

# The Firing Circle

**Dedicated to all AC-119 & AC-47 Gunship Aircrew, Maintenance, & Support Personnel**

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**Chaplin:**

Steve Mac Isaac  
 Wayne Laessig  
 Gus Slinger  
 Bill Petrie  
 Tony Pakutinski  
 Larry Hunter

[colmacmac@mac.com](mailto:colmacmac@mac.com)  
[gadvocate@sbcglobal.net](mailto:gadvocate@sbcglobal.net)  
[stinger7172@cox.net](mailto:stinger7172@cox.net)  
[retcmsgt@att.net](mailto:retcmsgt@att.net)  
[pakman03@gmail.com](mailto:pakman03@gmail.com)  
[lhunter40@cox.net](mailto:lhunter40@cox.net)

## Points of Contact:

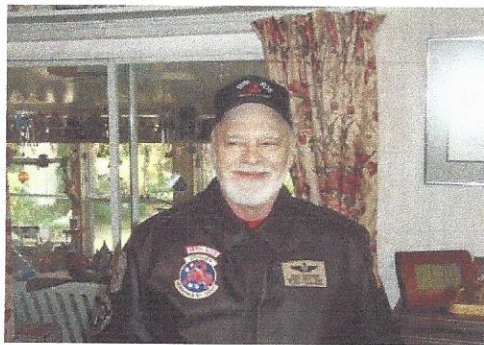
71<sup>st</sup> SOS POC:  
 17<sup>th</sup> SOS POC:  
 18<sup>th</sup> SOS POC:  
 18<sup>th</sup> SOS POC:  
 AC-47 POC:

Jim Alvis  
 John Morrow  
 Everett Sprouss  
 Bill Reffner, Jr.  
 Al Sproul

[shadow1969@indy.rr.com](mailto:shadow1969@indy.rr.com)  
[morrowjl@tularosa.net](mailto:morrowjl@tularosa.net)  
[c119gunner@yahoo.com](mailto:c119gunner@yahoo.com)  
[cbscruffy@comcast.net](mailto:cbscruffy@comcast.net)  
[fjrdriver@earthlink.net](mailto:fjrdriver@earthlink.net)

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## PRESIDENT'S MESSAGE



### AC-119 Gunship Reunion XII

**Reunion XII** is coming together and will be held in Charleston, South Carolina, at the Embassy Suites in North Charlestown (Convention Center), from September 28<sup>th</sup> to October 2<sup>nd</sup>. To reserve a room at \$119.00 a night, go to our **Exclusive Website**: [http://embassysuites.hilton.com/en/es/groups/personalized/C/CHSEMES-AC1-20110928/index.jhtml?WT.mc\\_id=POG](http://embassysuites.hilton.com/en/es/groups/personalized/C/CHSEMES-AC1-20110928/index.jhtml?WT.mc_id=POG). Or the Embassy Suites at **1-843-747-1882, (mention the AC-119 Association)**.



*One **NOTE** about Reunion costs: when we sign the contract for a reunion hotel, we guarantee a certain occupancy rate to the hotel. When that rate is not met, we lose money. You all help when you stay in the Reunion hotel, not off-site. It's getting more and more difficult to get reasonable room rates with breakfast included; consequently our efforts to get reasonable room rates with full breakfast is made much easier if you stay at the Reunion hotel.*

Be sure to book for the Thursday morning Tour of Charleston, it's a great city with lots to see. This tour will give you an excellent overview of possible individual **'Things to Do'**!

Once again, we will be raffling off another "Commemorative Gun" at the Charleston Reunion. It's a .45 cal. Pistol with special markings and case with accessory. See the Ticket Form in this newsletter. Tickets are One (1) for \$10, Six (6) for \$50 and Thirteen (13) for \$100. You don't have to present to win. Doug will hold tickets and bring them to the Reunion. Be sure to write your name and phone number on the form. FYI, the cost of our litho's has again been reduced; this time to \$35.00.

Let's continue to work together to make our Reunions better and better each year. Your participation is welcome. I am already looking forward to seeing all of my brothers and their families in Charleston.

Some amazing enhancements have been accomplished to the Air Force Gunship Program, including creating a Gunship for the Marine Corps. Check out this Website: <http://www.defenseindustrydaily.com/Harvest-Hawk-Aims-to-Arm-USMCs-KC-130J-Aerial-Tankers-05409/>.

