

WINGS



NEWS

Volume 12 Number 7

Established May 2014

July 1, 2025

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# Wings Over Wendy's August and September Big Events in the Planning Phase

Wings Over Wendy's hosts monthly tours, which necessitate planning by a small team. However, every year, we organize five major activities that require extensive planning and coordination with other organizations.

The first is the Canoga Park Memorial Day Parade. The planning took several months and was completed in May. It is now time to focus on the next big events.

On August 16 and 17, the Wings Over Camarillo Airshow is scheduled. Every year since the group first met in 2001, it has participated in the air show. The "**Wings**" in our name was proposed as the group planned their display at the air show. Initially, the group was called "Aviation Efficianados" by Fred "Crash" Blechman so its meeting information would sort to the top of the list in the free local publications that printed meeting notices at that time.

Throughout the airshow circuit, many air shows start their show name with "Wings," such as *Wings Over Camarillo*, *Wings Over Houston*, *Wings Over Pittsburgh*, *Wings Over Wayne*, and *Wings Over South Texas*.

The group co-founder, Mickey Epstein, suggested that the "Aviation Efficianados" group change their name to "Wings Over Wendy's," for the air show display, and his suggestion was adopted on August 13, 2001. It wasn't until a year later that Dennis McCarthy was invited to a Monday meeting, and his column profiled the group, leading to an expansion in attendance from ten to thirty-five and then to forty-two by the end of 2002. Art Sherman, who replaced "Crash" Blechman in 2007, established that the group use "Est. 2002" when Howard Swerdick designed the current logo for hats and shirts.

The group has always participated in the Wings Over Camarillo Air Show. Moving the location of their display several times. They started in a hangar, then moved to an area behind the hangar row, near the small aircraft display area at the end of the vendor row, and are currently located in the Commemorative Air Force (CAF) Hangar. The display has evolved over the years, shifting from an emphasis on World War II displays of aircraft models, a functional Norton Bomb Site, a WWII navigator's sextant, and plotting equipment to Vietnam-era model aircraft and displays.

## Wings Over Camarillo 2025 Planning and Participation

Wings Over Wendy's participation is now in the planning stage. Bruce Wiener is the group's lead, working with Franz Lopez on the CAF and "Veteran's Hangar" display. We need a group of members to display items of interest on Saturday and Sunday (August 16 and 17), as well as volunteers to help set up the displays on Friday, support the participants on Saturday and Sunday, and assist with breaking down on Sunday. Additionally, the airshow requires volunteers starting on Wednesday to help set up the overall event.

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## Wings Over Wendy's Annual Awards Luncheon

The third major event of the organization is the Annual Awards Luncheon. This year, the event is scheduled for September 25, 2025, at the Woodland Hills Country Club. A committee has been formed to plan and RSVP notices will be sent to the members. Dave Anderson will be in charge of the silent action again, so look for items to donate to the action.

Our Treasurer, Gordon Fell, is investigating improved methods to process ticket payments. We have established a corporate email and phone number to take messages: [wingsoverwendys2002@gmail](mailto:wingsoverwendys2002@gmail.com) and (747) 777-9475. Ed Reynolds has tested various RSVP forms to use. His birthday party invitation email resulted in bugs that have since been fixed.

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## June 2025 Meetings

The featured presentation on June 2, 2025, was a video of a talk by Jon Parshall at the National Museum of the Pacific War commemorating 80 years since the end of World War II. During the commemoration lecture series, Jon discussed the battle to take Iwo Jima and its impact on the war against Japan. He titled it “Iwo Jima Habinger of More Awfulness to Come.”

## Battle Aftermath

## **.Iwo Jima's Strategic Significance**

situation in Japan, emphasizing the leadership's determination to continue fighting despite dire circumstances, including potential massive civilian casualties.

His discussion also covered the American military and domestic situation, including the increasing toll of the war on troops and the anticipation of future battles, such as the planned invasion of Japan's home islands, which were expected to be even more challenging due to the buildup of Japanese forces on the places a U.S. invasion force would have to use..

Parshall discussed the contrasting perspectives between the Army and Navy regarding the war's end, emphasizing the Army's focus on speed and the Navy's concern about casualties. He highlighted the American home front's restiveness due to ongoing wartime restrictions, the potential for high casualties in the invasion of Japan, and the frustration with Japan's refusal to surrender despite the Potsdam Declaration. The discussion also touched on the demobilization of troops, consumer shortages, and the challenges of reconverting industry post-war. The conversation ended with a reflection on the relief felt by both Americans and Japanese when the war ended abruptly in August 1945.

EYEWITNESS:  
D-DAY

NATIONAL GEOGRAPHIC

On June 9, 2025, the featured presentation was a National Geographic special titled **Eyewitness Accounts of D-Day**.

National Geographic interviewed five WWII heroes who participated in D-Day. They then hired actors to turn their stories into a video documentary. They were able to identify five individuals who performed tasks on D-Day that were turning points, changing the course of history during the D-Day landings. The actors told the events through the words of the people who were there.

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The highlight of the documentary was a dramatic reading of an eyewitness account of the D-Day invasion, detailing the mission of a midget submarine and its crucial role in guiding Allied forces during the Normandy landings. The reading was well-received, and the event concluded with the announcement that the Allied invasion had successfully begun.

