

### Association President's Message - January 2019

Happy New Year! The New Year is starting off well for the Association. The Board of Directors is very active, using teleconference meetings combined with lots of email traffic, to keep the “pipper” on our Association business targets. We are fortunate to have a hard-working and dedicated bunch of former gunshippers to help keep us moving forward. The Association website improvements are being implemented by Wayne Laessig with the assistance of a new “volunteer” IT support specialist, Liz Buss. Of special importance, the website updates are crucial to get the reunion registrations page ready.

PLEASE make the time to visit our Web site, [www.ac119gunships.com](http://www.ac119gunships.com), and look at the wealth of information, as well as the Quartermaster page. Our Salt Lake City reunion coordinator, Chuck Williams, is busy moving forward with plans for a super Reunion XX, in Utah. We are also fortunate to have your leadership team enhanced with Don Luke, the Newsletter editor. He published the November *Firing Circle* – very well done! A January *Firing Circle* is forthcoming and will have lots of updated information and more details for you.

Now, my shout-out for our Facebook team. There is a lot of valuable info being shared on Facebook. It is probably not appropriate to single out any one thing in particular. However, I will do so. Former Shadow Maintainer Jim Alvis did an entire series of Facebook posts describing the days of his Shadow ferry experience from St. Augustine, FL (where the “slicks” were converted into AC’s) to Nha Trang on the 50<sup>th</sup> Anniversary of the flights, very cool. I understand that there is a lot of junk (to put it mildly) on social media websites, but “OUR” Facebook page is very well managed!

Wishing “yous-guys” a great 2019. See ya in Salt Lake City in September

Respectfully,

Mike Drzyzga, President 2016–2019



### AC119 Association Membership Updates

We give a warm welcome to our new Life Members:

- Herman "Al" Heuss, 71st SOS Pilot, Life #479, *won drawing for conversion from Annual to Life*
- Aloysius Casey, 18th SOS NAV, Life #480
- Doug Fisher, 17th SOS Gunner, Life #481
- James Greig, 17th SOS Gunner, Life # 482
- John Forbes, 17th SOS Maint/Avionics, Life # 483
- Dennis R Backus, 18th SOS Maint/Vehicle Mechanic, Life #484
- Michael P Schmoll, 18th SOS Maint/Avionics, Life #485

We also give a warm welcome to our new Annual Members, and the Association appreciates very much those “annual” members who respond promptly to the regular request to renew your membership.

- Dean Barnard, 18th SOS, Maint/Electrical
- Dave Koch, 18th SOS, Pilot
- Vance Mitchell, 18th SOS, NAV/NOS
- Barry Packard, 18th SOS, NAV
- Lloyd "Butch" Poehler, 18th SOS, NAV
- Levi Rosecrans, 3rd & 17th SOS, Maint
- Gary Vanlerberghe, 18th SOS, Gunner
- Ernie Weege, 18th SOS, NAV/NOS

## Final Flight

Our Membership Coordinator, Ev Sprous, recently began an Outreach Initiative to find lost AC-119 air & ground crew. Through Ev's efforts and our AC-119 Facebook site we learned of several of our AC-119 Gunship family who have passed on, some years ago, some recently. Rest in Peace, brothers.

Ev told us, *"We do find many of the guys we'd lost contact with, and we also sadly learn of many who passed before we were able to reconnect with them."* PLEASE, visit our ALPHA website at <https://www.ac119gunships.com/membership-contact-information/alpha-roster/> and add any missing names or contacts you have – we can still reach many IF we know who they are!

We remember our human frailty, and the strength of our brotherhood, in the loss of these who joined our Final Flight. Please remember their families in your prayers. R.I.P., Brothers all:

- Elton C Bates, AC-119 Maintenance, passed on April 11, 2010.
- Clinton Fraser, 17<sup>th</sup> SOS Shadow Nav & VNAF Instructor, passed in 2016.
- Mortimer Hall, 71<sup>st</sup> SOS Shadow Nav, passed in 2005.
- D. Harley Lowe, 71<sup>st</sup> SOS Shadow IO, passed on December 21, 2018.
- Merle "Max" Maxhimer, 18<sup>th</sup> SOS Pilot, passed on June 2, 2018.
- Wallace Minitt, 71<sup>st</sup> SOS Shadow Nav, passed in 2016
- Kenneth Nauman, 18<sup>th</sup> SOS Stinger Pilot, passed in 2015.
- Charlie Vellines, 17<sup>th</sup> SOS Shadow Nav, passed on January 3, 2019.
- Ernest G Voos, 18<sup>th</sup> SOS Stinger Line Chief, passed on Sept 29, 2015.

