



Atkron 12 Newsletter



Volume III, Issue 1

March 2004

Ubangi

Ubetcha

Newsletter

I hope you like the new look of the Newsletter. It is nice to have it professionally printed. At this point we have 44 subscribers that have paid their 2004 dues. We also have 16 others that have some applied credit from 2003 dues. Then there are 24 more guys that paid for 2003 but have failed to renew so far. If you are unsure of what you owe or what you've paid, take a look at your address label. If the zip code is in blue you have some credit left, if it is red you have not paid anything for 2004. If it is black you are right with the world.

Reunion Shirts & Hats

If you would like to order a shirt and/or hat please send me a check for \$15 each. That is an approximate amount. If they turn out to be less you will be refunded the difference or have it applied toward any other amount that you may owe toward the reunion cost.

continued on page 2

INSIDE THIS ISSUE

- 2** Cruise News, Reunion News
- 3** VA-12 History, New Members, Bios
- 4** Sea Stories
- 5** Squid Lids, Email Call, Word From The West
- 7** Treasury Report, Memorial, Contact Info, Photos

Reservations Made

These guys have committed, now the rest of you get off your butts.

Eddie Annibale
 Stewart Baker
 Steve Carroll
 Norm Cooper
 George Davis
 Charles Dicky
 Robert Fossum
 Charles Graham
 Jackie Grant
 William Heck
 George Hines
 Joe Kyle

John Larch
 Joel Parrish
 Austin O'Brien
 Chuck Pendleton
 Neal Russo Jr.
 Steve Scarborough
 Jerry Schwartz
 Al Scott
 Jon Sutherland
 Jerry Thomas
 Cecil Williams
 John Yezzi

I know that at least dozen others of you have said you plan on attending. I suggest that you stop reading this and call for your reservations now.

I will add a page to our website to reflect updates as I receive them.

If you have reserved a room and your name is not listed above, please let me know. If you are coming to the reunion & banquet but are not staying at the hotel, please call, email, or write me a.s.a.p.

The cost for the banquet is going to run around \$25 per person. I will need to pay this in advance, so please send me a check before March 23, and I will be able to meet the hotel's deadline.

Cruise News

I received a note from Claude Crocker (72-75), that he and his wife were going to combine their attendance at the Reunion with a vacation Cruise. Another of our illustrious alumni Bill "PigPin" Heck (66-69) happens to have a sideline, setting up Cruises. He has provided info below for anyone that maybe interested.

There are two Princess cruises starting on 4-17-04. Airfare is not included. Princess Cruises, MS Caribbean Princess 4-17-04 to 4-23-04 Western Caribbean Itinerary: Ft Lauderdale, Princess Cays, at sea, Montego Bay, Grand Cayman, Cozumel, at sea, Ft Lauderdale Inside cabin (Category KK) Cruise - \$674.00 Taxes - \$65.21 Insurance - \$63.00 Transfers - \$20.00 Total per person \$822.21

Balcony cabin (Category BG) Cruise - \$810.00 Taxes - \$65.21 Insurance - \$63.00 Transfers - \$20.00 Total per person - \$958.21 and

Princess Cruises, MS Golden Princess 4-17-04 to 4-23-04 Eastern Caribbean Itinerary - Ft. Lauderdale, at sea, at sea, St. Maarten, St Thomas, at sea, Princess Cays, Ft Lauderdale Inside cabin (Category M) Cruise - \$597.50 Taxes - 48.49 Insurance - \$63.00 Transfers - \$20.00 Total per person - \$728.99

Balcony cabin (Category BF) Cruise - \$895.00 Taxes - \$48.49 Insurance - \$63.00 Transfers - \$20.00 Total per person - \$1,026.49 If you have any questions email me atkron12@yahoo.com or call my cell 423-314-3877. The transfers are from the cruise line to provide transportation from the airport to the ship and from the ship back to the airport at the end of the cruise.

VA12 Association Members

Here are names of those that have joined our ranks since the last newsletter.

