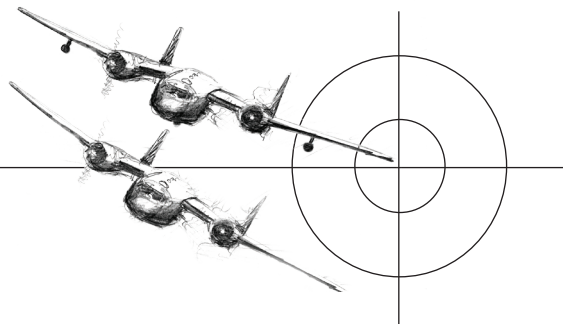


Firing Circle



Spring 2014

A Newsletter of the AC-119 Gunship Association



Operation Legacy

AC-119 Gunship Reunion XV
Albuquerque, NM
September 17 - 21, 2014

Operation Legacy

From your 2014 Reunion Coordinators
Mac & Nancy Mac Isaac

This year's reunion is very special for us. The 73rd SOS, flying the AC-130W gunship, has had their aircraft officially named "Stinger II" ensuring our Stinger legacy continues. That, coupled with the 71st SOS CV-22 "Osprey," 16th SOS "Spectre," and the 505th SOS

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Letter to the Editor

Quick Facts

- **When:** Sep. 17- Sep.21, 2014
Special Kirtland AFB trip on Friday
- **Where:** Elegante Hotel,
Albuquerque, NM
- **Reunion Registration:** Forms
Available on our website at:
www.ac-119gunships.com or
from Doug Wohlgamuth at
Bush791@msn.com or at 813-
633-0685. **Hotel reservations**
must be made separately.
- **Room rates:** The reunion rate
is \$87 per night and includes
tax (double or single). **To**
receive this rate, hotel
reservations must be made
by August 26. Make your
hotel reservation by calling
the Elegante at 1-866-650-
8900.
- **Complimentary breakfast:**
Room rates include full hot
breakfast and shuttles from/
to airport and within a 5 mile
radius of the hotel.
- **Questions:** Call reunion
coordinator Mac MacIsaac
505-867-3367 or e-mail:
colmacmac@mac.com

2014 Board & Committee List

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Larry Fletcher

Vice-President

Bob LaRosa

Secretary & Circulation Manager

Mike Drzyzga

Treasurer

Doug Wohlgamuth

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Gus Sininger

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Wayne Laessig

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Steve "Mac" Mac Isaac

Association Videographer

J.P. Mac Isaac

2014 Reunion Coordinators

Steve "Mac" & Nancy MacIsaac

Videographer

J.P. MacIsaac

Squadron Contacts (POCs)

71st SOS Coordinator

Jim Alvis

17th SOS Coordinator

Mike Drzyzga

18th SOS Coordinator

Everett Sprous

Maintenance Coordinator (All Sqdns)

Robert "Andy" Bright



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(Reunion Coordinators continued from page 1)

MJ-130 "Shadow II" groups, makes this year's reunion a great opportunity to celebrate that historic legacy and to meet the men and women of the 58 Special Operations Wing (SOW) at a special **MILITARY FRIDAY** hosted by the 58th SOW. Check out the September 19 events below for more information.

Our reunion gets under way on Wednesday, the 17th, where you can sit down with old and new friends in the Hootch; and share your memorabilia and photos (we'll scan your documents for posterity and our historical archives). You will also be able to do a videotape session, or remake an old one, about your time with the AC-119 gunships for your family and our AC-119 history and much more.

The reunion, and the Albuquerque area, has much to offer... along with that we have plenty of activities lined up for you. Please check the agenda on the web site for all the activities and any changes or additions as we get closer to reunion time.

Nancy and I look forward to seeing you in ABQ!

Cheers! Mac

President's Message

For AC-119 gunship squadron personnel and families, San Antonio's El Tropicano was the place to be for renewing old friendships and meeting new friends. Thanks to the hard work of Reunion XIV coordinator **Jerry** and **Ellen Hester** and their family, our 2013 reunion was successful and fun-filled.