**Additional details** are on our Association Mail Call site <https://www.ac119gunships.com/mail-call/> & our Facebook site <https://www.facebook.com/groups/195912423919726>

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## Administrative Updates & Reminders

1. PLEASE remember to contact your group POC, the Membership Coordinator (Ev Sprous), or the Association Secretary (Ralph Lefarth) when you **change contact information, especially your email address**. We do very much want to keep in contact with you.
  2. If you receive the *Firing Circle* by walking to the mail box after its postal delivery, AND you do have and use an EMAIL ADDRESS, TELL Mike Drzyzga, your unit POC, or our Secretary NOW if you want future Newsletters & FLASHES sent via email. You can \$AVE us a lot by avoiding postage, printer paper, envelopes, ink cartridges, etc. Contact Association Secretary Ralph Lefarth, via email at [ralph-l@sbcglobal.net](mailto:ralph-l@sbcglobal.net) or call (314) 846-1009.
  3. Are you interested in some AC-119 Gunship historical facts, current events, interesting dialogue, photos & stories about AC-119s? If you have Internet access on your computer, then you have to join the Association's **Facebook page**. It now has **over 552 members** – not just directly related AC119ers, but also history buffs, AC-130 folk (including some new 73<sup>rd</sup> SOS Shadows), model makers, etc. Just browse to: <https://www.facebook.com/groups/195912423919726/>
  4. Also, there are Facebook Pages dedicated to "Air Force Gunners", "Air Force 462 Weapons", "Happy Valley – Phan Rang" (almost 1400 members), & "U.S. Military Veterans - News you can use" – very interesting pictures & history, current news, & other valuable information.
  5. **Awards & Decorations** coordinator Steve "Col" Mac Isaac continues to aid us in fixing incorrect DD214s. He has helped many get on the trail to receiving decorations they earned through research of documentation and orders shared by association members. Questions and comments: Contact Col Mac at email: [colmacmac@mac.com](mailto:colmacmac@mac.com), or (MST) Cell phone: (302) 249-1499.
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**Future Reunion Planning**  
**2019 – Reunion XX, Salt Lake City, UT, September 6-8**  
**“Celebrating 50 Years of Brotherhood”**

Reunion coordinator Chuck Williams, with the assistance of Wayne Laessig, have been working diligently to organize the many pieces and parts that will result in a great 50<sup>th</sup> Anniversary AC-119 Gunship reunion in Salt Lake City. Final arrangements with The Little America Hotel, which is providing great accommodations for all our reunion events as well as other off-site events are being finalized. We will notify everyone when registration for the reunion is available online. Secure registration payment will be available using PayPal or Debit / Credit card. For those who plan on arriving early, the “Hootch” will be up and running starting Wednesday, September 4th. Plan on bringing pictures, memorabilia, or albums you’d like to share as well as something for the annual auction to help generate funds for future reunions. Hill AFB is close by for support. Stay tuned for email and website announcements that reunion registration AND hotel registration is open.

**2020 – Reunion XXI, Ft Walton Beach, FL**

Gus Sininger and Larry Hunter volunteered to host and coordinate our 21<sup>st</sup> reunion at Ft Walton Beach, FL. Gus and Larry will be moving forward with the organization and planning for the reunion. Two legacy Special Operations units at Hurlburt (the 18<sup>th</sup> FLTS and the 73<sup>rd</sup> SOS Shadows) will surely welcome us again.

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**Aircraft #925 Ferry Mission to Nha Trang by Jim Alvis**  
**(Jim provided photos with his Facebook posts that are not included)**

Follow along as former AC-119 G Shadow Maintainer, Jim Alvis, relives and shares the days of his Shadow ferry experience from St. Augustine, FL (where the “slicks” were converted into AC’s) to Nha Trang on the 50<sup>th</sup> Anniversary of the flights. Jim’s narrative and accompanying photos were posted in the AC-119 Facebook group did an entire series of Facebook posts describing the days of his Shadow ferry experience from St. Augustine, FL (where the “slicks” were converted into AC’s) to Nha Trang on the 50<sup>th</sup> Anniversary of the flights. Sit beside Jim and journey from the United States to Southeast Asia.

