

WINGS



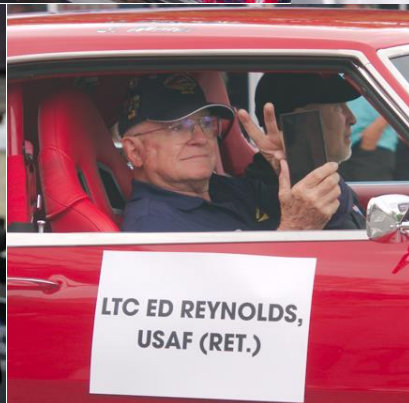
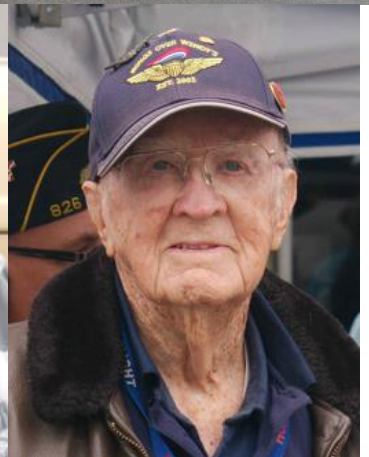
NEWS

Volume 10 Number 5
Ed Reynolds Publisher

Established May 2014
Email Wings News at Ed_ReynoldsJr@msn.com

June 1, 2023
Ed Reynolds Editor

Memorial Day 2023



Wings Over Wendy's at the Forefront of the 2023 Canoga Park Parade

CAPT Bill Radner, USN (Retired) was instrumental in planning the event and served as a Master of Ceremonies, along with Miri Rossitto, founder and CEO of Cowe Communications. Bob Donovan recited the poem "In Flander Field"

This year's parade, with the theme "Saluting the Price of Freedom," included Sun Valley's North Valley Military Institute Color Guard, bands from Canoga Park and Taft Charter high schools, Blue Knights International Law Enforcement Motorcycle Club, Boys and Girls Club of the West Valley and the Naval Mobile Construction Battalion 3 based in Port Hueneme.

Special elder guest veterans riding in the parade from Wings Over Wendy's included:

- Ethel Margolin, 101, United States Army WAC, WWII 8th AF ATC 1944;
- Barney Leone, 97, United States Navy, WWII Iwo Jima, Okinawa, China and the Philippines.
- Joe Weber, 94, United States Navy 1944-46, AMM 3C, FE PBM; NAS Corpus Christi, San Diego

Ed Reynolds rode in car in front of the two Wings Over Wendy's trucks. Max Carlise drove the truck provided by Galpin Ford and Bob Jacobi drove a truck from his firm. Ron and Diane Ross were honored in the VIP stands along with the elected officials who joined in the parade included Los Angeles City Councilmember Bob Blumenfield, Assemblymember Jesse Gabriel, Los Angeles Police Chief Michel Moore, Los Angeles Unified School District Board Member Scott Schmerelson and Congressman Brad Sherman.

A flyover was staged by the 146th Airlift Wing – C-130J, a unit of the California Air National Guard, stationed in Oxnard, and an appearance by members of the Naval Mobile Construction Battalion Three, better known as the Seabees.



Photos by Dave Anderson, Larry Kurshner and Jay Ross

Participating in the Wings Over Wendy's trucks were: **David Alvarez, Dave Anderson, Lee Auger, Peggy Jean Bassett, Ron Boggess, Max and Cindy Carlisle, Michael Castro, Barry Chapman, Tony Cubarrubia, Gerald Detamore, Bob and Nancy Eisenhart, Nancy's**

daughter: Holly Hansard, Bill and Doloras Garland, David Greenberg, Abe and Sue Hoffman, Fred Kaplan, Andy Kopetzky, Victor and Penny Korechoff, Erick and Jill Lace, Barney Leone, Martin Light, Marion Lovelace, Chuck Mathews, Ray Rodriguez, Maurice and Moses Vasquez, Bob and Jane Jacobi.

Riding in other vehicles or watching along the route were: **Bob Blumenfield, Kafi Blumenfield, Duane Buckley, Duc Dao, Bob Donovan, Jesse Gabriel, Alan Hill, Larry Kushner, Judy Lamppu, Ethel Margolin, Shannon Muchow, Bill Ratner, Mary Ratner, Mark Reed, Ed Reynolds, Ronald Roscoe, Diane Ross, Ron Ross, Brad Sherman, Bob Stiles, Lucie Volotzky, and Joe Weber.**

Wings Over Wendy's participation in the parade was also on Zoom. Max Carlise, the driver of the lead truck co-hosted the Zoom session, naming his cell phone as "Parade". Twenty-seven Zoom participants logged on including **Steve Andersen, Shirley Andrews, Phil Binderman, Paul Boghossian, Rod Boyce, Max Carlise as "Parade", Ellie Harrison, Marilyn Hauck, Connie Hein, Bill and Carol Pettis, Richard Raskoff, Ed Reynolds, Ed's Samsung, Larrie Rhodes, Rosalie Rifkin, Marlon Ruiz, Bruce Schultz, Steve Shepard, Jim Sivazlian, Chip Stevens, Rob Swihart, Karen Vegtel, Kirk Weber, Bill Wishard, Sylvia ???, and iPhone ???.**

In addition to the Zoom recording, Marlon Ruiz created a video and sent us the following message:

Please see the DROPBOX LINK below with an attached PDF ZOOM snapshot photo album file we put together in southern AZ in sincerest appreciation for allowing us to ride-along with Max (and the rest of the WOW crew) at this year's Memorial Day Parade.. Whether you all were aware or not, all of our fellow MOWW companions throughout the southwestern US rode along with you all in the first ever cross-state lines "live streaming event" VSO partnered participation of such a event in real-time from Tucson, AZ. We're very grateful for the opportunity to join the rest of our fellow WOW colleagues online for this very thoughtful gesture and streaming first for our fellow companions. Please relay our fondest congratulations to Max and everyone who made this live event streaming venture possible from southern CA and for making it a resounding success. Hoping to see everyone at our next WOW ZOOM meeting next week, God willing.

DROPBOX

LINK:

<https://www.dropbox.com/s/ky91iy1ueu67ry4/WOW%20VCC%20-%202029%20MAY%202023.pdf?dl=0>

Note: The red car leading the WOW trucks was a Camero.