Gerald Hoover	72, 76
Max Malan	63, 64

VA12 2004 REUNION

The Date and Place are set. Now we need to fill up our itinerary. If you have suggestions or ideas of things you'd like to do or see as a group while we are in Jacksonville, please drop me a line and let me know. As time gets closer we will need to make some decisions regarding our Banquet, but I will let you know about that later on. Remember you may arrive a day early and stay a day late for the same reduced rate. Below is a first draft of our agenda. To reserve your room call **1-800-590-4767**

CALENDAR OF EVENTS

REUNION BEGINS APRIL 23, 2004

PLACE: **SunSpree Holiday Inn Resort
Jacksonville Beach, FL**

TIME: **4 P.M. Check in/Registration**

I expect to have a table set up in the lobby area for you to pick up name tags and materials.

ICE BREAKER (CRUSHER)

PLACE: **Hotel Hospitality Suite**

TIME: **6 p.m.**

A time to get together, reacquaint, meet other era Ubangi's and spill some beer. B.Y.O.

DAY TWO APRIL 24, 2004

SPECIAL EVENT T.B.A.

PLACE: MAYPORT.

TIME: A.M.

Tour On Hold

SPECIAL EVENT T.B.A.

PLACE: POSSIBLE CASINO CRUISE

TIME: 11 A.M.- 4 P.M.

SQUADRON BANQUET

PLACE: **Hotel Dining Room**

TIME: **7:30 P.M.**

Dinner, and hopefully some form of Entertainment

DAY THREE APRIL 25, 2004

SPECIAL EVENT T.B.A.

PLACE: TBA

TIME: 8 A.M.

GOLF SCRABBLE

VA12 History (continued from Vol. II No.2)

Commanding Officers

LTJG Joseph F. Simpson (acting)	12 May 1945
LTJG John S. Tyler (acting)	15 May 1945
LCDR John H. Lackey	19 May 1945
LCDR William L. Conley	06 Oct. 1945
LCDR Richard H. Guinn	21 Jun. 1947
LCDR W.H. Kilgore (acting)	12 May 1945
LCDR Ronald W. Hoel	02 Jul. 1948
LCDR Albert W. Newhall, Jr	03 May 1949
CDR Brainard T. Macomber	29 Jun. 1950
LCDR John L. Carter	02 Nov. 1951
LCDR John M. Breen	15 Dec. 1952
LCDR Hamilton McWhorter	19 Aug. 1953
CDR Frederick G. Kidd	Oct. 1954
CDR Paul H. Durand	Aug. 1955
CDR Marshall P. Deputy, Jr.	Jan. 1957
CDR Charles A. Pendleton, Jr.	10 Jan. 1958
CDR William B. Barrow	22 Jan. 1959
CDR Richard J. Deprez	Mar. 1960
CDR John E. Hansen	18 Jun. 1961
CDR Robert E. Oechslin	14 Jun. 1962
CDR Max E. Malan	14 Jun. 1963
CDR Burton E. Berglund	15 Jun. 1964
CDR James D. Whyte	30 Apr. 1965
CDR Robert C. Frosio	Apr. 1966
CDR Gerald P. Barnett	18 Nov. 1966
CDR Austin C. O'Brien, Jr.	21 Nov. 1967
CDR Richard M. Fletcher	Nov. 1968
CDR Walter R. Petersen	30 Sep. 1969
CDR Daniel H.L. Gholson	10 Jul. 1970
LCDR Henry E. Nelson	16 Jun. 1971
CDR Anthony A. Less	30 Jun. 1972
CDR John F. Calhoun	Oct. 1973
CDR James M. Hickerson	1975
CDR Gary W. Mau	14 Feb. 1976
CDR David R. Edwards	10 May. 1977
CDR Richard B. Curtis	26 Jul. 1978
CDR Robert A. Maier	01 Nov. 1979
CDR Audrey B. Whitten	26 Feb. 1981
CDR James M. Gill	19 May 1982
CDR Michael W. Samuels	01 Oct. 1983
CDR Harry M. Conner	21 May. 1985