The documentary describes the D-Day invasion of Normandy, focusing on the contrasting outcomes at Utah and Omaha beaches. At Utah Beach, 341 B-26 Marauder bombers successfully destroyed German fortifications with a low-level bombing run, allowing American troops to land with minimal casualties of under 300. In contrast, Omaha Beach saw a disastrous landing with heavy casualties, but Easy Company's 1st Platoon, led by Second Lieutenant John Spalding and Sergeant Philip Strezek, managed to infiltrate behind enemy lines, neutralize a key bunker complex (Wn. 64), and create a safer route for troops to advance.

The documentary then describes the intense and pivotal moments of D-Day, focusing on the bravery and quick thinking of soldiers like Michael Mcgee and Les Joyce, who played crucial roles in halting German armor advances. Despite being outnumbered and outgunned, Joyce's strategic positioning and precise shooting turned the tide, allowing Allied forces to secure a critical advantage. By the end of the day, 156,000 Allied troops had successfully landed on the beaches of Normandy, marking a turning point in World War II. The summary highlights the extraordinary actions of ordinary soldiers and the significance of D-Day in the context of the war.

## June 16, 2025



## Duc Dao Returns to a Meeting.

On June 16, 2025, we were happy to welcome LAPD SLO Duc Dao to a meeting. He was out of service for eight months undergoing surgery on his shoulder and a foot.

He returned to work just in time to work the ICE Riots and police the local "No Kings" demonstrations.



## Harvey Keenan "Catch a Smile"

Also, on June 16, 2025, Harvey Keenan addressed the group to inform them of his "Catch a Smile" program, which is dedicated to creating lasting friendships and supporting children facing hardships. Through his mission, the program aims to spread joy and positivity in the lives of children in need.

Harvey told us about growing up in the Bronx, New York, with his best friend, Garry Marshall, and they began having a catch with a ball when they were about 10 years old. At that time, a profound bond of friendship began. Garry was a sickly young man, and Harvey visited him many times while he was in bed. They would catch a ball, which always brought a smile to both of their faces. This continued for the rest of their lives. He sought support for the program.



## Can We Restore A 1930s MI6 Spy Plane?

The featured presentation on June 16, 2025, was a documentary titled "*Can We Restore A 1930s MI6 Spy Plane?*" about the restoration in the UK of a Lockheed aircraft used by British intelligence as a spy plane.

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**A 1930s picture of the Lockheed 12A Electra Junior spy plane.**

The documentary discussed the restoration of a historic Lockheed aircraft, which was used as a spy plane by Sidney Cotton before World War II. The aircraft, which has no guns or markings, was acquired by MI6 and French military intelligence to take aerial reconnaissance photos of German military installations.

Sidney Cotton is said to have been the model for James Bond. He was an Australian with a very colorful life, having a love for aviation, women, and a passion for business, invention, and entrepreneurship.

Hitler had secretly rearmed Germany, and aerial reconnaissance was crucial in providing Whitehall with a clear picture of the enemy Britain faced. It meant Cotton risking his life, often flying Nazi passengers. He was running an airline, fundamentally so. They chartered him as a pilot to fly them from point A to Point B. Sometimes, he was delicately diverting the flights. Oh, I'm a bit lost, or head over here, and there was a button under the seat that he would press to take these photos. He was also flying around German dignitaries, and would often let them fly an airplane, isn't this great? Let's go take a look at Tempelhof over there and see what's going on. As we're flying over, there's all this Air Force on the ground. That's very interesting. Yeah, nice flying and pressing the button underneath the seat to take photos of it all. So it's a great story, really, really good.

One of Cotton's most audacious reconnaissance missions over Nazi Germany is notable for the fact that it actually goes up in the air with General Albert Kesselring, who, of course, is one of the major players in the German Luftwaffe. As a result, he is seated there, trying to take covert pictures. At the same time, he's sat right next to such a key individual in the German Luftwaffe.

The restoration team, led by Wade Hammond and Richard Grace, faced challenges in rebuilding the aircraft, which was not designed to be shipped by sea in a shipping container.

Their first challenge was how to remove it from the container safely. Their solution was to weld wheels onto the aircraft to remove it from the shipping container and eventually assemble it with a new interior.

The restoration team at Cywell hangar is filmed

working to rebuild and refurbish the plane, which belonged to Sidney Cotton, a pioneer in aerial reconnaissance. The project involves stripping the aircraft, repainting it, reconnecting wiring, rebuilding engines, and recreating a 1930s-style interior. The team faced challenges due to the plane's age and unique design. As the restoration neared completion, they conducted engine tests and prepared the aircraft for its first flight in decades. The project aimed to preserve a significant piece of aviation history and draw attention to Cotton's contributions to aerial espionage prior to World War II.

## June 23, 2025



Photo by Larry Kushner

## **John Wordin: SOAR**

On June 23, 2025, John "JW" Wordin talked to the group about his new SOAR program.

A veteran in the group proposed using veteran experience to mentor at-risk transition-aged youth (ages 18–24/25) who have aged out of foster care or juvenile hall or dropped out of school. The goal is to prevent homelessness, addiction, and gang involvement by giving these young adults a clear pathway into skilled trades and meaningful employment.