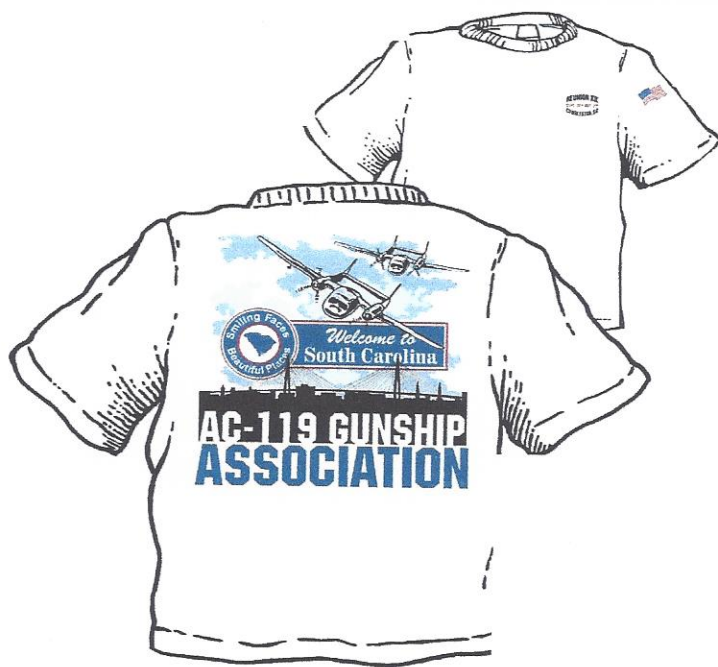
- ❖ **Bring your AC-119 Gunship Association Name Tag Lanyard – to Reunion XII**
- ❖ **Our 2012 Reunion will be held at Home Base in Fort Walton Beach, Florida -**

Gus Sininger, President  
AC-119 Gunship Association





## REUNION XII CHARLESTON, S.C.



ON THE FOLLOWING PAGE IS:  
THE 2011 AC-119 GUNSHIP REUNION REGISTRATION FOR  
"REUNION XII"  
SEPTEMBER 28-OCTOBER 2, 2011, CHARLESTON, SC



Name: (First, Middle Initial, Last) \_\_\_\_\_

Are you an AC-119 Gunship Association member? ☐ Yes ☐ No

Years Served with Gunships: 19\_\_ to 19\_\_ ; 19\_\_ to 19\_\_

Squadron: \_\_71<sup>st</sup>; \_\_17<sup>th</sup>; \_\_18<sup>th</sup>; \_\_3<sup>rd</sup> or 4<sup>th</sup> ACS; \_\_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 ☐ Staying somewhere else ☐ Where \_\_\_\_\_

REUNION FEE.....# attending \_\_\_\_\_ X \$25 = \$ \_\_\_\_\_

YES! I / We will attend:

• Thursday Charleston Tour .....# attending \_\_\_\_\_ X \$37 = \$ \_\_\_\_\_

• Friday Night Meet & Greet .....# attending \_\_\_\_\_ X \$29 = \$ \_\_\_\_\_

• **Saturday Night Banquet**

▶ Salmon with Citrus Beurre Blanc.....# of meals \_\_\_\_\_ X \$36 = \$ \_\_\_\_\_

▶ Apple-Cider Spiked Chicken.....# of meals \_\_\_\_\_ X \$35 = \$ \_\_\_\_\_

▶ Sliced Flank Steak with Roasted Peppers, Onions & Mushrooms.....# of meals \_\_\_\_\_ X \$36 = \$ \_\_\_\_\_

▶ Chef's Choice Vegetarian Entrée.....# of meals \_\_\_\_\_ X \$35 = \$ \_\_\_\_\_

• Sunday Morning Golf Tournament (Green Fees separate).....# playing \_\_\_\_\_ X \$10 = \$ \_\_\_\_\_

• Sunday Afternoon BBQ (See web or Newsletter for menu).....# attending \_\_\_\_\_ X \$30 = \$ \_\_\_\_\_