Other 2023 Memorial Events May 4, 2023



Photo by Larry Kushner

San Fernando Valley Academy Memorial Prayer Breakfast

On May 4, 2023, a group from Wings Over Wendy's attended the San Fernando Valley Academy Memorial Prayer Assembly and Breakfast. Attending was

Gerald Detamore, Bob Donovan, Erick Lace, Jill Lace, Marion Lovelace, Kurt Rademacher, and Joe Weber. A special thank you for Alma Wesley that invites Wings Over Wendy's to the school each year.

May 20, 2023

Temple Valley Beth Shalom Veterans Shabbat "Unseen but not Forgotten"



Photo by Ed Reynolds

On May 20, 2023, Temple Valley Beth Shalom conducted a Shabbat Service in recognition and appreciation for all veterans. LtCol Dave Worley spoke about the POW and MIAs and then conducted the POW/MIA Remembrance Ceremony.

Following the ceremony a Shabbat kiddush was served and veterans were encouraged to tell the story of their military service. David Timmerman set up a display wall of WWII-era photos and magazine covers. Attending were:

Lee Ambers, Ron Boggess, Barry and Linda Chapman, Tony Cubarrubia, Bob Donovan, Bill and Dolores Garland, David Greenberg, Harvey and Phyllis Keenan, Steve and Lila Klausner, Victor and Penny Korechoff, Barney Leone, Frank Lopez, Marion Lovelace, Ethel Margolin, Ed Reynolds, Daniel Rhody, Earl and Esther Roth, David Timmerman, Dave and Gayle Worley, and, Stanley Zaffos.

May 25, 2023

ON BEHALF OF POMELO COMMUNITY CHARTER SCHOOL'S 3RD GRADE STUDENTS AND TEACHERS, YOU ARE INVITED TO BE A GUEST OF HONOR AT OUR

VETERANS EVENT

A celebration of all who have served our nation

THURSDAY, MAY 25TH, 2023
10AM-12PM

POMELO COMMUNITY CHARTER SCHOOL
7633 MARCH AVENUE
WEST HILLS, 91304

WITH THE ROTC FROM EL CAMINO REAL HIGH SCHOOL IN ATTENDANCE, WE WILL BE HOSTING THIS EVENT IN HONOR OF OUR COMMUNITY VETERANS. LIGHT REFRESHMENTS AND DESSERT WILL BE SERVED. WHILE WE HONOR YOU AND GIVE YOU A CHANCE TO SPEAK AT THIS EVENT, OUR THIRD GRADERS WILL WELCOME YOU ONTO OUR CAMPUS AND SING PATRIOTIC SONGS AND RECITE A POEM TO MARK THE OCCASION.

We would be delighted to include you in this celebration!

(Continued page 4)

Pomelo Community Charter School Veterans Event

On May 25, 2023, Wings Over Wendy's veterans were honored by the Pomelo Community Charter School's 3rd Grade Students, teachers and parents. Traditionally, it is one of the most favored veterans' events. This year it was held prior to Memorial Day and we look forward to their resuming the fall event. Attending the event were:

David Alvarez, Lee Auger, Peggy Jean Bassett, Ron Boggess, Tony Cubarrubia, Bob Donovan, Bob and Nancy Eisenhart, David Freeman, Peter Helm, Fred Kaplan, Victor Korechoff, Penny Korechoff, Erick and Jill Lace, Barney Leone, Marion Lovelace, Chuck Mathews, Christine McIntosh, Joseph Mueller, Ed Reynolds, Maria and Rodriguez, Bob Stiles, Sharon Fine, Bill Tapp, Maurice Vasquez, and Joe Weber,

May 26, 2023



Photo by Ed Reynolds

Wings Over Wendy's Honored by the Mayor of Calabasas

On May 26, 2023, the City of Calabasas, Mayor David Shapiro, honored Wings Over Wendy's and veterans with a ceremony in Veterans Park, Calabasas. The video shown during the ceremony included scenes from the Veterans Park dedication in 2019. In the video Jimmy Weldon performed his tribute to the flag and Dave Worley conducted the POW/MIA ceremony. After the video a light breakfast was served. Attending the event was:

David Alvarez, Lee Auger, Ron Boggess, Tony Cubarrubia, Bob Donovan, Bob Eisenhart, Bill and Dolores Garland, David Greenberg, Arthur Hershey, Abe and Sue Hoffman, Fred Kaplan, Victor and Penny Korechoff, Erick and Jill Lace, Barney Leone, Frank Lopez, Marion Lovelace, Chuck Mathews, Joe Mueller, Ed Reynolds, Maria and Ray Rodriguez, and Joe Weber.

May 2023 Meetings May 1, 2023



Bill Dillon Interview on TV Channel 2 Veterans Voices

On May 1, 2023, we watched an interview conducted by TV Channel 2 of Bill Dillon for their *Veterans Voices* series – *Stories from WWII*



Vietnam Wild Weasels Documentary

The featured presentation on May 1, 2023, was the *Wings Over Vietnam Wild Weasels Documentary*.

The seventh part of the seven-part series, Wings over Vietnam, focuses on the Wild Weasels – a special class of pilots and aircraft that were designed specifically to target enemy radar-guided surface-to-air missile (SAM) sites during the Vietnam War. The Wild Weasels were tasked with flying into heavily defended airspace in order to find and destroy SAMs hidden in the jungle canopy.

(Continued page 5)

This dangerous mission was flown by brave airmen who risked their lives for their country, even when they had little chance of success against North Vietnamese forces which had been hardened by years of guerrilla warfare.

The Wild Weasels first entered combat over North Vietnam in 1965. These daring pilots flew low and slow, seeking out SAM sites with infrared sensors, radar warning receivers, and special scanning techniques. Their tactic was known as "Suppression of Enemy Air Defenses" (SEAD). They would fly in close formation over hostile territory, using their onboard sensors to detect missile sites while other planes dropped bombs or launched missiles at them. By doing so they were able to distract the SAM operators long enough for other fighter jets supporting ground troops to complete their missions safely.