Bold indicates current VA12 Association members

Bio

I enlisted in the US Navy in August 1954. Following Aviation Electronics training, my enlisted service included VP, VS, and VF squadrons as well as NAAS Kingsville, TX. I was promoted to Chief Petty Officer in Jan. 1962 while attached to the Radar Air Traffic Control Unit at Kingsville. I was selected for the Limited Duty Officer program and commissioned an Ensign on 1 Dec 1964. Following Officer Indoctrination at Pensacola and Aviation Maintenance Officer school in Memphis, my initial officer assignment was with VP-28 at NAS Barber Point, HI. As a Lieutenant, I reported to VA-174 at Cecil Field in August 1968. My next tour was with VA-12 from 1971-1974 at Cecil, followed by a tour in AIMD Cecil Field. In 1977, I reported to VC-10 at Naval Station Guantanamo Bay, Cuba as maintenance officer. In 1978, I was ordered to Commander Light Attack Wing ONE at Cecil Field to serve as wing maintenance officer. In 1983, I assumed the duties of Officer In Charge, Naval Air Maintenance Training Detachment, Cecil Field. In 1986, I was selected for LDO Captain and ordered to the Naval Air Systems Command in Washington, DC for duty as the Aviation Limited Duty Officer/Chief Warrant Officer Career Manager. I retired in October 1990 after 36 years of active duty. I married the former Carol Anne Skog in 1960 in Providence, RI. We currently reside on George's Lake, near Florahome in Putnam County. We have two children. David who lives in Orange Park and Mrs. Elizabeth (Libby) Spurgeon who also lives in Orange Park with her husband Richard and their four children.
Capt. Glen Goddard 71-74

Bio

I was in VA12 from about Sept. 1956 till sometime in 1959. Went to VF174 at Cecil for a year or so, then to VU-10 in Gitmo. Got out in May 1963, went to work for Delta Airlines. Retired in 1993. Ran my own Business doing Precision Heli Arc Welding. Closed the doors after 911. Now do Contract teaching of Sheet Metal Skills at Lockheed Martin Aircraft.

Robert Parker 56-58

Sea Story

I joined the squadron at the end of the 1977 Med cruise in Barcelona, Spain. When VA-12 arrived back at Cecil Field and settled in we had to prepare for the post deployment inspection. It just so happened that one of the aircraft picked to inspected was the one that Joe D'Albert was the plane captain of, and wrote his article on in the Feb 2003 issue. I was asked to take a crew and do a corrosion inspection. With flashlights, mirrors, and legal pads we set about the task. After over a week and hundreds of corrosive discrepancies, we thought we had done a thorough job. When the inspection team completed their job the Maintenance Officer and Maintenance Chief were worried that the plane might cause the squadron to fail the inspection. Needless to say the squadron passed the inspection. And the last time anyone from VA-12 saw the plane it was hooked to a tow tractor with a follow-me truck in front and was going down 103rd to NAS JAX. I think it was a big relief from the CO all the way down to the Airmen who had anything to do with the plane. When the IKE needed an airwing for trails, VA-12 was picked. I had the opportunity to go to Norfolk and sign for the squadron spaces. Ready Room #1, for those who might remember, had the only working coffee urns. Upon the return from workups with the IKE, there were crates boxes full of 5 gallon tins of coffee. The bad part was that none of the maintenance spaces had furnishings, no desks, work benches, etc. If I recall correctly the squadron was in the process of obtaining updated A7E's. One night I set in the cockpit of one of the A7's and worked with the AQ's as they tried to tweek the systems for and upcoming detachment of a couple of aircraft to NAS Fallon. We ran through the procedures and they worked the first try, then the second try they would fail. This went on for a couple of hours, they would work and then fail. Finally after a lot of trouble-shooting a discovery was found. A small electronic device on the angular bulkhead behind the ejection seat. Nothin in the maintenance manual, so a note was left for the day personnel. LTV was called to help solve the problem. The part was shipped and the problem corrected. After a year in the squadron to complete my sea duty assignment, I got orders to

NAS Memphis. I hated to leave the squadron, as I was just beginning to feel comfortable.