This year, Reunion XV "**Operation Legacy**" will be held in Albuquerque, NM where our reunion was held in 2006. Again, "**Mac**" **Mac Isaac** is reunion coordinator. We can expect another great gathering at the *MCM Elegante* on September 17-21, 2014. The reunion will be unique in mixing with active duty personnel of our namesakes, the 71st SOS Shadows and the 73rd SOS Stingers and the rest of the 58th Special Operations Wing.

The future of our Association looms bright with a new Facebook page and future upgrades to our website and newsletter. Information and communication between members will be greatly enhanced through our IT (Information Technology) Team in the coming year.

It is an honor to serve as Association President for 2014. I look forward to working with the Board of Directors, Committees, and members in making our gunship association exemplary.

Larry Fletcher

2014 AC-119 GUNSHIP REUNION XV REGISTRATION
SEPTEMBER 17 - 21, 2014 ALBUQUERQUE, NM
“Operation Legacy”

This is NOT your Hotel Registration (this is your Reunion Registration Only!)

Name (First, Middle Initial, Last) _____
Are you an AC-119 Gunship Association member? Yes___ No___ Years Served with Gunships: ____ - ____
Squadron: 71st____ 17th____ 18th____ other (_____) Crew Position/Role: _____
Address (include Zip+4) _____
Phone _____ Email _____
Spouse/Guest Name: (First, Middle Initial, Last) _____
Additional Guests (#) _____ Name(s) _____
Are you staying at the Reunion Hotel? Yes___ No___ If staying somewhere else, where? _____
Is this your 1st Reunion: Yes___ No___
REUNION FEE.....# attending ____ X \$25 = \$ _____

YES! I / We will attend:

- **Friday Military Day** w/58th SOW at Kirtland with BBQ).....# attending ____ X \$10 = \$ _____
- **Friday Night Meet & Greet** (see web or Newsletter for menu)..... # attending ____ X \$28 = \$ _____
- **Saturday Night Banquet**
 - ▶ Chicken Cordon Bleu w/Green Chili Alfredo Sauce.....# of meals ____ X \$34 = \$ _____
 - ▶ Sliced Roast Beef w/au jus.....# of meals ____ X \$34 = \$ _____
 - ▶ Baked Tilapia w/Vera Cruz sauce.....# of meals ____ X \$34 = \$ _____
- VEGETARIAN OPTIONS:
 - ▶ Pasta Prima Vera.....# of meals ____ X \$34 = \$ _____
 - ▶ Vegetarian Lasagna.....# of meals ____ X \$34 = \$ _____
 - ▶ Baked Tilapia w/Vera Cruz sauce.....# of meals ____ X \$34 = \$ _____
- **Sunday Morning Golf Tournament** (Covers Green Fees & prizes).....# playing ____ X \$50 = \$ _____
 - ▶ Golf Tournament is limited to 28 players ONLY.
- Sunday evening Western Buffett Dinner.....# attending ____ X \$28 = \$ _____

Check # _____ Total Payment \$ _____

NOTE: For special meal needs, contact Mac & Nancy Mac Isaac at 505-867-3367 or colmacmac@mac.com. After filling-in this page mail it (if you use the web version, print it first since it will not save your info) with your payment (make check payable to AC-119 Gunship Association) to:

Doug Wohlgamuth (AC-119)
504 Shea Place
Sun City Center, FL 33573-5726

Mailing this page with your payment completes your Reunion registration; **you still need to contact the hotel direct for your Hotel registration!** The hotel toll-free number is: 1-866-650-4900. Tell them you are with the AC-119 Gunship Reunion. Visit the Newsletter or web for details. Your Reunion rate is good **up to 3 days** before or after the Reunion!