The Wild Weasel mission was an incredibly dangerous one because these pilots had no protection from ground fire or enemy fighters while they searched for targets. In addition, SAMs were capable of tracking them at distances up to 30 miles if not detected early enough. As a result, many Wild Weasel airmen lost their lives before ever finding a target since most SAMs often remained hidden until it was too late. But despite the risks involved, these brave airmen continued flying missions day after day knowing full well that each flight could be their last one ever taken.

Throughout the Vietnam War, Wild Weasel teams were honored for their bravery and sacrifices with numerous awards including Silver Stars and Distinguished Flying Crosses. And although these exceptional crews never received public acknowledgment for their efforts during the war due to its controversial nature at home, their legacy remains one of courage and determination under extreme circumstances that will never be forgotten by those who served alongside them or witnessed what they did first hand in service of our nation's defense during a difficult time in our history.

May 8, 2023

The US Air Force Wild Weasel Program

On May 8, 2023, the featured presentation was a continuation of the May 1, 2023 documentary of the Vietnam Wild Weasel mission by COL Jerry Knotts, who flew 112 Combat Missions in the Wild Weasel Program.

Jerry started his talk by showing a short clip from the video we saw on the 1st.

He then told us about his experience as an Electronic Warfare Officer (EWO) in Germany, providing Intelligence monitoring of Russian signals in the European Theater. Following his tour in Europe he was assigned to the Vietnam Theater. Most of his colleagues were assigned to RB-66, but he played games with personnel and was assigned to the Wild Weasel program.

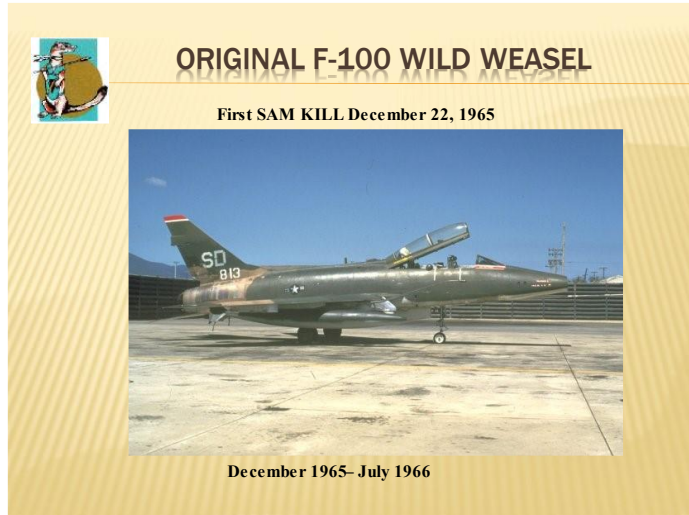
During the early days of the Vietnam War, the United States Air Force had almost full autonomy over the skies of Vietnam. The Soviet Union and China were basically staying out of the war in Vietnam. However, once the U.S. committed to total war the Soviets and Chinese began arming the North Vietnamese Army (NVA) with advisors and equipment. At first this was limited to anti-aircraft (AAA) guns and small arms, but eventually the NVA acquired advanced SAM's to defend against the relentless U.S. airstrikes.

The system the NVA was provided was the SA-2 Guideline radar guided surface to air missile system. This missile was designed as a medium range, medium altitude surface to air missile by the Soviets, who then began equipping the NVA with the missiles and its FAN SONG guidance radar. Additionally the Soviets provided the NVA with deadly radar directed AAA. This development spelled big trouble for the U.S. and its aircraft.

Once the Soviet Union and China began arming the North Vietnamese Army (NVA), with advanced Surface to Air missile (SAM) systems and AAA (Anti-Aircraft Weapons), the U.S. domination of the skies was abruptly challenged. (Continued page 6)

President Lyndon B. Johnson, and Defense Secretary Robert McNamara absolutely prohibited the Air Force from attacking the sites.

Because the SAM's were Soviet made, McNamara was sure there were Soviet advisors at the sites and he did not want to chance infuriating the Soviets and possibly draw them into the conflict, so he ordered the sites to be left alone.



On **July 24, 1965** a United States Air Force F-4 was shot down over North Vietnam by a surface to air missile (SAM).

This incident marked the beginning of a new kind of war in the skies over Vietnam.

Total U.S. domination of the sky was now challenged like never before and it forced the U.S. to rethink its tactics and strategies in carrying their enormous air power into the heart of North Vietnam

The solution was a **dedicated anti-SAM aircraft**, whose sole mission would be to take out the SAM sites. The project was called **Project Weasel or Wild Weasel 1, and thus the "Wild Weasels" were born.**

The project called for the installation of radar homing and warning (**RHAW**) sets into **F-100F Super Sabre aircraft.**

This new equipment would allow the aircrew in the Super Sabre to get a bearing on a SAM when it turned on its radar.

It also was fitted with a launch warning detector, which would alert the aircrew when a SAM was launched.

Applied Technologies Corporation developed this new equipment, and the U.S. government signed a contract with them for the production of the new RHAW sets for installation in the F-100's. The sets were designated AN/APR 25, and the installations began immediately.

The next step in Project Weasel was to **choose aircrews** for the new "Weasel" aircraft.

Each aircrew was made up of **a pilot**, and an **Electronic Warfare Officer (EWO).**

EWO's were also known as **"Bears"**, or **"Gib"**(Guy in the back). The EWO was responsible for monitoring the

new radar sets and locating the SAM sites, and basically being the eyes and ears of the aircraft for the pilot.

Wild Weasel 1 began with **five** F-100F aircraft and **five aircrews.**

The Weasel crews began their mission in **December 1965**, with Major Willard leading the first strike into North Vietnam.

The Weasel missions were code named **"Iron Hand" missions**, and their purpose was to lead a strike force into North Vietnam, and pave the way for the strike force to drop its bombs.

They did this by going out in **hunter/killer** teams.

The Weasels would pair up with a flight of F-105D fighter/bombers and try to locate a SAM site.

The F-100F Wild Weasel aircraft (the hunter) would identify and track the enemy radar by exposing itself to it, attacking it **with 2.75 inch rockets and guns.** To finish off the entire SAM site, the Thuds (the killers) would bring their weapons to bear on the radar, directed by the Wild Weasel aircraft. The Weasels would then attack the site to mark it, and the F-105D's would finish it off.

With **Operation Rolling Thunder** (the bombing campaign of North Vietnam that began in **1964**) in full effect, the Wild Weasels were about to prove their worth in combat for the first time.