May 13, 2018 marked the 50th anniversary of over 300 reservists of the 930th Tactical Airlift Group reporting for active duty at Bakalar AFB Indiana. The 71st Tactical Airlift Squadron of the 930th TAG would later be redesignated 71st Special Operations Squadron. Initially we had no idea of our mission, but would learn it after we had transferred to Lockbourne AFB Ohio the following month. It was the beginning of the AC-119 gunship legacy.

Fifty years ago on Wednesday, 27 Nov 1968, Deputy Defense Secretary Paul H. Nitze approved the deployment of the 71st Special Operations Squadron to South Vietnam. The order was to proceed to ferry eighteen (18) AC-119G aircraft to Nha Trang, South Vietnam via McClellan AFB, California; McChord AFB, Washington; Elmendorf AFB, Alaska; Adak; Midway; Wake; Guam; and Clark AB, Philippines. (The guns and mounts had been removed and a 500 gallon rubberized fuel tank had been installed for extra fuel load. The guns and mounts would be shipped to Nha Trang so as to arrive at the same time as the aircraft.) Each aircraft would be manned with a crew of: Pilot, Co-Pilot, Navigator, Flight Engineer, and Crew Chief. (Note: There was no enroute support team or enroute support kit; both were needed as experience proved. Personnel on enroute bases were not familiar with the AC-119G aircraft, therefore enroute support was poor. The 71st SOS sent maintenance teams to Tinker AFB and Wake AB to make engine changes.)

All other 71st SOS personnel (258) and unit equipment (338,000 pounds) was to be airlifted from Lockbourne AFB, Ohio to Nha Trang, South Vietnam, on three (3) C-141 (MAC) aircraft via Elmendorf AFB, Alaska, and Yokota AB, Japan. Flights were to depart 10 Dec 68, 22 Dec 68, and 10 Jan 69. The first flight included unit equipment and an advance party (ADVON) with L/Col. Donald L. Beyl in charge. They arrived at Nha Trang 12 Dec 68 and immediately started making arrangements for arrival of the main force of 71st SOS personnel. The second flight was made up of mostly personnel, including the Commander, Operations Scheduler, Administrative personnel, other crew members and maintenance personnel. Some unit equipment was included. The flight arrived at Nha Trang 24 Dec 68. All crew members, except the Commander whose

presence was required at Nha Trang until his staff was in place, remained aboard and continued on to Clark AB, Philippines, to attend the PACAF Jungle Survival School (referred to as 'snake school'). Jungle Survival Training was a PACAF requirement before flying combat missions in the Vietnam theater. The Commander attended 'snake school' with other arriving crew members. The third flight with the balance of unit equipment and personnel arrived at Nha Trang by mid Jan 69 as scheduled.

The first two AC-119G aircraft departed Lockbourne AFB on 5 Dec 68; two aircraft 10 Dec 68; and then as the aircraft became available from the weight reduction program at the Fairchild-Hiller plant in St. Augustine, Florida. The last aircraft departed St. Augustine on 29 Jan 69. Two (2) AC-119G aircraft arrived at Nha Trang on 27 Dec 68 with a total of four (4) AC-119Gs arriving by 31 Dec 68. By the first of March, all eighteen (18) AC-119G aircraft of the 71st SOS had arrived in the combat theater.

On this day fifty years ago, 6 Jan 1969, five 71st SOS members began a mission to ferry AC-119G #52-5925 to Nha Trang, Vietnam. The crew members were Pilot, Major Donald R. Horak; Copilot, Major William R. O'Brien; Navigator, Captain John L. Martin; Flight Engineer, SSgt. Henry J. Young; and Crew Chief, Sgt. James R. Alvis. Follow along as I take you on the seventeen-calendar day, twelve flying day journey from Lockbourne AFB to Nha Trang AB, South Vietnam.

Monday, 6 Jan 1969. The five of us ferry crew members boarded an AC-119 gunship at Lockbourne AFB to deliver to the Fairchild-Hiller facility at St. Augustine, Florida. Unfortunately, I did not note the tail number of the delivery aircraft. We departed Lockbourne at 1000 hours and arrived at St. Augustine at 1410 hours for the approximately 690 air mile trip. Enroute over Kentucky or Tennessee we encountered wing icing and tried the wing deicing heaters on A-deck, but they did not ignite. We were cruising near 10,000 feet when the icing began. Without wing deicing we began to gradually lose altitude. Major Horak turned on prop deice and as the ice gradually melted from the prop blades it would strike the side of the fuselage as if someone was shooting at us with a pellet gun. We finally flew out of the icing and resumed normal flight conditions. It was about 60° when we landed at St. Augustine. That evening we drove across the Bridge of Lyons to Anastasia Island for a seafood dinner. We stayed at the Monterey Motel on Florida A1A. I took a photo of the Monterey Motel on Tuesday morning before we headed to Fairchild-Hiller. While attending Gunship Association Reunion X at St. Augustine in 2009, I decided to see if the Monterey Motel was still there, and after 40 years it was still there, nearly the same. I've included photos up to the current day Best Western Bayfront.