Charles Drescher.77-78

Sea Story

Some things we never forget, no matter how old we get. Those things are usually truly great experiences, sad occasions, or things that scare the living shit out of us. My tail is the latter. I was a young, green airman, with about 7 weeks of sea duty under my belt. I maybe weighed 145 pounds in my steel toe shoes. At that time the squadron was assigned to Carrier Air Wing One, aboard the FDR, we had made it to WesPac and had just relieved the Saratoga at Yankee station. Those of us that were not part of the line crew, normally drew some other type of temporary duty, either the mess hall, the laundry, or in my case the Ordnance shop. Augmentors, is what they called us, we weren't striking to be AO's but they needed bodies to help grunt the bombs, and apparently it did not matter how big or small you were. It didn't take me long to figure out that this was somewhat less than the safest assignment that I might have been given. Still after a few weeks of lifting 3 or 4 tons a day, I felt well conditioned. And that probably contributed to the event that still wakes me up occasionally. It was our first "night ops". As I recall, it was so dark you could hardly see the guy next to you. The old FDR was steaming along getting ready to make the turn into the wind. For some reason, the augment crew was short handed that night. There were normally 3 of us plus at least an AO3 loading each plane. This particular night there was only me and another guy named Winborn. Winborn was a good size guy, in shape and always gave 100%. He enjoyed putting those bombs up, for him it was like a weight room workout, doing sets of bench presses. We had a 250 on a cart under one of our birds. We stood there waiting for some other helpers to show up, but no one did. We knew that our planes were going to be moved soon so we couldn't wait forever. Winborn said "com'on Kyle" we can put this one up. I said "are you sure?" He said "yeah, I got the front with the cheater you just hold the fins as high as you can till I get it snapped in, then I'll help you lock in the back." Okay I said, lets give it a shot. Winborn was a strong guy, there was no doubt about that, but the shoulder station

on an A4 is a ways from the ground. We managed to get it up in the air about an inch from hookin it in the front slot, then the cheater bar rolled in Winborn's hands, naturally the fins rolled in mine. The bomb hit the deck before we even knew we had dropped it. Well, If anyone had seen us, I'm sure they would've enjoyed seeing this short little white kid and this big black guy trying to out run what we assumed would've been a massive explosion on the FDR's flight deck. Remember how dark I said it was? Winborn ran toward the Island, I'm not sure how far he got, I ran aft, and guess what, our bird was tied down at the last station. Yep, I ran almost off the round down. My feet were dangling in the net below. Back in the shop the salty AO's had a good laugh about our UNarmed bomb, that may have been the incident that prompted Fletcher Moore to start calling me "Killer". Sure it's funny now, but at the time, well, lets just say I was pale enough for anyone to see me in the dark.

Joe Kyle 66-68

SquidLids

When we joined the Navy we had to stand in line for everything. Lines for food, lines for haircuts, lines for shots, and the line to get our sea bags. Just think a green duffle full of almost three of every thing. Three dungaree pants, three dungaree shirts, three white pants, three white jumpers, three blue wool pants, three blue jumpers etc.

But when it came to hats we got three white hats, but only one wool watch cap, one blue baseball cap, and some of us got one wool flat hat. Just like the one Donald Duck wears with U.S. NAVY written across the front. My watch cap and my Pea coat are the only surviving articles from that bag line.

Stenciling every item in the bag with your last name, first initial, and serial number. Remember that speed contest, white stencil these, black stencil those, or print your name on that label. You had to put it in the correct spot or suffer the wrath of the DIs walking behind you.