SOAR stands for **Strengthening Opportunities and Resilience**. Its core components are: veteran mentorship focused on mental toughness, teamwork, and social support; enrollment of participants in trade schools or union apprenticeship programs; and hands-on construction projects to rebuild homes and businesses in fire-affected areas.

To accomplish the SOAR, JW is developing partnerships with the Army Corps of Engineers, which has provided introductions to local building firms and insight into debris removal and reconstruction efforts in Pacific Palisades, Altadena, and Malibu.

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The Builders Alliance: A coalition of trade unions and construction companies coordinating a “one-stop shop” for permits, hiring needs, and policy navigation.

Local government: City Council and County Board of Supervisors connections to identify eligible youth and secure support for scaling.

JW conducted a weekend “boot camp”-style event in the Palisades for 13 at-risk transition-aged youth. The event included: Team-building exercises led by veterans, guided tours of devastated neighborhoods to ground participants in the work ahead, and participation from six building companies who offered on-the-spot job interviews.

All 13 attending youth received conditional job offers upon completing the program. Word-of-mouth recruitment resulted in five additional participants within days.

There are approximately 10,000–20,000 transition-aged at-risk youth in LA County, and an estimated 12,500 homes and 1,500 businesses require rebuilding. The Builders Alliance needs 600–1,000 workers immediately (framing, electrical, specialty trades)

Challenges to Scale include awareness: Many eligible youth are not yet aware of SOAR. Outreach: Tapping county databases that track foster-care exits and juvenile hall releases, and skill readiness: Ensuring participants receive preliminary training before on-site work

JW’s next steps are to meet with the County Board of Supervisors (Districts 3 & 5) on July 9 to formalize referral pathways. Host community engagement events (July 11, kayaking in Newport Beach; July 1 Dodgers game) to build rapport. Produce branded apparel (T-shirts, hats) for visibility at events. Expand apprenticeship options beyond construction into hospitality, food service, and other stable trades, and collaborate with Home Depot’s free trades program and local unions on a structured curriculum. By combining strategic outreach, robust partnerships, and a clear focus on both hard and soft skills, SOAR can transform the lives of at-risk youth while addressing a critical labor shortage in post-fire reconstruction and beyond.

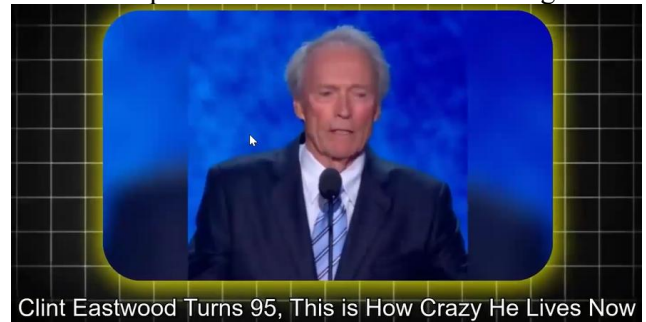


## **JW’s Assistant Alina Guevara Attended WOW Meeting**



## **Vickie White Attends WOW Meeting**

On June 23, 2025, I attended a Wings Over Wendy’s meeting. Vickie has been a “Friend” of Wings Over Wendy’s and attends the Annual Award Luncheon. Last year, she assisted Judy Lamppu in selling the 50/50 raffle tickets. We hope to see her attend future meetings.



## **Clint Eastwood Turns 95, This is How Crazy He Lives Now**

The featured presentation on June 23, 2025, was a documentary on the life of the actor Clint Eastwood, titled: “Clint Eastwood Turns 95, This is How Crazy He Lives Now.”

He’s cheated death, built an empire, and become the face of American grit... but behind Clint Eastwood’s cold stare is a life story stranger than fiction.

He survived a plane crash and swam through shark-infested waters. He kept entire families hidden from the public for decades. And the truth? He might not even know how many children he really has.

From unexpected fame to off-the-grid romances and near-vanishings that sparked death rumors—this isn’t the clean-cut cowboy you think you know.

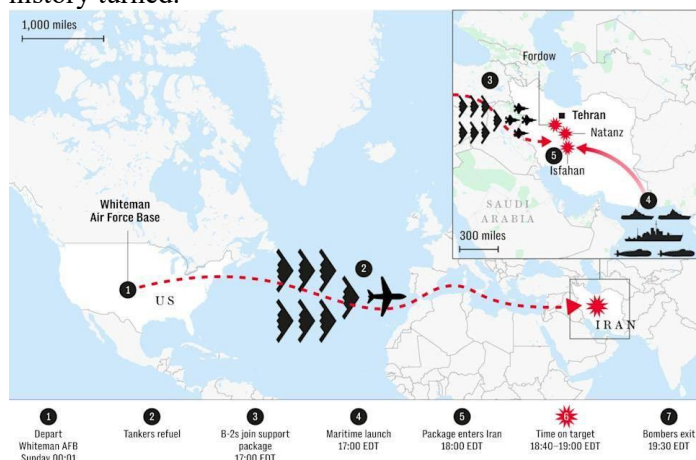
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## A fleet of B-2 bombers dropped a dozen 30,000lb bunker-buster bombs on the Fordow nuclear facility.