On **December 22, 1965**, the Wild Weasels scored their first SAM kill in North Vietnam.

Captain Al Lamb the pilot, and Captain Jack Donovan, his EWO led the mission into North Vietnam that day,

The first Wild Weasel SAM kill happened near Phu To northwest of Hanoi, December 22, 1965, 22 days after the first Wild Weasel mission was flown and two days after the first Wild Weasel crew was lost to a SAM missile.

Flying out of Korat RTAFB, flight "Spruce" consisting of one F-100F Super Sabre and four F-105G Thunderchiefs, attacked and destroyed a SAM site with rockets and guns. A painting commemorating this event is permanently displayed in the United States Air Force Museum in Dayton, Ohio.

The Super Sabre was not ideally suited to the Weasel's mission. It was too slow and could not keep up with the accompanying F-105D fighter bombers.

Therefore, the Air Force decided to begin testing a prototype **F-105 Thunderchief** for use as a Wild Weasel aircraft.

At the same time, the groundwork was being laid for a dedicated Wild Weasel training school at Nellis AFB in Nevada to train the new Wild Weasels.

In **July 1966**, the original Wild Weasels in the F-100F flew their last missions in Vietnam, as it had been decided that the Super Sabre was to be phased out of Weasel operations in favor of the faster and more durable F-105 Thunderchief.

(Continued page 7)



F-105 WEASELS ON THE FLIGHT LINE



4

The F-105 Thunderchief became the primary Wild Weasel aircraft until the end of the Vietnam War.



ROLLING THUNDER BATTLE AREA



On July 24, 1965 a United States Air Force F-4 was shot down over North Vietnam by a surface to air missile (SAM).

This incident marked the beginning of a new kind of war in the skies over Vietnam.

Total U.S. domination of the sky was now challenged like never before, forcing the U.S. to rethink its tactics and strategies in carrying its enormous air power into the heart of North Vietnam.

The U.S. Air Force dedicated men and machines exclusively to deal with the new SAM threat. Thus a new breed of aviator and aircraft were born, the "Wild Weasels". The purpose of the "Weasels" was to seek out and engage NVA SAM sites, and if possible destroy them.

During the first few years of the war, the Soviet Union and China were basically staying out of the war in Vietnam. However, once the U.S. committed to total war.

Particularly dangerous was flying over "Thud Ridge", a treacherous mountain range just outside of Hanoi that was loaded with deadly AAA guns. The F-105's were especially hit hard over this mountain thus the nickname "Thud Ridge."

In spite of a troubled early service life, the F-105 became the dominant attack aircraft during the VIETNAM WAR. The F-105 could carry twice the bomb load further and faster than the F-100, which was used mostly in South Vietnam.

The area called "Thud Ridge" on the slide where so many F-105s were shot down. The reason for the target area was it had Russian and Chinese supplying the North Vietnamese via the airfield north of Hanoi.

In a foreshadowing of its WILD WEASEL role, the first F-105D combat mission of the war involved an attack of an anti-aircraft artillery site on PLAINE DES JARRES. The first Thunderchief of the war was also lost in this mission (the pilot managed to eject safely).

The first strike mission took place on 13 JANUARY 1965 with the destruction of the BEN KEN bridge in LAOS.

Following the start of OPERATION ROLLING THUNDER on 1 MARCH 1965, a large number of F-105Ds were deployed in ROYAL THAI AIR FORCE BASES at Korat and Tahkli. On 2 AUGUST 1967, F-105Ds from 335th and 338th Tactical Fighter Squadrons made the first of many successful raids on the PAUL DOUMER BRIDGE.

While the planes were first deployed with their original natural metal finish, they soon adopted the distinctive 2-green and tan Vietnam camouflage scheme which blended into the jungle landscape.



WILD WEASEL

NORTH VIET NAM AIR DEFENSE SYSTEMS & IMPACT



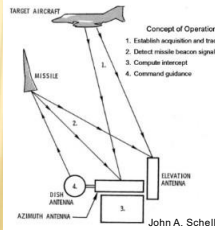
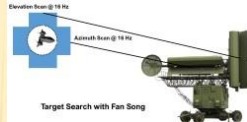
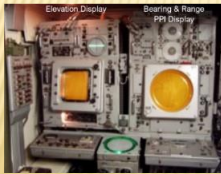
NVN SA-2 MISSILE SYSTEM



(Continued page 8)



NVN SA-2 FAN SONG VAN



John A. Schell



SA-2 GUIDELINE MISSILE



NORTH VIET NAM SA-2 SAM SITE



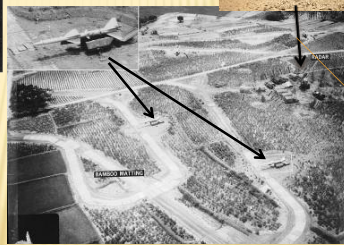
GUIDELINE MISSILES



FAN SONG



SPOON REST



NVN GUIDELINE MISSILE LAUNCH



GUIDELINE MISSILES IN FLIGHT



SA-2 MISSILE AGAINST WW



SA-2 MISSILE HITS WW AIRCRAFT



LUCKY MISS

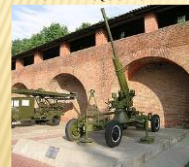


FIRE CAN AAA ACQUISITION

ANTI-AIRCRAFT WEAPONS (AAA)



23 mm



85 mm - 57,000 ft 9.72 MILES



57 mm - 20,000 ft

The SA-2 SAM, which could reach combat aircraft at the highest altitudes they could achieve, and hit them tens of kilometers away.

It was targeted by the SNR-75 (NATO Fan Song) radar, with the radar tracking the aircraft and the missile kept on the radar track using radio control. The SA-2 sites also used the P-12 / P-18 (NATO Spoon Rest) radar to hunt for victims so they could be targeted by the Fan Song.

During the early stages of the Vietnam War, the US Air Force lost numerous aircraft to the highly lethal air defenses of North Vietnam. The very first US aircraft lost to a Soviet-built SA-2 Guideline Surface-to-air missile was a USAF F-4C Phantom II. It was **July 24, 1965**, the world had been re-introduced to the SAM and the US Air Force had a big problem.

By November 1968 one aircraft was being shot down for every 48 missiles fired.