Well back to lids, covers, caps, or hats which ever term you like. When you got out to the fleet you found the only hat you wore was a baseball cap. That blue dungaree cap that you were issued, was normally the first thing you

replaced with a new blue felt baseball hat. The hats displayed NAVY, FDR, your rating or some other emblem on the front.

The hat I most remember was the orange one with black and white lettering our squadron designation VA-12. We got these just after the 1966-1967 West Pac Cruise. The reason for the orange color if you remember was because the tailfin of our aircraft were painted orange. Birds 401 through 414 all had the same orange tail. Four double-nuts (400 for those that don't remember) had a multicolored tail with red for VF-14, yellow for VF-32, blue for VA-72 and 172.

The orange hats were a symbol of our squadron and the team we had become while doing our tour in Vietnam. One morning while walking from the chow hall to the hanger a gray truck with a red light on top pulled over and I was informed that I was out of uniform. I was told "Only Navy blue baseball hats were permitted on Cecil Field."

The next morning I left the barracks with my orange hat, maybe just to defy the Master at Arms, but sure enough I got stopped. This time he wrote me up and sent a copy of my "speeding ticket" to the captain of our squadron. We were told at Muster the next day from that time forward we could no longer wear our orange hats at Cecil Field. When we finally deployed on the Roosevelt again, we broke out our orange hats and wore them with pride. VF-14 in red, VF-32 in yellow, VA-72 and VA-172 in royal blue, ships company in Navy blue FDR all showing their colors. What's in a hat anyway, sometimes a head, sometimes a lot of air, or it could be both.

Eric Harvie 66-68

Email Call

Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming, "WOW--What a Ride!"

The Word From The West

MUSEUMS:

Well if you remember from the last newsletter, my shipmate Ben and I were following the progress of the USS MIDWAY Museum Association of San Diego, as they got their mobile museum towed to

it's final placement. MIDWAY is now in San Diego and is apparently well into the refit as a museum. And while poking in and around the MIDWAY museum site, guess what I stumbled on - a new web site, <http://ranger.carrier.museum>, all about CV-61 RANGER! Yeah, that's right, she's sitting in fleet reserve up at Bremerton, Washington (right alongside my very own CV-62 INDEPENDENCE), **and there is another association forming to make another aircraft carrier museum out of her, too!**

So maybe I was right about this museum stuff after all! The group at the web-site named above is trying to place the RANGER vessel-museum at Tacoma, Washington.

Shipmates, you just refer back to the last Newsletter and you will see where the old decommissioned carriers that are still around, are at these days:

RETIRED CARRIERS STILL STANDING AT FLEET RESERVE

Hull	NAME	Years	FATE
34	Oriskany	50-94	Mothballs Beaumont, TX
41	Midway	45-92	Museum-Memorial SD, CA
59	Forrestal	55-93	Mothballs Newport, RI
60	Saratoga	56-94	Mothballs Newport, RI
61	Ranger	57-93	Mothballs Bremerton, WA
62	Independence	59-98	Mothballs Bremerton, WA
64	Constellation	61-03	Decom San Deigo, CA
66	America	65-96	Decom Philadelphia, PA

This group is soon to be joined by CV-63 KITTY HAWK. And not very far down the road we will see CV-67 JOHN F. KENNEDY added into the list as well. What are you guys in the East doing back there? *You're falling behind.*

Out West, we've got CV-41 MIDWAY almost complete, and CV-61 RANGER powering up! How much do you want to bet that someone in the San Francisco bay area makes a try for either CV-62 INDEPENDENCE or CV-64 CONSTELLATION. In the East, there is just CV-11 INTREPID in New York. This aircraft-carrier museum idea is just gaining too much momentum around the country, and they have such a rich Navy history in the Bay Area, that it's just a natural.

AVIATION FIRE CONTROL TECHNICIAN:

Boy I mean to tell you, it's a small world. You all may find this hard to believe, but I don't actually go around talking about old times too much, or my service in the Navy.