The final order to attack came just before 6 pm on Saturday, June 21<sup>st</sup>, in Washington, 1:30 am on Sunday in Tehran. A fleet of B-2 bombers had been airborne for nearly 18 hours, having taken off from the Whiteman Air Force Base in Missouri early on Saturday and refuelled several times in mid-air. As the bombers, with their advanced stealth capacity making them virtually invisible to Iranian radar, closed in on their targets, guided missile submarines from the U.S. Navy also moved into position. Somewhere in the Arabian Sea, a fleet of converted Ohio-class vessels, each capable of carrying up to 154 warheads, stood ready. Everything now awaited the final order from the commander-in-chief. Donald Trump had been here before. In 2019, the U.S. military was “cocked and loaded” to strike Iran. Bombers were in the air, missiles on U.S. warships locked onto their targets. Then, with 10 minutes to spare, the president called it off – an unprecedented, very public reversal of a major military operation. This time, there was no such hesitation, at least visible to the public. The dial of history turned.



### 2306 US to Iran route

Mr Trump, often more cautious on foreign policy matters than his bluster suggests, had just made the biggest gamble of his presidency – one that may yet come to define it. If he has made the right call, he may just have exorcised the Iranian nuclear spectre that has haunted Israel and the Sunni Arab states of the Middle East for decades. If wrong, the decision could plunge the region into violent and prolonged turmoil, mire the U.S. into the kind of “forever war” he once campaigned against, and cause a rupture with his most fervent domestic supporters. Little wonder, then, that tension was etched on the faces of those gathered in the White House Situation Room, where Mr Trump had convened his military commanders and closest political allies – minus Tulsi Gabbard, his director of national intelligence, reportedly ostracised after suggesting that Iran

was “not building a nuclear weapon”. The departure of the stealth bombers the previous day had not gone unnoticed. Reports emerged that they were bound either for the Andersen Air Base at Guam or possibly to the U.S. facility on the soon-to-be Mauritian territory of Diego Garcia – a staging post, perhaps, for a future attack.



### There was tension in the White House Situation Room, where Donald Trump convened his allies and military commanders.

Just 24 hours earlier, Mr Trump had delayed any decision on direct U.S. involvement in Israel’s war by a fortnight. That, it turned out, was a feint. And the Diego Garcia stopover, as Pete Hegseth, the U.S. defence secretary, later admitted, was a “misdirection”. Then, as now, he had summoned his top defence aides to the Situation Room. However, in that instance, the proposed strikes were aimed at radar installations and missile launchers, not nuclear facilities. Provocative, yes, but far less likely to trigger the kind of retaliation Iran may now be considering. Yet this time, Mr Trump stuck with the mission, giving the order to Gen Michael Kurilla, the head of U.S. Central Command, to launch Operation Midnight Hammer. The seven B-2 bombers had flown in near complete radio silence, their two-man crews taking it in turns to sleep. Now they were ready to strike. They were joined in the skies by a fleet of fourth- and fifth-generation fighter jets and support aircraft, ready to protect the chief assets of U.S. Strategic Bomber Command from potential hostile action by Iran. “The B-2s linked up with escort and support aircraft in a complex, tightly timed manoeuvre requiring exact synchronisation across multiple platforms in a narrow piece of airspace, all done with minimal communications,” said Gen Daniel Caine, the Chairman of the Joint Chiefs of Staff. It was just 2 am in Iran. The night was dark, a waning crescent moon yielding little light. Undetected, the aircraft crossed into Iranian airspace, and the fighter jets pushed out in front of the main B-2 strike force, hunting for enemy fighters and surface-to-air missile threats.

None were found. The main strike force made for Fordow. A second – consisting of just a single bomber and its escort – peeled away to strike the enrichment facility at Natanz, a less complex target.

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The U.S. fighter jets took precautionary action, firing high-speed suppression weapons to neutralise any potential strike threats. Within minutes, six B-2 bombers had dropped a dozen 30,000-lb bunker-buster bombs on Fordow, Iran's most heavily fortified nuclear facility, buried deep within a mountain. Each aircraft carried two GBU-57 Massive Ordnance Penetrators, the largest and most powerful conventional bombs in the U.S. arsenal.



**The Massive Ordnance Penetrator bomb is thought to be the only weapon capable of reaching Iran's protected nuclear facilities.**

Smoke was soon seen rising from the site. Yet, given that it had just endured the largest non-nuclear assault in the history of warfare, the facility appeared remarkably unscathed. But it was what lay below the surface that mattered – and the clues were found in a series of small holes punctured into the hillside. The full extent of the damage inside Fordow – not only one of the world's most heavily fortified nuclear facilities, but also among its best hidden – remains unclear.

However, satellite imagery taken after the strikes was sufficient for U.S. military commanders to assess that the 37-hour mission had most likely been successful. Those holes, after all, revealed the pinpoint precision with which the world's heaviest conventional bombs – each one weighing as much as three adult African elephants – had struck their targets. The bombs had not landed arbitrarily. They had fallen directly atop tunnel entrances and ventilation shafts, the facility's most vulnerable spots. Striking those points dramatically increased the likelihood that the two centrifuge cascade halls, buried hundreds of feet underground, had been destroyed.



**The bombing run on Fordow nuclear facility targeted its weak point, the tunnel entrances and ventilation shafts.**

If the operation had worked as intended, the first bomb would have punched through up to 200 feet of rock, its steel-alloy casing and ogive-shaped nose concentrating kinetic energy to burrow into the mountain before detonating deep underground.