Tuesday 7 Jan 1969. We began the actual ferry mission of aircraft #52-5925. The officers met with the Fairchild-Hiller officials while Henry Young and I visually inspected the aircraft. Early Tuesday afternoon we took #925 for an operational test flight prior to accepting the aircraft. Two of the notable emergency procedures included alternately shutting down and restarting each engine in flight. We also tested switching fuel supply from the wing tanks to the Benson auxiliary tank in the cargo area. As I recall, there was a momentary loss of fuel pressure and resulting engine hesitations that caught our attention when switching to the Benson tank. A few write-ups were cleared and we departed Fairchild-Hiller at 1630 hours to begin the 675 air mile trip England AFB, Alexandria, LA. Flight time was approximately 4 hours. Next up will be days 3 and 4.

Day 3, Fifty years ago on 8 Jan 1969. Before departing England AFB, we were issued survival gear, parka, weapons, etc., until we arrived at Nha Trang. I filled the fuel tanks to the maximum of 3,000 gallons in preparation for the 1,445 mile flight to the west coast. We departed England AFB at 1:30pm and arrived at March AFB, Riverside, CA at 9:30 local time, total about 9 flying hours. There were about 20 B-52s at March, which I have never seen up close – very impressive. Stayed overnight at the Caravan Inn, 1860 University Ave. Good flying weather so far. March is one of the oldest airfields operated by the United States military, being established as Alessandro Flying Training Field in February 1918. It was one of thirty-two Air Service training camps established after the United States entry into World War I in April 1917. The airfield was renamed March Field the following month for 2d Lieutenant Peyton C. March, Jr. who was killed in an air crash in Texas just fifteen days after being commissioned. March AFB is now known as March Air Reserve Base.

Day 4, Fifty years ago on 9 Jan 1969. Following some minor engine repair, we departed March AFB at 2:30 pm for the short 403 mile flight to McClellan AFB, Sacramento, CA, arriving at 5:00 pm. The weather is becoming less favorable for flying. It has been go-go-go since we left Lockbourne. For the vast majority of its operational lifetime, McClellan AFB was a logistics and maintenance facility for a wide variety of military aircraft, equipment and supplies. The depot went through several name changes, finishing its life in 1995 as the Sacramento Air Logistics

Center (SALC), reporting to Air Force Logistics Command (AFLC) and later Air Force Materiel Command (AFMC). The base was closed in 2001 and is now the Sacramento McClellan Airport for general aviation use.

Day 5 of 16, Fifty years ago on 10 Jan 1969. McClellan AFB, Sacramento, CA. Today's planned flight to McChord AFB was grounded due to poor weather. We stayed at the Sacramento Inn, 1401 Arden Way. After cleaning up, the five of us had dinner in the hotel's restaurant. I commented in a letter home that I had the best filet I had ever eaten. It was special to have a really good meal knowing that future meals will be much less desirable. We are hoping for better flying weather tomorrow.

Day 6 of 16, Fifty years ago on 11 Jan 1969. McClellan AFB, Sacramento, CA. Very little to report other than today's flight to McChord AFB was grounded again due to poor weather. Hopefully we can get back in the air tomorrow. We had to move to the Caravan Inn, 1860 University Street. The rooms were nicer here, complete with color TV. I had a steak sandwich for supper in the Morocco Room then went into the Oasis bar and had a drink with the pilot and navigator. There was really nice live music in the bar for us to enjoy. I was hoping we would not fly tomorrow so we could watch Super Bowl III on TV, but that did not happen.

Day 7 of 16, Fifty years ago on Sunday, 12 Jan 1969. We finally departed McClellan AFB at 10:30am for the 587 mile, 3.5 hour flight to McChord AFB, Tacoma, WA. Enroute we were able to briefly pick up a local AM broadcast of Super Bowl III at the Orange Bowl in Miami, FL. The New York Jets with QB Joe Namath defeated the heavily favored Baltimore Colts 16-7. Colts quarterback Earl Morrall threw three interceptions before being replaced by Johnny Unitas, who then led Baltimore to its only touchdown in the final minutes of the game. I do not have any photos from this day, so the following is a very brief history of McChord.

