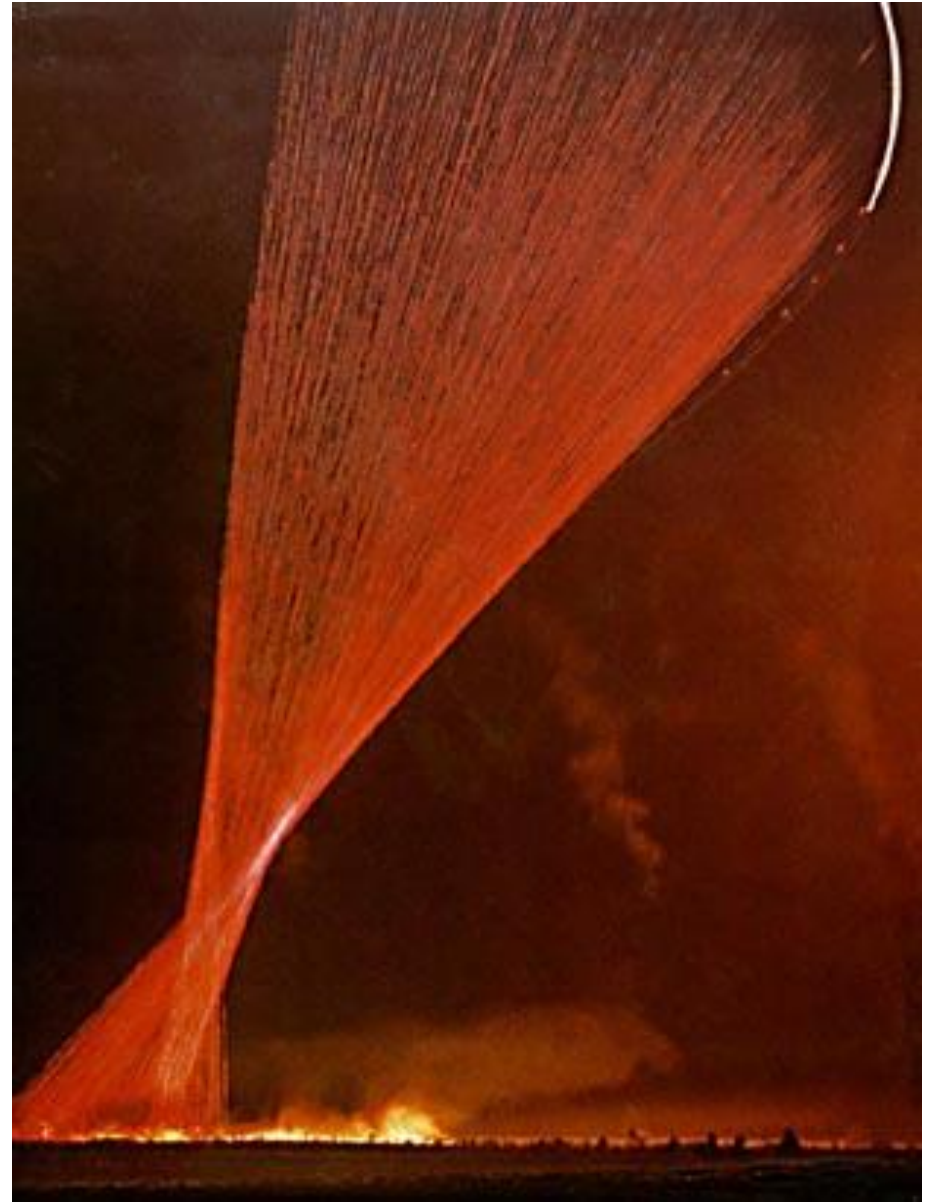


“AC-119K Stinger” Gunship



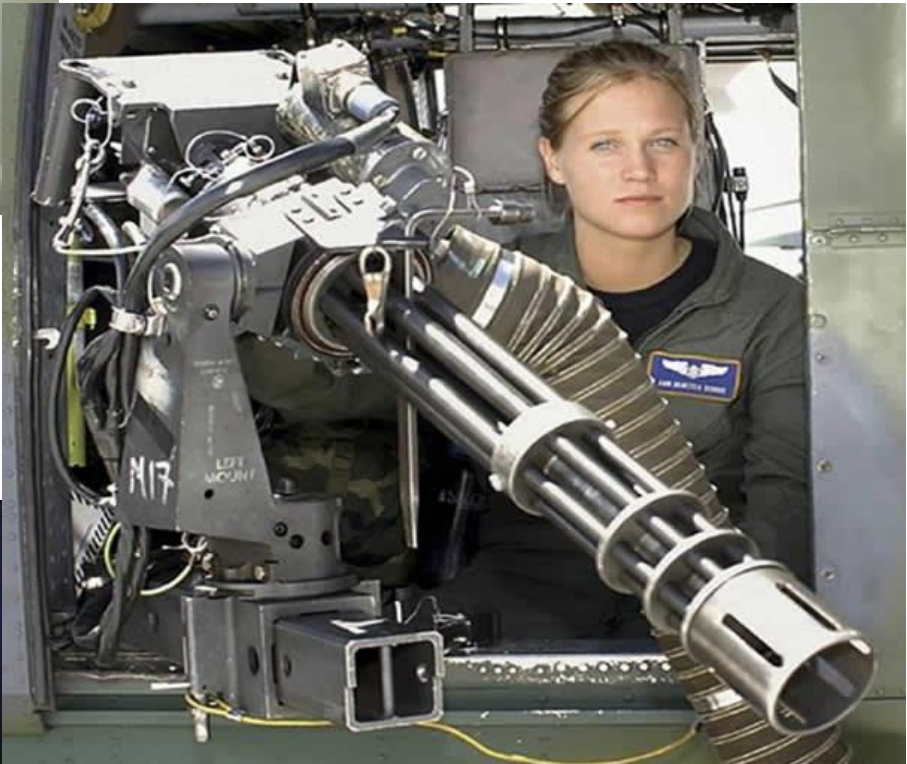
Cone of Fire



Fixed Wing Gunships 101

- Started with a tough Capt named Ron Terry (now retired Col)
- First production gunship: 26 AC-47 *Spooky* aka “Puff”
- AC-130 *Spectre* was tested next; 18 built & worked extraordinarily well, but we needed C-130 air frames for tactical airlift in Vietnam & Laos
- Boneyard search resulted in 26 “interim” AC-119G *Shadow*
- Shadow worked so well they accelerated 26 follow-on “interim” AC-119K *Stinger*

AC-119 message: we were there.....we were good!