But Fordow could not be laid low with a single “one-and-done” strike. Anticipating the challenge, U.S. military planners adopted a “sequential penetration” strategy: a second bomb from the same aircraft was programmed to hit the same point of impact, compounding the damage and burrowing even deeper to reach what the first explosion had not – the innermost core of the facility.

Israel had not attempted a serious strike on Fordow. The bunker-busters it used to kill Hassan Nasrallah, the Hezbollah leader, in his subterranean Beirut headquarters last September were too small to make an impression. Fordow is shielded by half a mile of rock, according to Rafael Grossi, head of the UN's nuclear energy watchdog, who has visited it. That may call into question whether the U.S. strikes have been as effective as Mr Trump claims. It also helps explain why some analysts doubt whether the site can be destroyed from the air at all.

The U.S. president, however, was confident of success, declaring: “Fordow is gone.” While the centrifuge halls at Fordow may have been destroyed, severely hampering Iran's enrichment capability, it remains unclear whether the country's existing stockpiles were affected. Iranian officials claim they moved most of the highly enriched uranium off the site and evacuated staff well before the strike. Satellite imagery in recent days showed convoys departing from the facility, suggesting a deliberate effort to safeguard key assets ahead of the attack. Mr Trump was equally confident about the two other targets: the larger enrichment site at Natanz, previously hit by Israel, and Isfahan, where Iran is believed to have stored uranium enriched to just below weapons-grade. Blasts were seen at the Isfahan site.

After the bombing raids were completed, with a single B-2 dropping two more bunker-busters on Natanz in an attempt to obliterate its subterranean infrastructure, U.S. submarines launched 30 Tomahawk land attack missiles at both Natanz and Isfahan. With Iranian air defences crippled by previous Israeli attacks, the B-2s left the country's airspace as silently as they had come, unchallenged the whole way. The first nightmare scenario for Mr Trump – the loss of a strategic bomber – had been averted. “We are unaware of any shots fired at the package on the way out,” said Gen Caine said. “Iran's fighters did not fly, and it appears that Iran's surface-to-air missile systems did not see us. Throughout the mission, we retained the element of surprise.”

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Stealth bombers flew roughly 37 hours to bomb Iran's nuclear sites. The longest B-2 flight was a 44-hour bombing mission to Afghanistan in October 2001. The Iran mission required a large portion of the US B-2 fleet to work at once. Seven American stealth bombers flew roughly 37 hours to bomb Iran's nuclear sites over the weekend. The Pentagon called the Operation Midnight Hammer bombing run the longest B-2 Spirit flight in decades.

The record for the longest B-2 bomber flight belongs to Melvin Deaile and Brian "Jethro" Neal, two retired Air Force pilots who in October 2001 flew a 44-hour flight, executing one of the first bombing missions into Afghanistan in the wake of the tragic 9/11 terror attacks. They shared what it's like to carry out these exceedingly long bombing missions and navigate the stressful aerial refuelings needed to keep the B-2 flying on only a few hours of sleep and some beef jerky.

### **The longest B-2 bomber flight**

The September 11, 2001, attacks unfolded as the duo was in the middle of an annual nuclear capabilities training exercise, Neal told Business Insider. Amid confusing reports of hijacked planes, Neal first thought they were part of the training. But soon it was clear, and his unit was preparing mission options for top Bush administration officials in Washington eager to respond with force. Neal and Deaile were among a handful of B-2 crews that headed to Afghanistan that week, Deaile said. The pair knew the B-2 Spirit well enough; however, they flew the plane only a couple of times a month to help preserve the expensive aircraft and mitigate maintenance issues. They spent most of their time training in the T-38 training aircraft, a less costly option to maintain their flight skills. While they occasionally flew their B-2 bomber cross-country to practice long-haul flights, they'd never flown it for a wartime operation until one evening in early October, when the pair took off in the wee hours of the morning from Whiteman Air Force Base in Missouri, where all B-2s are housed, heading west to Afghanistan. Before they took off for the mission, the airmen responsible for furnishing the pilots with mission-appropriate gear had thoughtfully purchased a cot for the back of the bomber, one just long enough to lie down on, Neal said, recalling the ad hoc sleeping arrangements in the \$2 billion stealth aircraft with a chuckle. "When the ladder comes up and you enter the cockpit, there is a flat spot on the floor that is about a little over 6 feet long," Neal said of the sleeping area. "And so I think over the two days that I was in that little space, I spent about five hours in that cot total." Five hours isn't much sleep for a 44-hour flight. Pilots are often provided a stimulant by flight surgeons to help stay awake, Neal said. He declined to take his stimulant, known colloquially as a "go pill," but Deaile did. "You're young, and you're doing something that you're trained to do, and there's a bit of excitement and a lot of adrenaline," Neal remembered. The two took turns trying to get some naps, though pre-mission

nerves kept either from getting much rest. Also, flying west toward Afghanistan meant the sun was up all day. "You don't feel like sleeping when the sun's staring you in the eyes," Neal said.