Unfortunately, the low-altitude attacks and dive bombing brought the F-105s into the range of North Vietnamese anti-aircraft fire and the loss rates were so high that the USAF began experiencing shortages of combat-ready aircraft. A total of 382 aircraft were lost in Southeast Asia, 320 of those in combat. The vast majority of losses were the result of enemy ground fire. Of the 610 single-seat F-105Ds built, 283 were shot down and 52 lost operationally. Of the 143 F-105F/G two-seaters, 37 were shot down and ten lost operationally (one "Ryan's Raiders" night interdiction aircraft and one Combat Martin jammer without a back-seat WSO were lost in combat, the other 45 losses were Wild Weasel aircraft).

(Continued page 9)



WILD WEASEL SYSTEMS & WEAPONS

Jerry then explained the Wild Weasel systems and weapons, showed pictures of the cockpit, and discussed the various instruments.



WILD WEASEL NOSE-GUNNER OFFICE



In Jerry's point of view, the Wild Weasel Pilot was a "Nose-Gunner" that he directed from the back seat.



WILD WEASEL BEAR RHAW EQUIPMENT



APR-25 ATI VECTOR RHAW
APR-26 LAUNCH WARNING
IR-133 PANORAMIC RECEIVER
STANCIL-HOFFMAN RECORDER

The backseat Electronic Warfare Officer (EWO) was referred to as a "BEAR," and he had a radar homing and warning (RHAW) set to get a bearing on a SAM when it turned on its radar.



WILD WEASEL JAMMERS



ALQ-71
AAA
SA-2 BEACON VAN TO MISSILE



QRC-335

Next, Jerry described the different Radar Jammers carried on the F-105 that could "jam" or confuse the enemy radar.



WILD WEASEL WEAPONS



MK-82 500#



CBU-24



M-117 750#



MK-84 2000#



M61 VULCAN 20 mm

The aircraft also carried weapons, and Jerry explained when they could use them, the targets they could be deployed against, and their deployment effectiveness.

- The Mark 82 (Mk82) is a 500lb unguided, low-drag general-purpose bomb,
- The M117 is a 750lb air-dropped demolition bomb.
- The Mark 84 or BLU-117 is a 2,000lb general-purpose bomb. It is the largest of the Mark 80 series of weapons commonly used as US heavy unguided bombs.
- The CBU-24 (Cluster Bomb Unit-24) is an unguided, aircraft-delivered, anti-personnel, and anti-materiel weapon.
- The M61 Vulcan is a hydraulically, electrically, or pneumatically driven, six-barrel, air-cooled, electrically fired Gatling-style rotary cannon which fires 20 mm rounds at an extremely high rate (typically 6,000 rounds per minute).

(Continued page 10)



IRON HAND MISSION ROUTE



EARLY WW FORCE



REFUELING OVER LAOS

before the strike force, attract the attention of the SAM sites, remain on station while the strike force delivered its payload, and then remain on station until the strike force left safely. This made the Weasels ten times more vulnerable to getting shot down.

The other method the Weasels employed was that of the hunter-killer concept. The Weasels would team up with a flight of bombers and specifically "troll" for SAM's. They would wait to be tracked by the SAM radar and then attack the site, and guide the bombers to the site, effectively finishing it off. This was not an easy task, however, because the SAM would often launch at the Weasels, causing them to employ evasive maneuvers. One such maneuver was "dancing with the SAMS." This maneuver involved waiting for the SAM to launch, heading straight for it, waiting until it got dangerously close to the aircraft and then pulling violently out of the way of the missile in the hopes that the missile could not replicate the sharp moves of the aircraft. More than any other example, this illustrates the danger of the Weasels mission.

A unique approach was OPERATION BOLO which used a brilliant deception tactic that destroyed half of the North Vietnamese MiG-21 fighter force with no USAF losses. In late 1966, the USAF was not permitted to bomb North Vietnamese airfields and could only destroy enemy fighters in the air. Complicating the problem, enemy MiGs focused on bomb-laden F-105s and only initiated combat when they had a clear advantage. Col. Robin Olds, 8th Tactical Fighter Wing (TFW) commander, and the wing's tactics officer, Capt. John "J.B." Stone, devised a masterful plan to lure and trap North Vietnamese MiG-21s by mimicking an F-105 bombing formation.

On Jan. 2, 1967, 8th TFW F-4s entered North Vietnam from the west using the same route, altitude, and formation as an F-105 bomb strike. They also carried and operated electronic jamming pods used by F-105s. The North Vietnamese took the bait, and the MiGs came up to intercept what they thought was an F-105 strike. At the same time, 366th TFW F-4s came into North Vietnam from the east to block the MiGs' escape to China and to orbit their bases, preventing the MiGs from landing.

Despite some problems caused by the overcast weather, OPERATION BOLO was triumphantly successful. During the 12-minute engagement, seven North Vietnamese MiG-21s -- about half of their operational force -- were shot down with no USAF losses. Four days later, another ruse, this time mimicking an F-4 reconnaissance flight, shot down two more MiG-21s. These crippling losses greatly reduced MiG activity for several months.

Jerry finished his presentation with sides of his unit in Thailand, a 2007 dedication of an F-105 Wild Weasel aircraft in the USAF Museum, Dayton, Ohio and his assignment to RB- 57Fs.

He provided a very informative talk about the critical operation in the Vietnam Air War.



AIRCRAFT LOSSES

610 F-105D Single Seat built by Republic Aviation

- > 283 Shot Down
- > 52 Operational Losses



143 F-105F/G Wild Weasels built by Republic Aviation

- > 45 Shot Down
- > 2 Operational Losses

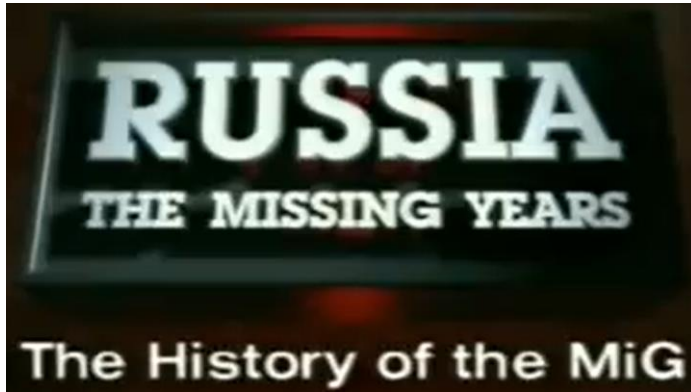


THUD COMBAT LOSSES STATISTICS (FROM APRIL 1965 THRU END OF HOSTILITIES)

