and in September that year, he was Mentioned in Dispatches. His journey to London to receive his DFC from The King began with him escaping from a wrecked Blenheim aircraft which crashed on take-off.

This wasn't the last of his aircraft related misfortunes. In 1941, serving with No. 85 Squadron, based at RAF Hunsdon, in a Havoc night fighter, Paddy had to bail out at 600 feet due to instrument failure in bad weather, breaking his hand on the tail section. Paddy's parachute failed to open properly, and he was saved further injury as the chute caught on the branches of a tree. In 1945, whilst serving in the Mediterranean Allied Air Forces with 324 Wing, he was forced to bail out a fourth time. While attacking enemy forces near Ravenna in April 1945, his Spitfire was hit multiple times by anti-aircraft fire. He parachuted into enemy territory and managed to contact Italian partisans, who helped him return to his squadron.

John Allman 'Paddy' Hemingway was the last Battle of France and Battle of Britain (last of "The Few") pilot. He never saw his role in the Battle of Britain as anything other than doing the job he was trained to do. He didn't see it as an epoch-making moment in the history of the RAF or the United Kingdom.

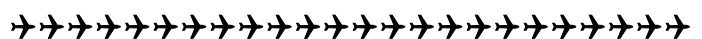


Paddy always had a twinkle in his eyes as he recalled the fun times with colleagues in France and London. This quiet, composed, thoughtful and mischievous individual may not have wanted to be the last of 'The Few', but he embodied the spirit of all those who flew sorties over this green and pleasant land. His passing marks the end of an era and a poignant reminder of the sacrifices made by those who fought for freedom during World War II.

"It is with great sadness that I heard of the passing of John 'Paddy' Hemingway today. I am thankful that I was able to meet and spend time with him in Dublin, most recently in January this year. Paddy was an amazing character whose life story embodies all that was and remains great about the Royal Air Force. In his youth he travelled from Ireland to join the RAF and following the outbreak of World War II, was assigned to No. 85 Squadron in France, where he is recorded as destroying two enemy aircraft during the Battle for France, as well as flying supporting missions during the Battle of Dunkirk. He eventually retired from the RAF in 1969 as a Group Captain. Throughout his life he inspired those he knew and served with. My thoughts are with his family and all those who cared for him over the past few years.

"This was a generation who understood the importance of service and comradeship. A generation who believed that with hard work, clarity of purpose and a determination to succeed, they would not lose. Their efforts and the efforts of all our personnel past & present are the bedrock on which the Royal Air Force maintains the security of the UK at home and abroad. Their sense of duty and willingness to put others before themselves should inspire those who will build the next generation Air Force."

Air Chief Marshal Sir Rich Knighton
Chief of the Air Staff



Wings Over Wendy's Future Events:



MOAA/MOWW CHAPTER MEETING

Next meeting 23 April 2025
Program

Lt John W. Blankenship

Beginning in 1776, only eleven heroic Generals and Admirals have earned the prestigious 5-star rank. In military terms, a "5-star" rank, typically known as "General of the Army" in the United States is achieved by demonstrating exceptional leadership and securing significant wartime victories. In this session, we will explore the history and backgrounds of these remarkable men – who they were and what made them exceptional. Although each of them was unique in many ways, they all shared one common attribute: Leadership.

The cost is \$35

Date: Wednesday, 23 April 2025

Check-in starts at 5:30

Buffet line starts at 6:30

Program starts at 7:30

RSVP to Dan Pemberton at
177 Erten St.

Thousand Oaks, CA 91360

NLT 18 April

dhpinto@aol.com

805-807-7788

**Los Robles Greens Banquet
Center**

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FOB Assembly Day

April 9th, Wednesday 5 to 8 PM

Sign up to attend @

<https://www.operationgratitude.com>

**CANOGA - OWNESMOUTH
HISTORICAL SOCIETY**

Wednesday, 7 PM, 9 April

George Higgins

LA Railroad Heritage Foundation

**He will talk about railroads and the
development of the San Fernando Valley**

Canoga Park Community Center

7248 Owensmouth Avenue

Canoga Park, CA 91303

RSVP to Dave Anderson:

818-515-2336

AMERICAN LEGION POST 826

APRIL 12, 2025



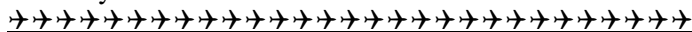
Second Saturday each month

7 pm to 10 pm \$25 couple

RSVP to Bucky 818-692-0701

In Memoriam

Wings Over Wendy's had two reported passing during February and March 2025



LARRY SCHLESINGER

OCT 11, 1921 to FEB 8, 2025

Larry began his long life in New York. Born on October 11, 1921, he was raised by his parents, Rose and Max Schlesinger, store owners, first in Brooklyn and then in Manhattan. Larry had two younger sisters, Fran and Charlotte.