**A B-2 Spirit Stealth Bomber takes off during Exercise Bamboo Eagle on Nellis Air Force Base, Nevada, Feb. 14, 2025.**

## **Flying a B-2 bomber**

Compared with aircraft such as the F-16 Fighting Falcon and the F-22 Raptor fighter jets, both of which Neal flew throughout his career, flying a bomber like the B-2 is like driving a semitruck after spending years in a sports car, he explained. Deaile already had bomber experience, working with B-52 strategic bombers before joining the B-2 community, but the Spirit is a very different plane. A B-2 humming along in the air requires only one pilot to stay alert, meaning the second can rest. However, landing, taking off, dropping bombs, and refueling require the combined efforts of both crew members. Refueling a B-2, a requirement for these long flights, especially with a heavy payload, is no easy task. Tanker crews must be specifically certified to fuel different aircraft, including the B-2, to account for each platform's unique characteristics. The nerve-racking ordeal usually lasts about 30 minutes each time, and it's just as tough on the bomber pilots as it's on those in the tanker.

The Northrop Grumman-built B-2 is unique not just for its unusual flying-wing design but also because it's stealthy, with the sleek design and coatings to evade radar. The aircraft's surface is an important contributor to its low observability. Even small scratches to the surface, such as one caused by an errant refueling boom, can affect its stealth, Deaile said. "It's very intensive," he said of the refueling process, adding that he and Neal received seven different refuels from tankers during the lengthy two-day mission. Neal estimated they needed a total of 750,000 pounds of JP-8 fuel.

The goal was to take on as much fuel as possible, since a significant portion of the flight time was spent over the ocean. "You're at the gas station going hundreds of miles an hour," Neal said, describing navigating the refueling as a tense workout, especially since the B-2's design generates lift that oddly pushes the tanker away during refueling.

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**A view from a KC-10 Boom Operators position of a USAF B-2 Spirit stealth bomber and four Japan Air Self-Defense Force F-35A Lightning IIs, flying in formation.**

## Setting a record

Refueling and a last-minute order from headquarters are how Neal and Deaile ended up with the record for the longest B-2 flight. Deaile and Neal dropped a dozen bombs from their B-2 before departing Afghan airspace.

But just as the pilots were catching their breath, word unexpectedly arrived ordering them back to Afghanistan to deploy their four remaining bombs, the last remaining out of their 16 total Joint Direct Attack Munition stock, each bomb weighing 2,000 pounds. JDAMs, as they are known, are unguided bombs equipped with a GPS guidance kit.

To return, though, they needed even more fuel. A tanker was dispatched to their bomber, named the Spirit of America, only for Neal and Deaile to learn that the tanker crew had never refueled a B-2 before.

They were forced to wait until a B-2-certified tanker crew nearby could be found and routed their way. By this point in the mission, neither pilot was consuming much food, instead preferring to focus on water intake since they weren't burning many calories. A cooler in the back was packed with snacks, Neal said, probably including beef jerky and grapes, and possibly a sandwich.

After dropping their final bombs, the pilots turned south for Diego Garcia, home to a small air base in the Indian Ocean. Knowing they'd finish on the island, Neal had packed a piece of gear not commonly seen in a B-2 bomber — his fishing rod.

Another crew took over the Spirit of America on Diego Garcia, and Neal and Deaile hopped on a military transport aircraft back to Missouri. "That was a little bit more comfortable than the way we got there," Deaile said. In an email to BI, Air Force public affairs officials declined to say whether the same Spirit of America aircraft participated in the Iran mission, citing operational security concerns.

Looking at the recent B-2 bomber mission into Iran, Deaile shared that he was most impressed by the

maintenance and management of the fleet.

The entire B-2 fleet consists of less than two dozen aircraft, meaning that the Iran mission, including aircraft used as decoys, required a significant portion of the U.S. fleet to fly for days without any apparent breakdowns.

"The Air Force put up a third of its bomber fleet in one night to do this mission with precision," Deaile said. "That's incredible."

## Turkey sandwiches and stealth: Preparing for B-2 bomber missions



**A U.S. Air Force B-2 Spirit bomber takes off from Andersen Air Force Base, Guam**

WASHINGTON (Reuters) -Before strapping into the cockpit of the U.S. Air Force's B-2 Spirit stealth bomber for missions that can stretch beyond 40 hours, pilots undergo weeks of preparation that focuses not only on flight plans, but also on what to eat.

The B-2, a \$2 billion flying wing built by Northrop Grumman, played a key role in delivering strikes on Iran's nuclear sites on June 21st. It demands extraordinary endurance from its two-person crew. That starts with understanding how nutrition affects alertness and digestion during intercontinental flights that can span nearly two full days. "We go through sleep studies, we actually go through nutritional education to be able to teach each one of us: one, what wakes us up and then what helps us go to sleep," said retired Lt. Gen. Steve Basham, who flew the B-2 for nine years and retired in 2024 as deputy commander of U.S. European Command.

Pilots are trained to be aware of the effects of food on digestion, as this can slow or speed it up - a critical consideration in an aircraft with a single chemical toilet.

Basham's go-to meal: turkey sandwiches on wheat bread, no cheese. "As bland as you possibly can," he said. With a 172-foot (52.4 m) wingspan and stealth profile, the B-2 can fly 6,000 nautical miles without refueling, but most missions require multiple mid-air refuelings.