- x 158 KIA
- x 190 Rescued
- x 93 POWs (7 died while captive)
- x Commanders shot down:
 - + 3 Wing CC (2 KIA)
 - + 1 Wing CV (POW)
 - + 1 Wing DO
 - + 11 Squadron CC (4 KIA)
- x 2 pilots awarded Medal of Honor
- x 7 pilots awarded Air Force Cross (6 posthumous)
- x Of 610 total "D" models built, 335 (55%)... 283 to combat
 - + Most losses in single year: 1966 = 120 (127 total Thud losses)
- x Of 54 total Wild Weasel "G" models built, 47 (87%)... 37 to combat
 - + Most WW losses in single year: 1967 = 15 (114 total Thud losses)

A typical Wild Weasel mission lasted almost three hours and was carried out in one of two ways. An **Iron Hand** mission consisted of flying out in front of a strike force to clear the way of SAM's so the strike force could get through. The Weasels adopted the phrase "first in, last out" in reference to these missions because they would fly in

May 15, 2023



The History of the MiG

The featured presentation on May 15, 2023, was a Youtube video in the *Russia The Missing Years* Series. This one on *The History of the MiG*. We had watched videos on many of the United States Aircraft, but very few about other nations aircraft.

The History of the Mikoyan-Gurevich MiG (MiG) is a story of innovation and perseverance in one of the most intense conflicts of the 20th century. The MiG was developed by Soviet forces in order to combat American advances during the Vietnam War. This aircraft, first introduced in 1959, proved to be a durable and effective weapon system even against the best adversaries. It could operate at altitudes over 70,000 feet, fly up to 2200 miles per hour, and had advanced avionics for navigation and communication.

The MiG was an integral part of North Vietnamese strategy during the war. The aircraft was used mainly for strategic bombing missions but also provided air cover for ground troops as well as close air support when needed. It was armed with bombs, rockets, and guided missiles that could hit targets from long distances with great accuracy. In addition to its offensive capabilities, the MiG was also able to detect incoming enemy aircraft which allowed it to shoot down US fighters before they could launch their own attack. Its combination of speed and maneuverability often gave it an advantage over other fighters in aerial engagements.

The MiGs were flown by some of the most experienced pilots from both sides of the conflict who had been honed by years of fighting on different fronts across Asia and Europe. These pilots would engage in daring dogfights that tested their skills as well as their courage as they fought for supremacy over Vietnam's skies. Though these engagements were often deadly events where both sides suffered heavy losses, North Vietnam's MiGs consistently managed to hold their own against superior numbers and technology from US forces throughout much of the war due primarily to their superior training and

tactics developed by experienced veteran pilots who had seen what works before and what does not work on modern battlefields.

The MiGs ultimately proved essential in helping North Vietnam win against a formidable foe that possessed more advanced technology than its own, proving that sometimes a combination of skillful use of existing resources along with creative solutions can still come out on top even against overwhelming odds. The legacy left behind by those who flew these aircraft will remain an inspiration for future generations looking to prove themselves worthy under duress while paying tribute to all those whose sacrifices made victory possible for their cause even in difficult times like those faced during Vietnam War era combat operations.

May 22, 2023



Secrets of War Weapons of the Shadow War

On May 22, 2023, the featured presentation was another video in the *Secrets of War* series, this one on the *Weapons of the Shadow War*.

(Continued page 12)

Secrets of War Weapons of the Shadow War is a documentary that delves into the development and proliferation of military technologies that have revolutionized warfare. It explores the secret weapons used by nations to engage in conflict without officially acknowledging their involvement. The film highlights the advancements made in drone technology, precision-guided missiles, and other sophisticated weaponry which has given countries a way to fight without actually entering a war or risking lives.

The program looks at how these weapons have been used in recent conflicts, such as Iraq and Syria. It details how drones are being used to surveil enemy territories, strike targets with pinpoint accuracy, and gather intelligence without alerting hostile forces. Furthermore, it discusses how this technology is increasingly being deployed by both state and non-state actors alike. In addition to traditional battlefields, the documentary also examines how other areas, such as cyber warfare, are becoming more prevalent due to advances in technology.

The film looks at both the advantages and disadvantages of this new era of warfare. On one hand, precision-guided munitions can minimize civilian casualties while still causing significant damage to enemy targets. On the other hand, some experts suggest that these weapons can be used irresponsibly by governments or non-state actors to launch quick strikes with devastating effects on civilians on the receiving end of them.

The documentary features interviews with military veterans who have personally experienced these weapons firsthand, as well as high-ranking government officials who provide insight into their use on a global scale. In addition to discussing their technological capabilities, they also explain what is needed from a policy perspective in order for them to be regulated properly and ensure that they are employed responsibly whenever possible.

Overall, Secrets of War Weapons of the Shadow War provides an informative and comprehensive look at military technologies that continue to shape modern warfare today. It offers viewers an opportunity to understand these complicated issues on a deeper level by exploring different perspectives from those directly involved with this type of weaponry around the world knowing it. The film examines both the opportunities and dangers these developments present for the future of global conflict. It highlights how warfare has become much more covert, as well as more destructive and far-reaching. Additionally, it delves into the implications that such technological advancements have had on international law and civil liberties. Finally, it explores potential solutions to balance international security with individual freedom. With experts from various fields shedding insight into this topic, Secrets of War Weapons of the Shadow War provides a comprehensive overview of this complex issue.

May 29, 2023

2023

MEMORIAL DAY

WE WILL NOT FORGET

On May 29, 2023 Wings Over Wendy's honored Memorial Day, by canceling the physical meeting in the Auditorium to participate in the Canoga Park Parade. (**See pages one and two for details.**) Instead, we initiated a Zoom meeting and Max Carlise co-hosted the Zoom portion, enabling Zoom participants to see the activities of decorating the "floats" and the view of spectators along the Parade route.

Over 80 Wings Over Wendy's members participated in the Parade or viewed it via Zoom. In addition, many members attended other Memorial Day events in the area.