Check # \_\_\_\_\_ Total Payment \$ \_\_\_\_\_

NOTE: For special meal needs, contact Gus Sininger at 850-865-2634 or [stinger7172@cox.net](mailto:stinger7172@cox.net)

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**

Contact the Embassy Suites, direct, for your Hotel registration: **call 1-843-747-1882, (mention the AC-119 Association). Or on the Web:** [http://embassysuites.hilton.com/en/es/groups/personalized/C/CHSEMES-AC1-20110928/index.jhtml?WT.mc\\_id=POG](http://embassysuites.hilton.com/en/es/groups/personalized/C/CHSEMES-AC1-20110928/index.jhtml?WT.mc_id=POG). If you have Questions: Check our Web Site at <http://www.ac-119gunships.com>; call Doug at 813-938-1886 or 813-781-5728 e-mail [Busch791@tampabay.rr.com](mailto:Busch791@tampabay.rr.com); or Gus at 850-865-2634 e-mail [stinger7172@cox.net](mailto:stinger7172@cox.net).

**Cancellation Policies:**

- Reunion Registration cancellations on or before September 1st = refund or donation as requested
- Reunion Registration cancellations after September 1st = we have to pay hotel "guarantees", so no refunds (but talk to us if there are special circumstances like family emergencies or losses)
- Hotel Registration: if you cancel after their minimum 24 hour notification, you may still be charged

**The AC-119 Gunship Association Newsletter**

**March 2011**



## Reunion XII - September 28<sup>th</sup> – October 2<sup>nd</sup> 2011 - Agenda

### Wednesday, September 28<sup>th</sup>

1800 – Hootch opens & stays open, until 1800 Sunday night, Meeting Rooms 6 & 7, in the Convention Center. Soda, Beer, & Snacks Free to Reunion Attendees. *Hootch closed during Scheduled Events.*

### Thursday, September 29<sup>th</sup>

0845 - 1340: Historic Charleston Tour with free time, Lunch & Shopping. In The Old City Market.

1340 – Transportation on Concord Street behind the US Customs House for RTB – **\$37**

### Friday, September 30<sup>th</sup>

1900 - 2200 – Meet & Greet at the Convention Center Meeting Rooms 10 & 11.

**Buffet Style -- Dress casual or Party suites. \*** **\$29**

### Saturday, October 1<sup>st</sup>

0830 - 1000 – Membership Meeting at the Convention Center Meeting Rooms 10 & 11.

0930 - Photographs to be taken by Jill Norman. *No Obligation, immediate on site printing.*

0900 - 1000 – Women's Meeting at the Convention Center Meeting Room 9.

0930 - Photographs to be taken by Jill Norman. *No Obligation, immediate on site printing.*

1800 – Happy Hour at the Convention Center Ball Room "A", Coat & tie or party suit.

1900 – Banquet Dinner Ball Room "A" \*\*

2100 – Association Awards & Raffles

### Sunday, October 2nd

0900 - Golf Tournament on Charleston AFB Golf Course – Green Fees **\$20**

**Tournament Coordinators: Doug Wohlgamuth & Col Mac.** Cart **\$12**

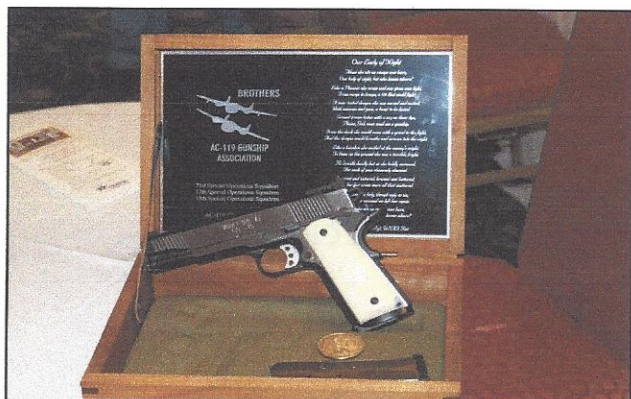
1700 - 2100 - Farewell BBQ at the Convention Center Ball Room "A",