So imagine my surprise one day when I had a brief chat with a long time acquaintance, a computer software salesman that I have known for 15 years now. My friend Jim P. happened to mention that he spent 10 years in the Navy, the Hell you say! He was in the TAR Reserve program, and then got out, as a First Class by that point. I asked him what his Rate was and he said AQ, and I just about choked. I was an AQ as well and made it to AQ2 in my 4 years before deciding at the time that the Navy was not a career thing for me.

There's just not that many of us that were ever around and when the A7 Corsair was retired from active flying status the Navy "dis-established" the AQ rating entirely and absorbed the remaining personnel into the AT Rate.

Well, a few days later over lunch I told Jim about my own experience in the Reserves.

NAVY RESERVE STORY:

I have a story about the Reserves to pass on, and then a question for you all.

My regular 4-year enlistment ended in April 1979 but I later joined the Navy Reserves. At this time the Navy Enlisted still wore the Chief's Style uniform, of slacks, shirt, "suit coat", combination cap. No Cracker Jacks! Remember this, it will come up later! So in my State of Oregon job I moved to the Portland area in 1982 and the Navy decided that a drilling Reservist Airdale should be drilling up at NAS Whidbey Island (north of Seattle). The entire West-Coast A-6 Intruder community was based at NAS Whidbey Island at the time. Plus all the EA-6B outfits as well. Heck of a deal!

I never kept a diary of the events, but I later realized that I should have, it would have made a great Marx-Brothers comedy. Here is a short recap of my first monthly week-end drill up at Whidbey

Month 1:

Friday, 16:30: Arrived at Portland Airport at Portland Air-National Guard parking lot. About 1 hour later, bussed over to a hangar. (First true re-introduction to real US Navy: Standby to hurry up and wait!) Board C-9 transport and fly to NAS Whidbey Island. Arrive approx. 21:30.

Friday, 21:45: Bussed over to Reserve barracks. Got mattress, pillow, and linen issue. Got room

and rack assignment. Hit the sack after being informed where and when to muster in the morning.

Friday, 22:45: Fell asleep, not realizing that this was the last event of the weekend that would turn out properly.

Saturday, 07:00: Mustered at Reserve Unit Office spaces. Name not called during muster. Approached Leading Chief "C", who takes me aside as a new arrival and starts up an official "Check-In Sheet". My job is to visit the various installations/commands on the base and give them records or information or both. There are 7 different commands to visit and check in with and they each fill out a spot on the "Check-In Sheet". Missed breakfast.

Saturday, 09:30: Got base map from Yeoman "F". Departed for Personnel Office to see Lt. "A". Arrived at Personnel Office, waited in line at office. At 11:50, I reach the front of the line and am told that Lt. "A" is... (I quote from memory here) "Oh, he's gone until this afternoon. Come back then".

Saturday, 12:00: At the chow hall, refused lunch because I don't have a meal chit This is because I am "not checked in yet". (I had no idea I needed one.) Went to the Reserve Barracks Office to find CPO "C" again, to get a chow hall chit. He is not there, he's gone to lunch, at the Chow Hall. Of course...

Saturday, 12:30: Go back to Personnel and arrive at 13:00. Successfully arrive in time to be the first in line to see Lt. "A". At 13:00 I am told Lt. "A" has secured for the day and will be here tomorrow. (Remember, I am standing there at Personnel at 1 PM sharp, no time wasted at the chow hall eating!!!!)

Saturday, 13:15: Go to #2 command on the list, Medical Department: Arrive at 13:45 to see SCPO "B". SCPO "B" now occupied in a meeting. Wait for him to finish.

Saturday, 16:30: Secured from waiting duty at Medical Department. SCPO "B" nowhere to be found. Nothing left to do, except...

Saturday, 16:40: Go back to Unit Office. Attempt to secure some sort of meal chits or authority from CPO "C". CPO "C" is not there at the Unit Offices but has stated he will return sometime before 17:00.