Questions? For more details visit <http://www.ac-119gunships.com/> or contact Doug at 813-938-7176 or 813-781-5728 or email: Busch791@tampabay.rr.com or Mac & Nancy Mac Isaac at 505-867-3367 or email: colmacmac@mac.com

See You in Albuquerque, New Mexico

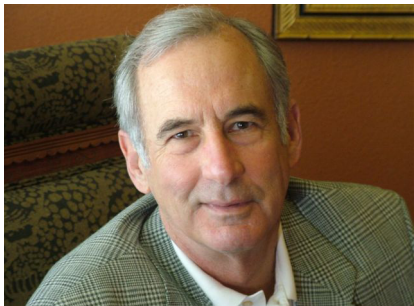
Firing Circle 3

History Book Feature as Recalled by Jeff Baker, Stinger One-Five Pilot

“Mayday! Mayday! Mayday! Stinger One-Five going down. Launch Rescue.”

With those words my life would never be the same. Connecting the dots would come later. Right then, I had other things on my mind.

It was three in the morning. Stinger 15 was returning to base after an interdiction mission over the Ho Chi Minh Trail. Da Nang Approach Control reported the weather as 1500 overcast, four miles visibility, light drizzle, mist, winds calm.



Jeffrey P. Baker

Not bad weather, I thought, but it will require an instrument approach.

Major Bill Hoover, the aircraft commander, used the aircraft's instrument landing system to get below the solid cloud deck, which put the crew in visual contact with Runway 18-Left.

Breaking out of the clouds, visibility as reported, confirming Major Hoover had a visual on

the runway, I called, “Runway in sight.”

Da Nang Tower responded, “Cleared to land, Runway One-Eight Left, winds calm.”

“Roger that, cleared to land.”

Just a few more miles to go and we'll be on the ground, then a cold beer, I thought. On short final, when everything looked good, I would often say on interphone, “Nothing can go wrong now.” Tempting fate usually got a chuckle from the crew. This time, I guessed the dour aircraft commander would not see the humor in it.

I was on a checkout flight as an AC-119K gunship pilot assigned to the 18th Special Operations Squadron at Da Nang. I was flying copilot with Flight Examiner Bill Hoover in the left seat. Major Hoover, the most experienced pilot in the unit, flew 119's with the French back in the 1950's before their defeat at Dien Bien Phu.

“The Trail” in Laos was a major supply route used by the communist North Vietnamese to support insurgency in the South. U.S. military aircraft flew missions around-the-clock in an effort to shut it down. Air Commandos of the 18th SOS based at Da Nang flew armed reconnaissance over the southern portion of the Trail, in the panhandle of Laos, designated as “Steel Tiger.”

I had been reassigned from a comfortable stateside job flying one of the newest airplanes in the USAF inventory

to one of the oldest, and sent to fly combat missions in Vietnam. After a quick in-processing at Phan Rang, headquarters of the 14th Special Operations Wing, I was now one of the “new guys” at Da Nang.

How fast things change, I mused, as I prepared for my first mission.

Goodness, Mamma's little boy is going into combat.

Adrenalin flowed.

The AC-119K was a Korean War vintage cargo aircraft, the C-119 “flying boxcar,” which had been converted to a gunship. The new configuration of the old bird included two 20 millimeter Vulcan cannons capable of firing 2,500 rounds per minute and four 7.62 millimeter “mini guns” spewing 6,000 bullets per minute. All guns on line could fire an awesome 29,000 rounds per minute, illuminating the sky with sheets of flame.

A Forward Looking Infra-Red (FLIR) and a Night Observation Scope (NOS) acquired targets. The NOS used infra-red and amplified light from the moon or stars, thus the unofficial name, “starlight scope.” The FLIR measured heat differentials. “Hot spots” could be anything warmer than its immediate surroundings, water buffalo, people, or truck engines. The AC-119K killed trucks.

Tonight's mission had gone smoothly, I thought. Three trucks destroyed. “Triple-A”, anti-aircraft artillery, fired at the crew had been light and inaccurate.

(Continued on next page)

Mayday! continued from page 4)

I felt energized. Learning the tricks of the trade over the Trail had been both challenging and stimulating. Getting shot at for the first time was like Winston Churchill had said. "There is nothing quite as exhilarating as getting shot at without effect." I now knew what he meant. Nevertheless, I wanted to get on the ground, debrief, join the crew for

lost the right jet, too."

I looked at the engine instruments. The gunship yawed to the right. Major Hoover jammed in left rudder and pushed the throttles up.