Wings Over Wendys

In The News

2023-24 National Officer Candidates

IP/INC BGEN FREDERICK R. LOPEZ, USMC (RET)
CHAIR, MOWW NOMINATING COMMITTEE

CANDIDATES FOR ELECTED OFFICE (To Date)



COMMANDER-IN-CHIEF:
BG Victor S. Perez, USA (Ret)

SENIOR VICE COMMANDER-IN-CHIEF:
Lt Col Marlon Ruiz, USAF (Ret)

Section Break (Continuous)

VICE-COMMANDER-IN-CHIEF: (4)

CAPT Deborah A. Dombeck, USCG (Ret)

Region-VIII

CAPT Edward W. Gantt, USN (Ret)

Region-VI

Lt Col Marlon Ruiz, USAF (Ret)

Region-XIII

COL Loren A. Weeks, USA (Ret)

Region-III

Note: the MOWW Constitution [Article V, Section 2, Paragraph A.2], states, "Four each, with no two of whom coming from any one region"

TREASURER-GENERAL:

Col Jerry E. Knotts, USAF (Ret)

JUDGE-ADVOCATE-GENERAL:

CPT Harold Greenberg, JD, USA (Emt)

SURGEON-GENERAL:

CPT (Dr) Robert E. Mallin, USA (Emt)

CHAPLAIN-GENERAL:

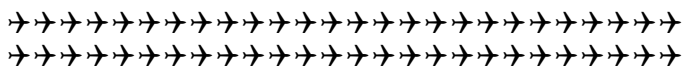
LTC Victor W. Burnette, USA (Ret)

HISTORIAN-GENERAL:

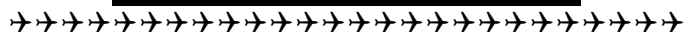
HPM Charles W. Bennett, Jr.

Wings Over Wendy's Has Three MOWW National Officer Candidates

Wings Over Wendy's can be proud that three of National Officer Candidates nominated for the Military Order of the World Wars (MOWW) are members of Wings Over Wendy's. Dave Worley for Senior Vice Commander-in-Chief, Jerry Knotts for Treasurer General, and Marlon Ruiz for Vice Commander-In-Chief Region XIII



In Other News



Guardsmen and Reservists Who Retire Early Could Get Cheaper Health Care Under Senate Bill



Airmen of the Iowa Air National Guard's 185th Air Refueling Wing participate in a 9/11 20th anniversary ceremony in Sioux City, Iowa on September 11, 2021. (Ter Haar/U.S. Air National Guard)

18 May 2023 Military.com By Rebecca Kheel

National Guardsmen and reservists who retire before age 60 would be eligible for low-cost military health care plans under a bill being introduced Thursday by a bipartisan pair of senators, potentially saving those retirees thousands of dollars per year.

The bill, from Sens. J.D. Vance, R-Ohio, and Elizabeth Warren, D-Mass., would allow retired reserve personnel to sign up for some Tricare plans as soon as they begin receiving retirement pay, rather than having to wait until they're 60 years old, as is the case now.

“Our nation's retired Guardsmen and reservists should have access to all the healthcare options offered by the Tricare system,” Vance said in a statement to Military.com. “With this legislation, we have an opportunity to guarantee that these patriotic men and women receive the high-quality, affordable care they deserve. It’s the least we can do in recognition of their service to our country.”

Under a law passed in 2008, members of reserve components who are called up to active duty are allowed to retire with retirement pay as early as age 50. The exact age they can retire depends on how long they served on active duty, with three months knocked off the typical retirement age of 60 years old for every 90 days served.

Guardsmen and reservists who retire early are eligible for the Tricare Retired Reserve health care plan, but Tricare's Prime and Select plans are open only to retirees who are 60 and older. The Retired Reserve plan is also more expensive than the other coverage.

Monthly premiums for the Retired Reserve plan right now run at \$549.35 for an individual. By contrast, Tricare Select's annual fee is \$171.96 for an individual retiree who enlisted before 2018.

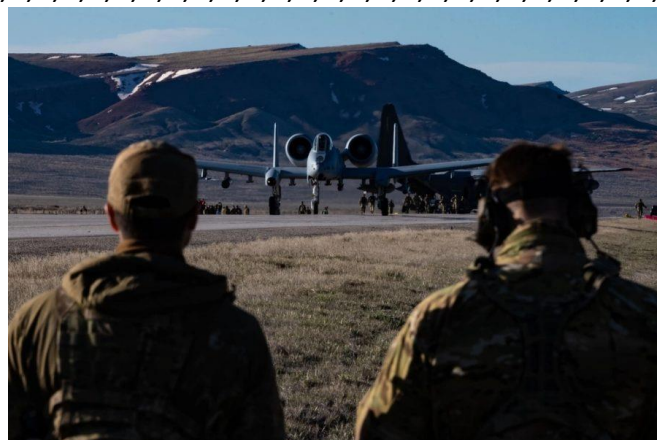
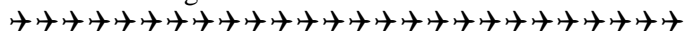
Vance and Warren's bill would let reserve retirees who are younger than 60 sign up for Tricare's cheaper Select and Prime plans.

The legislation was also introduced last congressional session by Vance's predecessor, Rob Portman and Warren, but it went nowhere. The path forward for the legislation this time is unclear.

But supporters of the bill argue that as Guardsmen and reservists have been increasingly relied on for missions at home and abroad, retirees deserve to save up to thousands of dollars a year in health care costs.

"Reserve component members who earned early retirement pay through deployment credits should receive their full retirement package, including health care coverage," retired Lt. Gen. Brian Kelly, president, and CEO of the Military Officers Association of America, said in a statement provided by Vance's office. "National Guard and Reserve early retirees have made many sacrifices, and their retirement should align with other uniformed retirees who are also eligible for Tricare."

The bill is also being supported by the Enlisted Association of the National Guard of the United States and the Reserve Organization of America.



123rd Special Tactics Squadron operators watch an A-10 Thunderbolt II "Warthog" taxi on Highway 287 during Exercise Agile Chariot, April 30, 2023, honing capabilities linked to Agile Combat Employment. U.S. Air Force photo by Tech. Sgt. Carly Kavish.