**Buffet Style – Dress - Casual \*** **\$30**

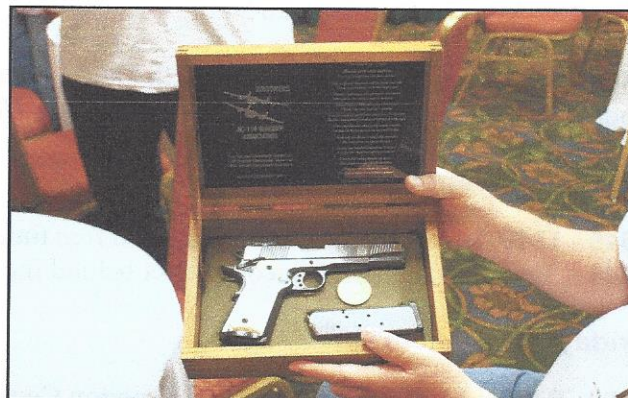
\* Pay as You go Bar

\* See Registration Form

# REUNION XII COMMEMORATIVE PISTOL



R  
A  
F  
F  
L  
E



**Tickets are (1) for \$10 - (6) for \$50 - (13) for \$100. You don't have to present to win.**

Features: Stainless steel w/ black trim – Ambidextrous thumb safety – Combat Grips (2 sets, 1 presentation) – Beveled Mag well for ease of loading – High Beavertail grip safety – Felta hammer – Target trigger – Match barrel – Full length recoil guide rod – Front cocking serrations – Fully adjustable rear Trijicon night sight – Dovetail Trijicon front night sight – Checkered flat mainspring housing – Supplied with mag pouch, belt holster, cleaning brush, gun locks and two mags with lockable hard case - Presentation box is a plain case with Association information on Black background with silver wings – The poem "Our Lady of the Night", by Bill Petrie. Let us not forget those "Still Flying".

**Cherokee Firearms Repair, LLC – 3019 227<sup>th</sup> Street E – Spanaway WA 98387 – Ron Soderquist, FE, 18<sup>th</sup> SOS.**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_

**E-Mail:** \_\_\_\_\_ **Phone:** ( ) \_\_\_\_\_

**Total Tickets:** \_\_\_\_\_ **Total Donation:** \_\_\_\_\_

*Make Checks payable to:*

**"AC-119 GUNSHIP ASSOCIATION COMMEMORATIVE RAFFLE"**

**Doug Wohlgamuth, Treasurer  
AC-119 Gunship Association  
504 Shea Place  
Sun City Center, FL 33573  
(813)-938-1886  
[bush791@tampabay.rr.com](mailto:bush791@tampabay.rr.com)**





## "AC-119 Gunship Heritage Circle"



### Stinger Gunships at Da Nang and Distant Places



**December 1971 to April 1973**  
**By Colonel Tom A. Teal**  
**Detachment I Commander**  
**USAF (Ret)**



This is the way I remember my time with the Stinger Gunships of the 18<sup>th</sup> Special Operations Squadron, 56<sup>th</sup> Special Operations Wing at Nakhon Phanom (NKP) Royal Air Base in Thailand.

My association with the Wing and Squadron dated from December 18, 1971 after approximately eight months service in the States since leaving the Shadows of Saigon. During my absence from Southeast Asia, I was Director of Operations and Training (DOT) in the SAC wing at Kincheloe AFB on the Upper Peninsula of Michigan. There were two seasons there, July and Winter. It was a great short tour of duty. The Deputy Commander for Maintenance told me to just let him know how many B-52 and KC-135 sorties we wanted, when day and night; and how configured and he would provide them. He lived up to his word and we set some flying and alert records in the wilderness there. In fact, Second Air Force invited us down to tell the rest of the organizations how we did it. Never got to make that presentation because a telephone call from Air Force saying that Gunship pilots were sorely needed in Southeast Asia and would I volunteer for the assignment. I volunteered for another year of Special Operations and crossed the towering Mackinac Bridge in a November snowstorm and headed south to begin my journey to Thailand.