(Continued page 12)



At night, especially on moonless flights, the task becomes what Basham called "inherently dangerous." "Adrenaline kept you going before you went into country," he said. "The adrenaline goes away. You try to get a little bit of rest, and you still got that one last refueling." The B-2's cockpit includes a small area behind the seats, where pilots can lie down on a cot. Sunflower seeds help some stay alert between meals. Despite its cutting-edge design, which features stealthy reductions in infrared, radar, and acoustic signatures, the B-2's success hinges on human performance. The aircraft's two-person crew replaces the larger teams required for older bombers, such as the B-1B and B-52, placing more responsibility on each member of the flight crew. The B-2's fly-by-wire system, which relies entirely on computer inputs, has evolved since its 1989 debut. Early software lagged behind pilot commands, complicating refueling, Basham said. Updates have improved responsiveness, but the challenge of flying in tight formation at high altitude remains. During Operation Allied Force in 1999, B-2s flew 31-hour round trips from Missouri to Kosovo, striking 33% of targets in the first eight weeks, according to the Air Force. In Iraq, the aircraft dropped more than 1.5 million pounds of munitions across 49 sorties. The Air Force plans to replace the B-2 and B-1 fleets with at least 100 B-21 Raiders over the coming decades. The B-2 costs approximately \$65,000 per hour to operate, compared to \$60,000 for the B-1, according to Pentagon data. "Our pilots make it look easy, but it's far from easy," Basham said. The B-2's complicated missions can't be done "without a massive, massive array of planners on the ground throughout the world and maintainers that make sure you've always got a good aircraft."

July 2025 - Page 12 of 18

## Wings Over Wendy's Future Events:



### MOAA/MOWW CHAPTER MEETING NO JULY MEETING

Next meeting 16 July 2025

Program

Raquel Ramsey

Executive producer,

NEVER SURRENDER: THE ED RAMSEY  
STORY

The true story of Lt. Col. Edwin P. Ramsey, who in 1942 led the last cavalry charge in U.S. Army history and commanded more than 40, 000 guerrilla troops in the Philippines in 1942.

The cost is \$35

**Date:** Wednesday, 16 July 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 11 July**

**dhpinto@aol.com**

**805-807-7788**

**Los Robles Greens Banquet  
Center**

**299 S. Moorpark Road,  
Thousand Oaks, CA 91360**



## FOB Assembly Day

July 4th· Saturday 5 to 8 PM

Sign up to attend @

<https://www.operationgratitude.com>

**CANOGA - OWNESMOUTH  
HISTORICAL SOCIETY**

**Saturday, 12 to 2 PM, 14 July**

**Malibu Wine and Beer Garden**

23130 Sherman Way,

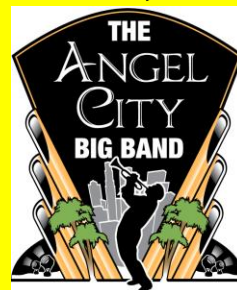
West Hills, CA 91307

RSVP to Dave Anderson:

**818-515-2336**

**AMERICAN LEGION POST 826**

**JULY 14, 2025**



**Second Saturday each month**

**7 pm to 10 pm \$25 couple**

**\$10 meal**

**RSVP to Bucky 818-692-0701**

## In Memoriam

Wings Over Wendy's had now reported passing in  
June 2025.

A horizontal line of 20 small, stylized airplane icons flying to the right, used as a decorative separator.

<b>Max Carlisle</b>	<b>July 03, 1983</b>
<b>Dave Steinbacher</b>	<b>July 06, 1937</b>
<b>Kurt Rademacher</b>	<b>July 07, 1961</b>
<b>Gary LaPook</b>	<b>July 08, 1947</b>
<b>Avery Willis</b>	<b>July 11, 1943</b>
<b>Gordon Fell</b>	<b>July 18, 1947</b>
<b>Nathan Wolfstein</b>	<b>July 21, 1949</b>
<b>Lillian Anderson</b>	<b>July 24, 1942</b>
<b>Patric Daly</b>	<b>July 24, 1946</b>
<b>Charles Scott</b>	<b>July 25, 1962</b>
<b>David Timmerman</b>	<b>July 31, 1963</b>

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

<b>David Alvarez</b>	<b>Lee Ambers</b>
<b>Shirley Ambers</b>	<b>Dave Anderson</b>
<b>Lillian Anderson</b>	<b>Shirley Andrews</b>
<b>Lee Auger</b>	<b>Mark Ax</b>
<b>Peggy Jean Bassett</b>	<b>Tom Bates</b>
<b>Bob Bermant</b>	<b>Ron Boggess</b>
<b>Paul Boghossian</b>	<b>John Boiko</b>
<b>Duane Buckley</b>	<b>Gary Burcham</b>
<b>Richard Burns</b>	<b>Marge Callahan</b>
<b>Max Carlisle</b>	<b>Michael Castro</b>
<b>Barry Chapman</b>	<b>John Cromwell</b>
<b>Boyd Davis</b>	<b>Gerald Detamore</b>
<b>William Dillon</b>	<b>Bob Donovan</b>
<b>Ricard Dunner</b>	<b>Steve Dunner</b>
<b>Jan Edwards</b>	<b>Bob Eisenhart</b>
<b>Nancy Eisenhart</b>	<b>Mike Emch</b>
<b>Nancy Emch</b>	<b>Gordon Fell</b>
<b>Sharon Fine</b>	<b>David Freeman</b>
<b>Bill Garland</b>	<b>Glenn Gates</b>
<b>David Greenberg</b>	<b>Carter Greene</b>
<b>Marilyn Hauck</b>	<b>Connie Hein</b>
<b>Peter Helm</b>	<b>Richard Hernandez</b>
<b>Corinne Ho</b>	<b>Abe Hoffman</b>
<b>Carol Jensen</b>	<b>Julio Jimenez</b>
<b>Fred Kaplan</b>	<b>Steve Klausner</b>
<b>Jerry Knotts</b>	<b>Andy Kopetzky</b>
<b>Victor Korechoff</b>	<b>Larry Kushner</b>