McChord AFB began life as Tacoma Field in 1930 as an Army Airfield. In 1940 the airfield was renamed to McChord Field in honor of Colonel William Caldwell McChord, a former chief of the Army Air Corps Headquarters. In World War II, prior to US involvement, the base served as an internal security guard for the United States. The bombing of Pearl Harbor by the Japanese in 1941 changed the role of McChord Field and the base was equipped with bombardment units to undertake anti-submarine patrols on the west coast. Only a few months after the attacks on Pearl Harbor a B-25 bomber with four bombs from McChord Field sank a Japanese submarine while on patrol.

In 1947 the Army turned over control of McChord Field to the newly established United States Air Force and the base was renamed McChord Air Force Base. Today, the base is most widely known amongst the U.S. Air Force as home to the C-17 Globemaster III, the workhorse of the Air Force. The advanced cargo aircraft is used across all branches of the armed services for troop and cargo transport, strategic air drops and medical evacuations.

Day 8 of 16, Fifty years ago on Monday, 13 Jan 1969. Departed McCord AFB for the 1,454 mile, 8.75 hour flight to Elmendorf AFB, Anchorage, AK. While flying along the Canadian coastline I distinctly remember viewing the unforgiving terrain if #952 encountered a serious mechanical problem. Luckily for the five of us, #952 performed well. It was very cold at Elmendorf that evening (-3°) while servicing the aircraft for the next day's flight. Major Horak followed the engine oil dilution procedure prior to shut-down to aid in easier start-up the next morning. I'll have photos from Elmendorf in the next episode.

Elmendorf AFB is the largest Air Force installation in Alaska and home of the Headquarters, Alaskan Command (ALCOM), Alaskan NORAD Region (ANR), Eleventh Air Force (11th AF) and the 3rd Wing.

Construction of Elmendorf Field began on 8 June 1940, as a major and permanent military air field near Anchorage. The first Air Corps personnel arrived on 12 August 1940. On 12 November 1940, the War Department formally designated what had been popularly referred to as Elmendorf Field as Fort Richardson. The air facilities on the post were named Elmendorf Field in honor of Captain Hugh M. Elmendorf, killed in 1933 while flight testing an experimental fighter near Wright Field, Ohio. After World War II, the Army moved its operations to the new Fort Richardson and the Air Force assumed control of the original Fort Richardson and renamed it Elmendorf Air Force Base.

Following World War II, Elmendorf assumed an increasing role in the defense of North America as the uncertain wartime relations between the United States and the Soviet Union deteriorated into the Cold War. In 2010 it merged with nearby Fort Richardson to form Joint Base Elmendorf-Richardson.

Day 11 of 16, fifty years ago on Thursday, 16 Jan 1969. We departed Midway Island at 11:50am for the 1,182 mile flight to Wake Island, arriving at 6:20pm on Friday 17 Jan 1969. The longitude of Wake Island is 177° 22"

W, less than 3° from the International Date Line. In less than an hour after take-off we moved from the Western hemisphere to the Eastern hemisphere and gained one full calendar day.

The primary function at Wake Island is an FAA facility operated by Filipinos. Once again while making final approach for landing, I noticed what I thought to be images of sunken ships possibly from the Battle for Wake Island very early in WW II. The Attack on Pearl Harbor and the Battle of Wake Island were simultaneous, and U. S. held island surrendered to the Japanese on December 23, 1941. The island remained in Japanese control until September 1945.

The barracks were excellent - very clean. The chow hall was spotless and the food was excellent - better than most eateries at home. I bought two quarts of Canadian Club for \$2.50 each. We went to the club in the evening and met up with members of two other AC-119 ferry crews, one of which was the first crew that left Lockbourne in early December. We sat on the beech enjoying the beautiful starry night.

Day 12 of 16, fifty years ago on Saturday, 18 Jan 1969. Departed Wake Island for Andersen AFB, Guam. Upon landing at Andersen I remember seeing row after row of B-52s. The reality of the Southeast Asia conflict was clearly evident. The flight to Guam was another long leg of 1,490 miles and about 9.3 hours. I provided no information about the flight in my letters home, so there must not have been any surprises. Our lead pilot said NO PHOTOS, so I put the camera away while on base.