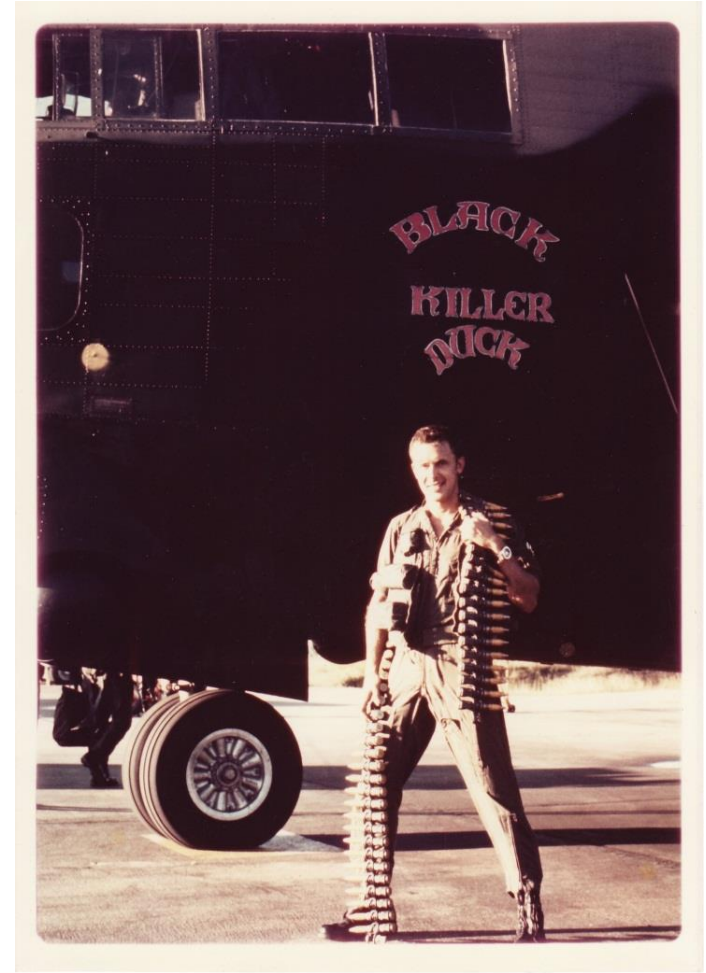


Guns and Cannons.....



Recips & Me – A Lt's Story

- “I’m gonna fly cargo birds out of San Fran!!!!”
- How many pounds of thrust do you get out of a 3350?
- What do you mean “Your” throttles?
- AAA & Split S’s, SA-7s, Migs
- FAC capable & Fighter AAA Suppression
- Frackin’ Rockets isn’t about increasing our oil supply
- Tank Busters



John O'Neal Rucker Kilgore Texas 1951-1973



“The Last AC-119K”



Feb 23, 2006

March 2006
satellite image

C-119 (?)
located here

Image © 2010 DigitalGlobe

©2010 Google

Imagery Date: Feb 24, 2006

10°48'39.27" N 106°39'25.98" E elev 32 ft

Eye alt 2161 ft

The “C-119” is an “AC-119K” Stinger



What We “Found”

- Initial Assessment:
 - Airframe corroded; concerns it may fall apart if we try to take it apart
 - It will be expensive to restore
 - We have all the original conversion tooling
 - No Air Attaches for Vietnam anymore; therefore no Air Force or DoD determination of recoverability
 - No other AC-119 aircraft exist (HQ DoD-wide & Pentagon answer)
 - Not likely they’ll part with it (yet.....)

Mar 29, 2010

**Original AC-119
location**

**March 2010
satellite image**

**AC-119 has
been moved
to this
location
behind new
building**

**New parking pad for
big jets; recent
hangar construction**

Image © 2010 GeoEye

© 2010 Google

Eye alt 2161 ft

10°48'40.49" N 106°39'26.39" E elev 33 ft

Imagery Date: Mar 30, 2010

Carefully Stored....





Status

- The aircraft IS viable for recovery & restoration for static display; not likely restorable to flyable.
 - ❖ We checked on tooling again (“Go”), barges to get it to the port (“Go”), containerized cargo options (difficult but “Go”), & funding sources (Lots of philanthropists, enthusiasts, patriots, even Vietnamese Gunshippers – Doable)
- Contacts no longer viable on ground in Ho Chi Minh City.
 - ❖ Last communication with Vietnam local officials indicated “no interest in allowing ‘export’ of AC-119 as it is the only one they have in inventory”. Offered a C-130 instead.
 - ❖ Aircraft appears somewhat safe right now – grouped neatly with other US military airplanes. Destined for museum?
 - ❖ New Contact & changes in DoD engagement in Vietnam

Some Day.....