"Engine failure on the right," someone shouting the obvious.

Dispensing with the formalities of the Engine Failure Checklist, Hoover grunted, "FEATHER," as he struggled to maintain control.

instruments. "Sinking 1000 feet per minute!"

"Can't make it—call the tower," Hoover groaned, straining at the controls.

"Tower," I said, surprising myself with a calm and professional voice. "Mayday! Mayday! Mayday! Stinger 15 going down. Launch Rescue."

"Ohhhhh... ____," someone said, spitting out the last two words often heard on a cockpit



"refreshments," and hit the sack before daybreak.

The mission had gone smoothly, that is—until the last 400 feet.

"We're losing power on the right," shouted the Flight Engineer Bill Feezor, "Damn, we

Both pilots knew the critical importance of reducing drag immediately as the right engine prop was aligned with the airflow.

I looked outside—dangerously below normal glide path—looked at the flight

voice recorder following disaster.

Simultaneously —

I knew death was imminent. I saw events in my life flash instantly into my awareness. No fear...another world, somehow familiar.

Mayday! continued from page 5)

News of my death...my family, Mom and Dad will be okay. Not Grandmother... Mom's mother. She'll be devastated...needs reassurance. She, the worry wart of the family... devoted to family but seeming to live in a constant state of fear something terrible would happen. I knew I had to reassure her...I had been killed – but was all right. Dead

rocker, reading the newspaper.

"Grandmother, I'm here, I'm fine," I felt myself say. "I'm dead but not gone. Don't worry." No response. "She can't hear me," I sensed. "We can't communicate." Frustration.

Simultaneously—back at the crash:

Sparks flashed. Thud. Bounce. Thud. Spinning. Splash... Silence. The aircraft had come to rest.

Fire, I thought. This mess

the latch securing my lap belt and shoulder harness, leaped over the cockpit rail where the side window had been, and splashed into waist-deep water below. Weighted down with parachute and combat survival gear, I slogged my way to dry ground in front of the airplane. Four other crew members from the cockpit followed, three others emerged from the gun bay. Reaching safety the crew gathered and looked back at the



but not dead. No longer "here" but not elsewhere. All these impressions synchronous with the crash—outside of time but in-time...at the same time.

In this timeless state, my consciousness found itself with my grandmother in California, 8,000 miles from Vietnam. I was above her, where the ceiling meets the wall; she, sitting in her

could blow at any second. Gotta' get out.

I looked up and saw an opening. Where the overhead panel had been was sky. The cockpit and windscreen had separated and twisted away from its top. Suddenly, it was like being in a convertible with the top down. I slapped open

crumpled aircraft, expecting a fireball of high octane aviation gas. I saw a small flame coming from one of the severed fuel lines, but no explosion.

Perhaps the water kept it from blowing, I thought.

"Take a head-count," Major Hoover commanded.

Mayday! continued from previous page)

I quickly counted the gathering crew. Eight.

"Two are missing, sir." The gathered crew determined the missing were Hans Wurfel and Ollie Merrill.

Just then, out of the gloom, emerged two figures trudging through the muck around the crumpled right wing.

"There they are," someone shouted.

"All accounted for, sir."

Ten men on the crew and all survived the crash. Relief and thankfulness, swept over me as I joined the re-united crew in cheers, hi-fives...and disbelief.

Later investigation revealed a failure in the fuel system. Two of the four engines ran out of gas. Subsequent flight tests demonstrated an aircraft at that weight, in a high-drag landing configuration, losing two engines one mile from the end of the runway, could not recover. Being too low, slow, and without enough power for a normal landing, Stinger 15 crashed through the perimeter of the base, severing a high-tension power line, smashing through a concertina wire fence, skidding between two guard towers manned by armed GI's, and bouncing through a minefield.

During the crash-landing, the cockpit started to break way from the fuselage and roll under the rest of the airplane, as the 119 is known to do in a straight-ahead crash, usually killing everyone. Just as the nose began to split, the left landing gear dropped into an abandoned bunker, spinning the

aircraft to the left. The sideways skid stopped the cockpit separation and prevented its occupants from being mangled under a grinding mass of aluminum. The wreckage came to a stop in a marsh, right wing broken, left engine torn off, the cockpit listing to the right like a ripped-open pop can.