Growing up in the Great Depression, Larry interrupted his studies at City College of New York to help his parents in the store and again in February 1942 to volunteer for the U.S. Army. He served as a member of the 796th Military Police (MP) Battalion in England, France, and Belgium, rising to the rank of first lieutenant.

After the war, he completed his degree in accounting with the aid of the G.I. Bill in 1946 and began a business career, which ultimately led him to the Revell Toy Company. He attended UCLA's Anderson School of Business after moving to California in the late 1950s with his then-wife, Marion, and their young daughter, Debbie.

In 1967, his wife died and Larry abandoned plans for law school to be home for his teenage daughter.

Happily, several years later, he met and married his beloved wife of now 54 years, Violet, and welcomed her two daughters, Karen and Jan, as his own. He retired from the Home Silk Shop chain of fabric stores as a top financial executive in 1985 and has been involved in civic activities since then.

The family now includes seven grandchildren and

eight great-grandchildren. Larry and Violet are members of the Valley Outreach Synagogue in Calabasas, California.

Of particular interest to many members of Wings Over Wendy's was Larry's lobbying the California State Legislature.

When he worked at Revell, they produced hobby kits. One of the essentials in a kit was the glue to cement all the pieces together to make a particular prototype, an airplane or a battleship or whatever. Some kids took to sniffing the glue and getting high. So, there was a movement in the California legislature to ban the sale of glue. Revell recognized that a ban would put the company out of business. Larry made several trips to Sacramento to lobby lawmakers about the true purpose of glue and the business associated with it. He proposed restricting the sale of glue to juveniles by keeping it behind the counter rather than on an open shelf where children could access it. Once they did that, it eliminated the glue-sniffing problem. It saved the model-making industry.



PAUL BOGHOSSIAN

FEB 27, 1947 to MAR 27, 2025

Paul was born to Armenian parents in Jerusalem. At the age of 18, he emigrated to the United States and finished high school. Initially, he worked in the jewelry business, and in 1973, he visited Lebanon, where he met Angel. After a short courtship, they were married, and Paul joined his uncle, Jim Sivazlian, at Valley-Todeco, Inc. in Sylmar.

Angel and Paul had two daughters and seven grandchildren. Paul was the epitome of a volunteer. Here are the names of a few of the many organizations he volunteered at:

- Wings Over Wendy's
- Operation Gratitude
- LAPD, LAFD, and Red Cross
- Reel Cowboys

We will miss you Paul. Rest in Peace

Technical Assistance: Max Carlisle
Coffee & Donut Crew: Barry Chapman,
 Mark Ax, Karen & Tim Velarde,
Room Set-up Crew: David Greenburg, Ron
 Boggess, John Boiko, Bill Ratner, Dave
 Steinbacher, Lee Auger

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501c 7, Social Club

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For Help with your Zoom Connection

Contact: Charles Scott
(818) 448-1737

pcinfoman@gmail.com.

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

Reminder

Wings Over Wendy's monthly food drive is Monday, APR 7th



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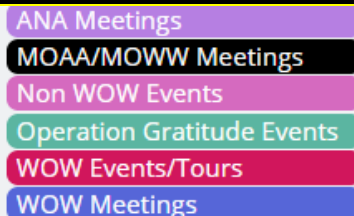
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WOW Events Calendar
Additions

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: **kswpwwdaevnb1jans4**

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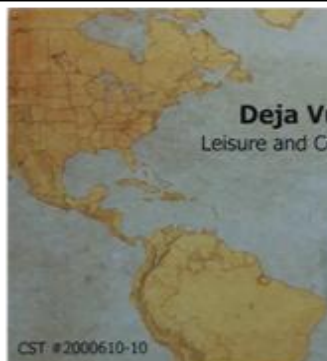


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