<b>Erick Lace</b>	<b>Jill Lace</b>
<b>Howard Lewis</b>	<b>Vivian Lewis</b>
<b>Martin Light</b>	<b>Morris Litwack</b>
<b>Marion Lovelace</b>	<b>Don Maclay</b>
<b>Chuck Mathews</b>	<b>Rosadel McClure</b>
<b>Shannon Muchow</b>	<b>Sheldon Ochiti</b>
<b>Dan Pemberton</b>	<b>Maurice Portnoy</b>
<b>Anne Marie Radel</b>	<b>Richard Raskoff</b>
<b>Bill Ratner</b>	<b>Bob Reeves</b>
<b>Ed Reynolds</b>	<b>Larrie Rhodes</b>
<b>Maria Rodriguez</b>	<b>Ray Rodriguez</b>
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<b>Bruce Schultz</b>	<b>Steve Shepard</b>
<b>Jim Sivazlian</b>	<b>Nathan Spiewak</b>
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<b>Karen Velarde</b>	<b>Timothy Velarde</b>
<b>Lucie Volotsky</b>	<b>Bruce Wiener</b>
<b>Rochelle Wiener</b>	<b>Dave Worley</b>

**Technical Assistance:** Max Carlisle



**Coffee & Donut Crew:** Barry Chapman,  
Mark Ax, Karen & Tim Velarde,  
**Room Setup Crew:** David Greenburg, David  
Tostenson, John Boiko, Bill Ratner, Dave  
Steinbacher

+++++

### **Board of Directors**

#### **501c 7, Social Club**

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

+++++

**For Help with your Zoom Connection**

**Contact: Charles Scott**

**(818) 448-1737**

**[pcinfoman@gmail.com](mailto: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, JUL 7th**



**Wings Over Wendy's  
Order Jackets, Shirts and/or  
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**from David Alverez**

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**or**

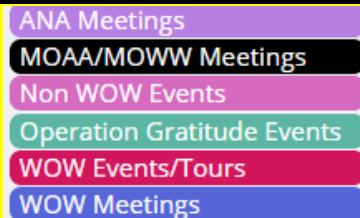
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**[bschultz49@gmail.com](mailto:bschultz49@gmail.com)**

**Order Name Tags from  
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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: **kswpwaecovnb1jans4**

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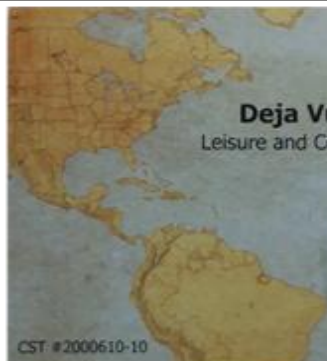


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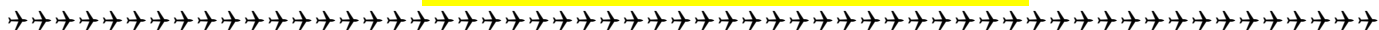
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**GATES OPEN 9:00 AM STEM & CAF Hangers, Static Aircraft on Display, Car Show**

**Wings Over Wendy's will have a booth at the Air Show in the CAF Veterans Hangar. Volunteers are requested to help set up our displays on Friday, August 15, and support WOW on the 16th and 17th. Please coordinate with Bruce Wiener.**



**Wings Over Wendy's Annual Awards Luncheon, Sponsored by the:**



**Honoring the memory of the veterans who have flown west in the last year, and celebrating Jack Moran's 100<sup>th</sup> and Bill Dillon's 101<sup>st</sup> Birthdays**

**Thursday, September 25<sup>th</sup>**

**10:30 AM to 2:30 PM**

**MC Bob Donovan and entertainer - Steve Oliver – Keynote Speaker: Dennis Zine at the**

**WOODLAND HILLS COUNTRY CLUB**

**21150 Dumetz Rd, Woodland Hills, CA 91364**

**\$45 per person**

**Buffet lunch with Salmon - Tri-Tip – Salad - Pasta  
"No Host Bar"**

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**Cash to Maria Rodriguez, or Ed at meetings**

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**Mail checks to: Wings Over Wendy's, 23368 Burbank Blvd, Woodland Hills, CA 91367**

**Or by Zelle To: [wingsoverwendys2002@gmail.com](mailto:wingsoverwendys2002@gmail.com)**

**RSVP by September 15<sup>th</sup> to:**

**[Wingsoverwendys2002@gmail.com](mailto:Wingsoverwendys2002@gmail.com) or (747) 777-9475**