Later, I would think long and hard about the engine failure on an airplane already short on power; how the Air Force pulled these old cloud busters out of the bone yard and reserve units, loaded them down with so much equipment that they flew 16,000 pounds over the designed gross weight. The entire crew survived the crash; I thought of our luck.

Most of all, I reflected upon the strange psychological phenomenon I had experienced. How could my feeling of being at Grandmother's house in California appear so real? How could I seem to have traveled there simultaneously with the crash? How could I be in two places at once? Somehow the episode had occurred outside of time. At least my experience of time and space was radically altered.

I remembered far-out discussions with guys at the boarding house on Durant Street where I lived as a student attending U.C. Berkeley. Rambling, all-night rap sessions covered every subject imaginable — politics, jokes, Cal sports, world events, girls, philosophy. Some of the most fascinating got into "alternate realities," science fiction, and the paranormal. As a result on

my experience during the crash, philosophical speculations have been a special interest of mine ever since.

The crash of AC-119K "Stinger" One-Five that occurred at Danang Air Base, RVN in February, 1970 is recalled by it's pilot, Captain Jeffrey P. Baker. This story, and others, can be found in the AC-119 Gunship Association's Squadron History Book. To purchase a copy of the book vist our merchandise page on the Association website or contact association quartermaster Gus Sininger at STINGER7172@live.com



Don't Forget!

*Reunion Registration
Deadline
is August 26th.*

*Hotel Reservation
cut off
is also August 26.*

*After Aug. 26 room
rates will be based
on availability!*

*Make your Reunion
Registration and
Hotel Reservations
Now!*

Board Approves Official Facebook Presence

by Fred Ryder



In August of 2013 Jim Mattison created a Facebook page on which he envisioned members of the AC-119 community sharing thoughts, memories and photos. He restricted his page to group membership in which individuals had to be vetted before joining. Soon he had dozens of members and the need for help with the vetting process. So he

asked Everett Sprouss and Fred Rider to help him administer the page. The Group continued to grow and the need for more administrators saw Lee Wolf and Andrea Drzyzga joining the administrator team.

The five administrators collaborated to establish rules of membership and member conduct. They formalized them in the following:

1. This Group is closed and membership is restricted to eligible persons.
 - a. The group is for all those who manufactured, maintained, flew, or supported the AC-119G Shadow and AC-119K Stinger gunships during the Vietnam War and their immediate family.
 - b. Persons currently assigned to successor squadrons of the 17th, 18th, and 71st Squadrons or Squadrons currently flying Shadow II or Stinger II aircraft may be admitted on a case by case basis.
 - c. Others not meeting these criteria may apply, with a simple statement of why they want to be part of it.
 - d. Eligibility will be verified by group administrators prior to admission.
2. Members of the group may post on this page
 - a. Text or photographs relating to AC-119 aircraft. Questions or comments by group members to others about such text or photographs
 - b. Stories about activities of group members during the period of association with AC-119 aircraft. Questions or comments by group members to others about such activities.
 - c. Stories about incidents related to AC-119 Aircraft. Questions or comments by group members to others about such stories.
 - d. Stories about locations where AC-119 aircraft were manufactured, flown, or maintained.

(Continued on next page)

Questions or comments by group members to others about such locations.

- e. Requests for information about former colleagues associated with AC-119 aircraft.
 - f. Information about the AC-119 Association and its activities.
 - g. Political, racial, sexual or gender based comments will not be tolerated.
3. Posts on the site will be monitored by Group Administrators
- a. Posts not adhering to the criteria in paragraph 2 above will be removed by group administrators.
 - b. Questionable posts will be temporarily removed and reviewed by group administrators.
 - c. Reviewed questionable posts will either be permanently removed or re-posted after the review.
 - d. Decisions regarding the appropriateness of posts made by the Group Administrators are final.