For Now, the Flight of the Hupe! **This AC-119 was Resurrected!**



Refurbished by RC Model Club
in FWB, FL & “flew” again
September 28, 2012 near FWB

On permanent display in the
18th FLTS Heritage Room

Enough Old Guy Stuff Gunships Today



AC-130U *Spooky*

AC-130W *Stinger II*





AC-130W
Stinger

and

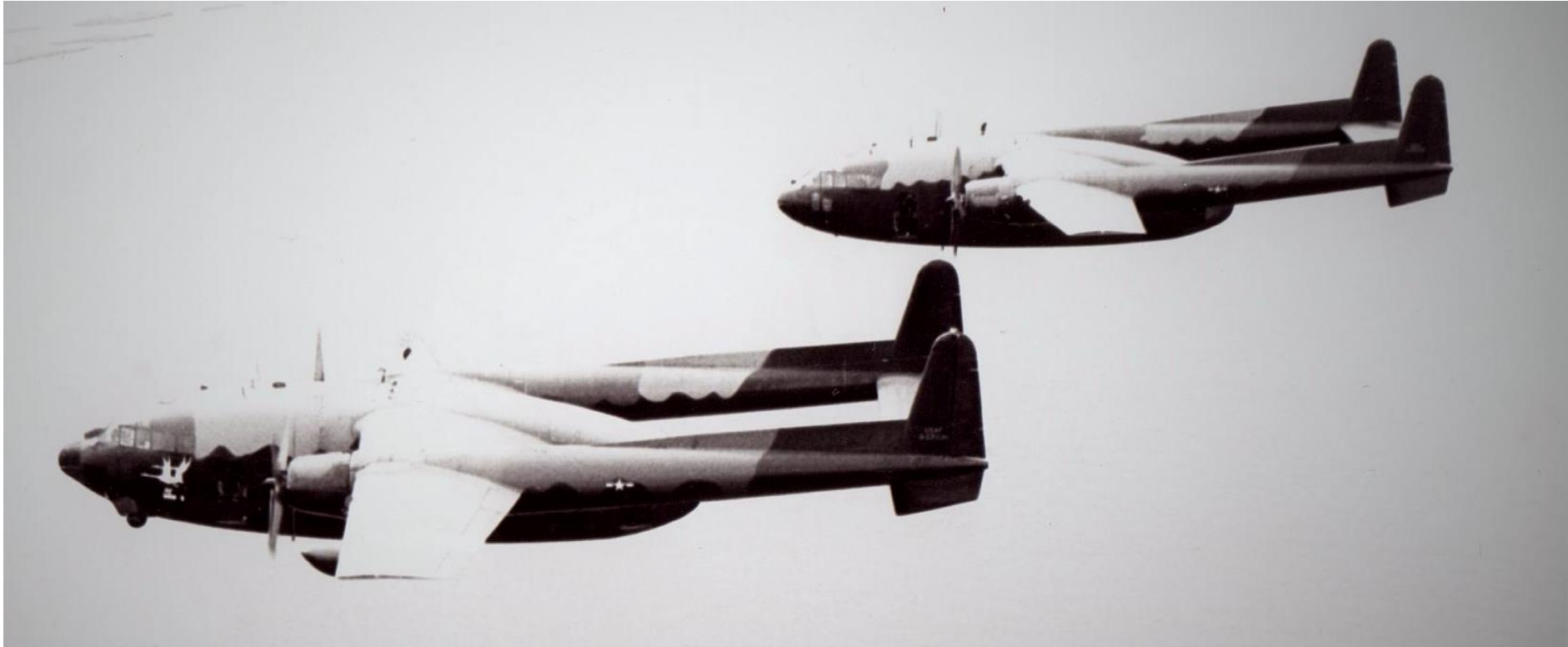


AC-130J
Ghostrider

Left to Right: a practice exercise to evaluate multi-ship/dissimilar Formations/Firing. AC-130H *Spectre*, AC-130U *Spooky*, AC-130W *Stinger II*



Our “Unknown” Gunships....



AC-119K *Stinger*

AC-119G *Shadow*

Not much has really changed, every flight still starts with the same, critical pre-departure action.