Day 13 of 16, Fifty years ago on SUNDAY, JAN 19, 1969, the island of Guam. A number of B-52s take off early in the morning, about 6:00am. The end of the runway was perhaps a couple hundred feet above sea level. When the heavily laden B-52s would break ground, they would settle down so only the vertical stabilizer was visible. I thought for sure it was going into the sea, but after 15 or 20 seconds it gradually lifted. Having never experienced this before, it was a scary few moments until I learned this was common. At one time during the Vietnam war there were about 150 B-52s stationed at Andersen. Today, with its huge fuel and munitions storage facilities and dual runways, Andersen is an important forward-based logistics support center for contingency forces deploying throughout the southwest Pacific and Indian oceans.

After breakfast and witnessing the B-52s departure, it was our turn to depart Andersen AFB, for Clark AFB, 60 miles from Manila, Philippine Islands. The tachometer generator on left engine failed on take-off, but the decision was made to proceed to Clark without it. The flight to Clark was the longest leg of the ferry mission, 1,634 air miles and approximately 8.8 hours. Being without the left engine tachometer required extra awareness during the flight but was not a big issue. The aircraft was grounded at Clark until a new tach generator was flown in and installed a couple days later.

Day 14 of 16, Fifty years ago on MONDAY, JAN 20, 1969, Clark AFB, Philippines. Aircraft #952 remains grounded while awaiting a replacement tachometer generator to be flown in. We now had free time and I do not know nor did I document what I/we did. In retrospect, I wish I had taken more photos and logged more details along the way. There is nothing more to report today – just waiting for the tach generator.

Day 15 of 16, Fifty years ago on TUESDAY, JAN 21, 1969, Clark AFB, Philippines. Aircraft #952 remains grounded while awaiting a replacement tachometer generator to be flown in. The tach generator for the left engine finally arrived in mid-afternoon and was installed. By the time the installation was completed, it was too late to begin the last long leg to Nha Trang, so it will have to wait until tomorrow.

Day 16 of 16, Fifty years ago on WEDNESDAY, JAN 22, 1969. We departed Clark AFB and arrived at Nha Trang about 4:00pm. The flight distance was about 1,430 miles and 9.5 hours. This ferry crew's mission of delivering AC-119G #52-5925 was safely and successfully completed. Upon de-boarding I was happy to see a lot of familiar 71st SOS faces who had already been in country a few days or weeks. After settling in a bit I was introduced to my 'new' living quarters, a 16' x 30' hooch, occupied by eighteen other 71st guys. Welcome to Nha Trang where it is hot, noisy, I had to sleep under a mosquito net, and walk to a latrine in another building. I was assigned to the night shift until being reassigned to Phan Rang on 13 Feb 1969 for the duration.

I have included a time and distance log of the ferry mission from Lockbourne AFB to Nha Trang AB. The numbers are approximations. I hope you found this sixteen-day journey interesting and informative. It certainly was for me to relive it. My only regret fifty years later is not taking more photographs and providing more detail.

## **Epilogue**

After looking at the number of calendar days for the other 17 ferry crews of the 71st SOS, the shortest was 15 days and the longest was 51 days. The average number of calendar days for the eighteen aircraft ferry

missions was 29 days. Delays were due to weather and/or mechanical issues with the aircraft. The shortest ferry mission of 15 days was by crew #19 of Earl Scott, Warren Johnson, Robert Beaty, Owen Stickles, and Archie Garrett. The longest ferry mission appears to be a tie, or near tie with Crew #8, Roxy Rupe, Richard Rudkin, Franz Schmucker, Earl McDaniel, and Ronald Cross. The other tied crew is #15, John Lewis, Edmon Tucker, Kyle Jones, Bernie Westendorf, and David Antle.

### Special Offer to purchase AC-119G/K Models.

These Philippine mahogany models of the Shadow and Stinger are awesome (Stinger pictured below). The models are true to scale. We made an arrangement with the President of the company that makes them, where he will give \$20 of the \$130 purchase price back to our Gunship Association. The price includes shipping costs and tax.

**If you are interested** call Gus Slinger at 850-865-2634, Ev Sprous at 520-979-1130, or Roy Davis at 253-5492044 for details. We need a minimum order of 5 Gs and 5 Ks to get this special offer.

Stinger Front & back Views



Stinger Side View

Shadow Side View