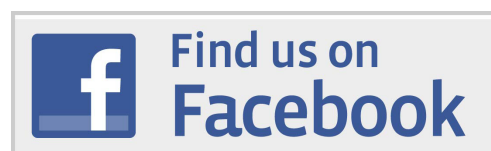
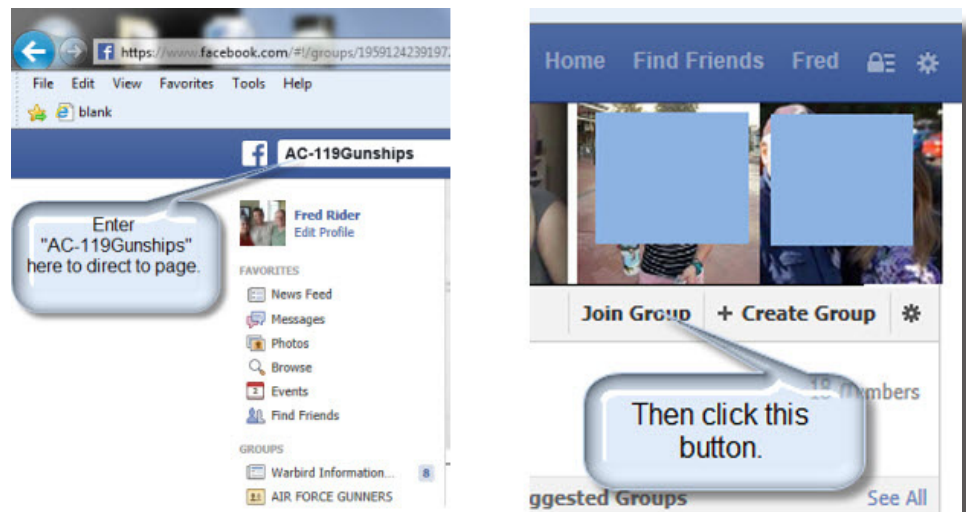
4. There are five admins for the AC-119 group page. If you have problems with the page or need assistance, open up a chat window with an admin who may also be online. We may be able to help.

The admins are: Everett Sprou, Fred Rider, Leroy A. Wolf, Jim Mattison, Andrea Drzyzga

These were then posted on a "Pinned Post" on the page for all members to read.

In October the five admins decided to ask the AC-119 Gunship Association for endorsement as the official Association Facebook presence. During a teleconference meeting on 12 November 2013 the Association board approved the proposal and voted Jim's page as the official presence of the Association on Facebook. The new Facebook Page now joins the AC-119 Gunship Website as an enhancement to the Associations' presence on the World Wide Web.

Membership in the group is continuously increasing. As of this writing there are over one hundred members of the group page. For those not already members, instructions for joining are in the following graphics.



Military Reunion Makes Couple Appreciate Sacrifice, Service, Nation

Editor's note: This letter was published in the *Iron County Miner* newspaper, Madison, WI, in 2006. With the 2014 Albuquerque reunion drawing near we thought you would enjoy reading this "Letter to the Editor."