Upon arriving at Nakhon Phanom in northeast Thailand, about seven miles from the Mekong River, a couple of jobs were waiting for me. First, I had to checkout in country in the AC-119K Stinger Gunship which was different from the Shadow aircraft in that it had two 20mm Gatling guns in addition to the four miniguns of a smaller caliber, 7.62mm, that was the Shadow's armament. It also had forward looking infrared radar (FLIR) which could acquire a target by its heat signature, such as a motorcycle engine under triple jungle canopy. After acquiring the heat target, it could then be tracked and fed into the pilot's gun sight for destruction. This was done by a very special operator on board whose crew station was called the FLIR operator. Another use for the heat seeking radar was during the actual engagement of the target where the operator could identify the Gunship's tracers from their heat and then put the tracers on the identified target. The last major difference from the Shadow was the two small jet engines outboard of the radial engines and were used to assist the heavier Stinger in takeoffs, landings, and emergencies. These engines (J-85s) were rated at 3,000 lbs. of thrust each. That was the immediate flying requirement that was done in an orderly fashion on some memorable combat missions.

Next, I was given a project to publish a Squadron and Wing Gunship Tactics Manual. There were a lot of good bits and pieces of the Manual already completed, just waiting to be edited and published. My main contribution to the project, which took about a month, was to organize, proof read, edit, and publish it. I also put a glossary of terms used over the radios in Southeast Asia and included some eighty of them in the front of the manual. These terms included: feet wet, big blue, little blue, Winchester, TIC, and so on. I also included some very pertinent and informative cartoons drawn by Stinger flight crew artists to illustrate each chapter's content such as a fierce action depicting combat over the Ho Chi Minh Trail. One picture really said a thousand words and was meant to catch the attention and interest of the reader in the material to be presented but alas, my senior



editors were not amused or impressed so the cartoons died a flaming death and were not included. They may have been right to delete the cartoons. Anyhow, the manual was published and proved to be a worthwhile source of information for present and future gun shippers regardless of types of aircraft flown. Incidentally, four years later I visited Brigadier General Bruce K. Brown in the Pentagon who asked for a copy of the manual. I was not surprised because Colonel Brown had been the DCO of the 14<sup>th</sup> SOW at Phan Rang in 1970 and became very well informed in all phases of Special Operations. I was the Shadow commander stationed in Saigon at the time and really admired him for the cooperation and encouragement I received on every occasion. The Air Force must have also admired Colonel Brown because he was promoted to four star general in a very short time.

Nakhon Phanom Air Base reminded me of a logging camp with most of its structures made of wood and painted brown. It was very comfortable with its own utilities, guard forces, and great flying facilities. The 56<sup>th</sup> SOW had two units who worked together to extract downed airmen, one heavy fighter who laid down suppressing fire for the helicopter to pick up the air crew. Also, there was a Forward Air Control Squadron there who flew OV-10s, which the crews said with a grin were made by Mattel, the toy maker. Also there was a squadron of modified C-47s who gathered electronic information in our area. Last there was the 18<sup>th</sup> Special Operations Squadron who flew Stinger AC-119K Gunships over some very hostile territories such as the Ho Chi Minh Trail and the infamous areas of northern Thailand and Laos call the Barrel Roll, I believe, in the appropriate operations order for that region. This included the notorious former French section known as the Plaine Des Jarres where people were reported to have been buried in large jars sunk vertically into the earth. Some jar debris was clearly visible flying over the area.

My flying checkout began on Christmas Eve, 1971 with a familiarization mission over the Ho Chi Minh Trail on a beautiful and clear full moon night. I was sitting in the IP seat observing and listening to crew checklists and interphone procedures when all of a sudden some green tracer fire slowly drifted up past the left wing and disappeared into the heavens. I don't think I had ever seen green tracers before. The USAF used red tracers and spaced the tracers every fifth round. A little later in the mission I saw a huge flash as from a large gun firing followed by a white hot ball of an intense smoke ring that expanded evenly across the jungle canopy. Don't know who shot at whom but it was a magnificent scene even in combat.

After completing my Stinger checkout requirements, I remember vividly the final check ride. A very capable young captain was the check pilot. We started takeoff just at dusk. As the aircraft accelerated down the runway, engines humming and well short of lift off speed, the aircraft without warning lifted off the runway in a very nose high attitude. I pushed forward on the yoke as hard as I could and rolled nose down trim. Some aircraft, reaction, but not enough. I then asked the IP to help push the yoke forward. We roared over the GCA shack at a low altitude and together we gained control of the reluctant AC-119 and leveled off at a safe altitude, ran checklists and talked over the situation. NKP Tower called us and asked us if we were all right and what our intentions were. We told them that we had experienced severe elevator malfunction on takeoff, that we had control of the aircraft now and following some simulated landing attitudes and speeds, we would return to base and land. Incidentally, I requested maintenance to meet the aircraft. The aircraft was controllable in a landing configuration and I then made a normal landing. On roll out in the dark, Tower called and said that Stinger Operations instructed us to continue our mission in another aircraft as soon as we could park and transfer. The next day, maintenance informed us that the trim tab pin had slipped out of position and allowed the trim tab to force the elevator to a nose high position, resulting in the excitement on takeoff.