(Continued page 14)

Warthogs, Reaper, and MC-130 Land and Take Off from Wyoming Highway in Agility Exercise

May 3, 2023 | By David Roza

As an MC-130J pilot, Air Force Capt. Kathryn Richardson is trained to land on dirt strips in the middle of nowhere, but even she thought it was unusual to land on an asphalt highway in Wyoming.

“We all had a moment where we were looking at the highway and thought about how unnatural it felt to be landing on a highway,” Richardson said in a recent press release about the experience of putting a 132-foot wingspan aircraft down at 140 miles per hour on Highway 287 during a recent training exercise.

Richardson’s unit, the 15th Special Operation Squadron out of Hurlburt Field, Fla., was one of several Air Force units to join the Army’s 160th Special Operation Aviation Regiment in Exercise Agile Chariot, a multiday mission earlier this month where Airmen and Soldiers worked together to secure a stretch of Highways 287 and 789 and launch missions from them in order to rehearse operating from austere environments with minimal supporting infrastructure.

“The MC-130J is the most versatile platform in the Air Force,” 15th SOS commander Lt. Col. Adam Schmidt said in a statement. “This is what we do. And having the capability to land on a highway or a road can absolutely present some unique challenges to our adversaries. We can take the concepts from this exercise and apply them to any road, and in the most austere environments.”

Combat controllers from the Kentucky Air National Guard’s 123rd Special Tactics Squadron parachute jumped from the MC-130J and secured the highway landing zone for the incoming aircraft. The exercise saw Airmen from the 1st Special Operations Wing stand up a forward area refueling point (FARP) to quickly refuel a pair of A-10 Warthogs from the Michigan Air National Guard’s 127th Wing and an MQ-9 Reaper assigned to the Florida-based 919th Special Operations Wing.

Speed was a key objective for both the FARP and Integrated Combat Turnarounds, where Airmen work to recover and relaunch an aircraft as quickly as possible.

Monday Zoom Meeting Agenda

The URL is always the same:

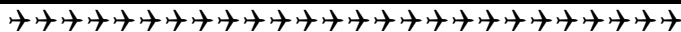
<https://us04web.zoom.us/j/661372701?pwd=NEZCWjMUTArRW1tREtWUWRLNmpDQT09>

- Meet & Greet starts at 8:00 am.
- The formal meeting starts at 9:30 am.
- Visitors and guests interviewed about 9:40 am.
- The presentation starts around 10 am

Meeting ID: 661 372 701

Password: 200220

THE MEETING ID and PASSWORD DO NOT CHANGE



Memoriam

During May 2023, we learned that a long-time Wings Over Wendy’s Monday and Tuesday Groups member died of a heart attack while on a vacation trip back east.



Bill Wentz

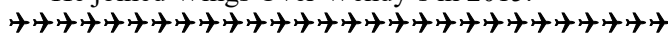
02/26/1948 – 05/06/2023

Bill Wentz, LTC USAR (Retired) died of a sudden heart attack on a trip to Ohio. Bill was a retired History Teacher and Saugus HS Football announcer. He opened the Tarzana Community Center and started the coffee for the WOW Tuesday Group meeting for years.

Bill had a distinguished career as an Artillery Officer in the US Army Reserves. He taught Artillery Tactics during his active duty tours.

On February 20, 2023, he spoke to the Wings Over Wendy’s meeting on the subject of "The Evolution From Arrows To Artillery In Weapon Technology."

He joined Wings Over Wendy’s in 2015.



Wings Over Wendy's Future Events:



**MOAA/MOWW CHAPTER MEETING
14 June 2023**



For this month we are meeting for lunch followed by a docent guided tour of the Commemorative Air Force Museum at the Camarillo Airport. Based on the number of people signed up, we will order a party size sandwich from Subway. You will only have a choice of turkey or ham as the entrée. We will also furnish small bags of chips and drinks [soda, tea, or water]

Date: Wednesday, 14 June 2023
11:30 to 12:00 Registration
12:00 to 12:30 Lunch
12:30 to 13:30 Museum & Hanger Tour
 RSVP to Dan Pemberton at dhpinto@aol.com
 or 805-807-7788
NLT 12 June

Cost is \$15 payable by check or cash at the door.



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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.

Prayers

Unfortunately, several of our most active members are at home, recuperating from their injuries or illnesses.

Our prayers are for a speedy recovery:

Steve Anderson & Shirley Andrews's son John

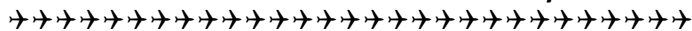
June Birthdays

Glen Schecter	June 01, 1959
Victor Korechoff	June 08, 1942
Mike Emch	June 10, 1945
Ira Mandel	June 10, 1937
Mark Schneider	June 10, 1943
Timothy Velarde	June 14, 1992
Jan Edwards	June 19, 1931
Steve Klausner	June 20, 1938
Marlon Ruiz	June 20, 1956
Bill Ratner	June 22, 1948
Karen Velarde	June 23, 1958
Bill Wishard	June 26, 1941
Shannon Muchow	June 28, 1972
Ralph Morin	June 29, 1936

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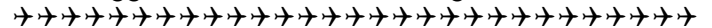
The following is a list of WOW members who have contributed \$10 to fund the publication for **10 months**.

- | | |
|---|--|
| David Alvarez
Steve Andersen
Lillian Anderson
Lee Auger
Peggy Jean Bassett
Bob Bermant
Thyra Boeckmann
Paul Boghossian
Rod Boyce
Marge Callahan
Barry Chapman
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Steve Dunner
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David Freeman
Carter Greene
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Karen Velarde
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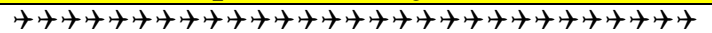




WOW Events Calendar Additions


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.

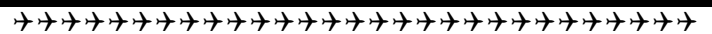
The key is: **[kswpwdaevnb1jans4](#)**



Reminder

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





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For Help with your Zoom Connection

Contact: Charles Scott

(818) 448-1737

pcinfoman@gmail.com.

The WOW Zoom Equipment GoFundMe account link
is: gf.me/u/x9pst6.

Charles has offered to help Wings Over Wendy's
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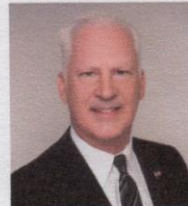


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