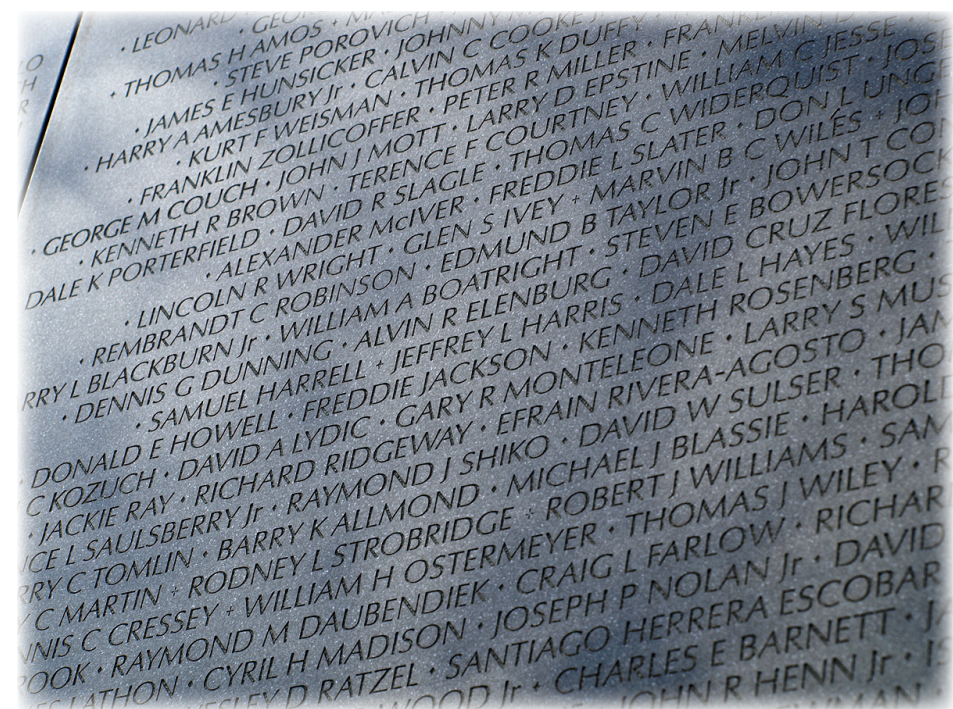
Dear Editor,

My significant other – Ray Savera – and I just returned from Albuquerque, New Mexico, where we attended a AC-119 Gunship reunion. I'm so excited and full of patriotism that I have to write you right away to relate to you and the readers of what I experienced. It would be great if everyone could have shared this experience.

Some 200 or more Vietnam veterans, along with their spouses, (who certainly shared the anxiety and agony, waiting for the return of their fighting men), who flew and fought with the 17th, 18th and 71st SOS (Special Operations Squadrons) met for four days to exchange war stories and keep fresh the memories of those who didn't make it back from the war.

These "old timers" and the current active duty officers and men met and mingled on the flight line to view the current weapon systems now being employed in combat. The active duty personnel were being trained to operate these newer types of aircraft including the brand new OS-22 Osprey. Most of these men and women will, upon graduation, be deployed to the war zone in the Middle East.

But most exciting and heartwarming were the



conversations between the trainees and war hardened men who preceded them in flying and fighting with these awesome gunships which flew their missions at night. ("Deny them the dark" was the motto.)

Tears kept flowing down my eyes listening to the dedication to the mission for which they were preparing and for their devotion to keeping America strong and everlasting.

Young men (and now women) were eagerly questioning the old-timers of what war was like and expressed their own devotion for fighting to preserve our freedom.

Ray thanked a young Captain from Alaska for taking the time to talk with us and to show us the weapons systems. He responded, "We

Firing Circle 10

all volunteered to spend the day with you." Later he mentioned "We wouldn't be here if it weren't for men like you." Seems like nothing has changed in the last two or three generations.

I then had the honor of sitting in the seats of those war-birds where our American hero's sat and fought. What an honor! I realized first hand of the pride, anxiety and dedication of our brave fighting men. I cried.

Sadly, remembering those gallant men who didn't survive the war was most heartbreaking. It was especially difficult for Ray as he had lost six members of his eight-man crew when their aircraft crashed. Stencils on the shirt backs worn by attendees stated "All gave some" followed by a picture of the AC-119 firing

Association Defines Objectives to Maintain Contact and Grow

One of the AC-119 Gunship Association's key objectives is to establish & maintain contact with everyone who has linkage to the AC-119 G/K gunship. We have several approaches to meet this key objective. Over the years we built, and continue to expand, a Master Contact List (MCL) of nearly 2000 entries spanning aircrew positions, maintenance

(Continued from previous page)

its four mini-guns; blazing red hose-like streaks, followed by "Some gave all."

Overall, it was a most impressive reunion. The current airman put on a great show for us, showing genuine appreciation for those who blazed the trail for them

Reviewing the history of the Special Operations Squadrons and the huge successes they achieved, the admirable dedication and devotion for their mission and flag, and the deep, deep, camaraderie among them, made me appreciate more than I could have otherwise known what the military forces have provided us throughout these two centuries.