Saturday, Unit Offices, 17:55: Finally get to see CPO "C" again and he fills out a temporary meal chit but I have 5 minutes to get over there to the "Enlisted Dining Facility", and in the door, the chow hall closes at 18:00.

Saturday, 18:05: Arrive at chow hall as doors are being locked in front of me.

Saturday, 18:30: Arrive back at Reserve barracks, ask some of the guys there where is the EM Club and do they serve food? I get directions to the club and also instructions to wash down anything served on a plate with voluminous amounts of fluid, this will only help later when the stomach cramps and the diarrhea hit. Change to civvies and hit the sidewalk to the EM Club.

(continued in the next issue) John Larch 76-79

Treasury Report

Our current balance is **\$401.14**.

Total funds collected to date \$2025.21

Expenses

Stamps	\$381.57	Cartridges	\$252.29
Paper	\$ 47.93	Hotel Deposit	\$500.00
Decals	\$ 21.18	Envelopes	\$ 16.35
Seals	\$ 12.70	Postcards	\$ 11.25
Decals	\$190.80	Printing	\$190.00
Total	\$1624.07		

In Memorial

With sympathy we report the passing of Mrs. Ann O'Brien. Austin "Obie" O'Brien was at the helm of VA12 in 67/68. Our condolences are with you Skipper

Contact INFO

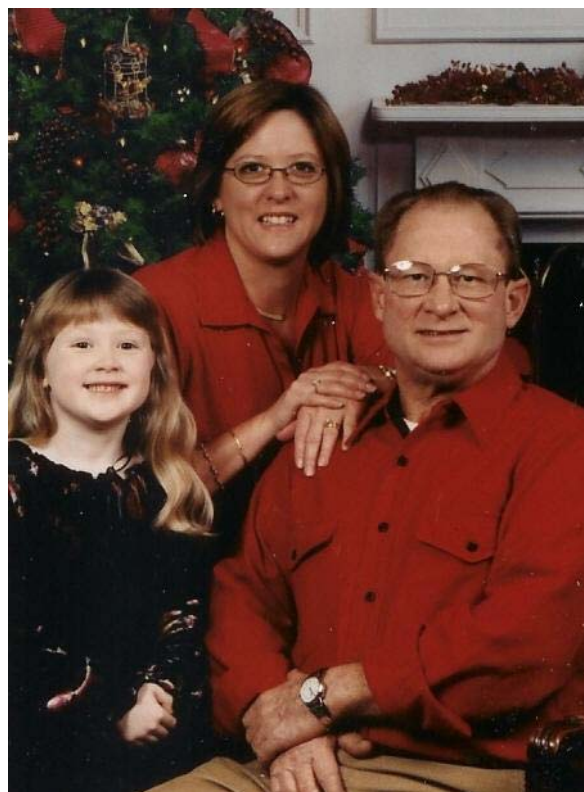
Joe Kyle
10421 Barbara
Pinckney, MI 48169
Home Phone 734-878-0556
Work Phone 517-546-1010
Cell Phone 810-923-4426
<http://www.geocities.com/Pentagon/Barracks/9745/VA12/>

Photos

There were three sets of brothers that were all in VA-12 at the same time. In the photo, the three kneeling are the Sutton brothers, the two to the

CO's right are the Hertz brothers and the two on the C.O.'s left are the Zolkosky (sp) brothers. Not sure on the spelling of "Zolkosky". it might have a "w" in it. Don't pin me down for first names. I barely remember my own. The C.O at the time was Peterson. Of the Suttons, the oldest was an AM, one of the others was a PN or YN and the third was an AO. The Hertz's, I was an AD and Alan was an Airman. The Zolkoskys were an AE and an AT if my memory serves me. I know those are the correct last names, I'm just not sure about the spelling of "Zolkosky"

Bill Hertz 69-71



Thought I'd share the Christmas photo of Randy "the Rabbit" Fleming and his bunnies. We expect to see this ageless wonder in Jacksonville.