I now appreciate more than ever my love for the United States Air Force, my country and God. I too cherish being a "Colonel's Lady!"

Most sincerely,

*Kathy Miller,
Irving, Texas*



specialties, & support functions, as well as family members & honorary categories.

We have usable contact info via email, mail, and/or phone on about 60% of these folks, and we strive to maintain contact with each person on the MCL for whom we have data. We use Points Of Contact (POCs) for all 71st, 17th, & 18th SOS personnel and support folks; Final Flight, Honorary & surviving family members of those we've lost; as well as our active duty Legacy Squadrons. The POCs are on the Newsletter's front page & on the website. They are your first "go to" contact for anything you can't find on the website, and to (with your help) update your changed email/phone/address.

However, the MCL includes less than half those we know were associated with Shadow & Stinger. We are continually looking for the "other half" of our AC-119 family.

We have organized an Outreach Program to initiate contact with as many AC-119 folks as possible. The Outreach Team spends hundreds of hours tracking down AC-119ers using web-based techniques & equally important, but less glamorous, telephone methods. As we establish contact with the lost folks, they help expand the unknown portion of our total AC-119 population.

The Outreach Team can always use volunteers to help in our search. If you're interested, contact Wayne Laessig at 707-592-4492 or Qadvocate@

sbcglobal.net. Spouses or other family members are welcomed (Maintainer spouse **Margaret Scott** is our Outreach star, with well over 300 contacts and updates – super work!!) Another initiative, the Alpha Roster, has primary info (name, squadron, & position/specialty) on everyone in our MCL. The Alpha Roster is published on the website with instructions on how to (1) add names not already on the list, (2) provide info on names on the list without contact info, and (3) establish links between members who may not have talked to one another in over 40 years. We need you to go to the website <http://www.ac-119gunships.com>; look at the Alpha Roster; then check your old orders (PCS, TDY, Flight, Awards, Decorations, etc) for names not on it. As you find those, please let us know – Instructions are at the top of the Alpha Roster (Please do not send SSANs via email).

An important note related to our Alpha Roster, MCL, POCs, & Facebook: Association policy prohibits sharing of personal information without an individual's expressed consent. If someone seeks to contact an individual on the Alpha Roster, we will get the seeker's contact info & send it to the individual. The individual then has the choice on whether or not to initiate contact.

Our Outreach efforts have identified many who have left us in life, and we're behind on updating our *Final Flight* lists plus notifying everyone. To

(Continued from previous page)

To the families and friends of those who recently left us, please accept our deepest condolences and respect.

Another initiative is underway to increase the efficiency of gathering information and expanding our databases. Your Board has also approved an Information Technology (IT) initiative to automate much of the routine update and outreach activity. This will significantly reduce MCL maintenance and simplify adding and tracking new individuals. The vision is to expand our IT capability beyond the MCL and integrate other critical organizational functions.

The IT committee members bring database design and implementation experience to develop database and web-linked strategy, architecture, & design. The intent is to have the system up & running by December 2014.

The IT team is also reviewing the website with an eye toward updating and expanding its capabilities such as on-line reunion registration, merchandise ordering, etc. Our needs have grown and our "one-deep" webmaster is swamped (yes, life does go on for all the volunteers that help our Association work well). So, the IT Committee is researching options for an upgraded

website, and a company to maintain it. At present, we're working on a prototype design that we can test and make sure it does what we want. The IT Committee will ask for bids on turning that design into our new web pages. We'll still control content, but we won't be doing the daily lift-work involved in updating it.

All of the above will help us get in touch, stay in touch, and be interactive with everyone possible from our AC-119 family.

Bottom Line: We can't do it without your help. Send us changes to your own contact info, as well as names or info on guys you think we need to know about.

Help Save Association Resources

If you receive multiple copies, or wish to receive the newsletter via e-mail, contact Association secretary Mike Drzyzga at drzyzga513@hotmail.com so we can update our mailing list.

AC-119 Gunship Association
3110 Maqua Court
Carmel, IN 46033-4136



Place
Stamp
here