Excitement seemed to be on board my aircraft as we flew several more missions in a row. One of these was a night mission over the Trail or somewhere in Laos. Upon making contact with our combat controller on the ground, I asked him to fire the recognition flare of the day. He said roger, firing now. Would you believe it,



there were six correct color flares in the air at the same time along a road with a slight bend in it away from our position. We finally established positive ID, I thought, by a combination of questions and answers that only someone familiar with our culture could answer. He then gave us a target to shoot. We flew to that position, had it on our sensors, displayed in the gun sight and rolled in firing on the target. We were really getting with it when after a short time; we began taking heavy and very accurate fire from the target. In fact so accurate that two tracers bracketed the cockpit simultaneously, one on the left side and one on the right side. I like the color red but not so close to me. I broke right out of the firing circle and took stock of our aircraft condition. There should have been four hard nosed bullets in between the tracers but there were none because there was no reported damage to our aircraft. I decided not to press our luck in this combat area. With the confusion of the flares and the ground controller's ID, we may have been lead into a trap.

Another exciting mission took place during daylight over a section of Laos just north of an east to west road. There were a circle of hills that we flew over and down below hidden in them were four combat vehicles, one of which was definitely a communications van. We called in to our controller for permission to fire and received same. This could also be a trap but we would have to see about that. The situation appeared to be a rest stop in the hills for the convoy. With the targets on the sensors and gun sight, I alerted the crew and rolled in to fire on the sand colored vehicles. This turned out to be quite a duel between our guns and their guns. The wind was so strong that I had to walk the fire up to and through the convoy, meanwhile we were taking intense but erratic ground fire. The strong wind was affecting both the air and ground shooting. After expending most of our ammo on the targets with no explosions, I broke off and headed for home. We called the airborne command post, gave them a situation report and suggested that a couple of fighters could finish the small convoy with bombs but warned that the site was heavily defended. Command post agreed. After landing at NKP, we checked the aircraft for damage and the gunners could not believe it. There was no damage! All of the observers in the aft compartment agreed and reported that we had taken over 1,000 close rounds with several of them being "field goals", that is rounds passing between the two tail booms. Never heard what success the fighters had on the Laotian convoy.

Several more memorable missions, I was told that I was going to Da Nang in South Vietnam as commander of Detachment (Det.) 1 of the 18<sup>th</sup> SOS. So in Feb. 1972 we flew an uneventful daylight combat mission and I made my first landing at Da Nang. We had made our high ILS approach from the north over the South China Sea between two mountains. From the air, this part of Vietnam was absolutely beautiful and would have been a great tourist destination under differ circumstances. Nothing could have been farther from the truth at that time for the units stationed there. It was a base with a siege mentality due to the unpredictable rocket attacks at any time day or night. Our primary mission for the Stingers would change later to rocket suppression and the Stinger crews would become the darlings of the base, but I am getting ahead of myself. After rollout from the landing, our aircraft was directed to taxi to the Stinger maintenance area where we had a small welcoming group. I was immediately impressed with the quality of people I met and their great attitude. What a start to my duty at Da Nang which lasted over a year.

**To be continued!**



# AC-119 Gunship Heritage Circle

## Lieutenant Colonel George Hardy, USAF, (Ret)



Typical of the many individual stories regarding the lives of the Tuskegee Airmen is that of **Lt. Col. George Hardy**. One of the Tuskegee Airmen present at the event, the 81-year-old was awarded an honorary doctor of public service from Tuskegee University earlier this year. In March 1943, 17-year-old George Hardy was sworn in. Active duty in July 1943, Hardy entered aviation cadet training at Tuskegee Army Air Field in December.

After graduating and receiving his wings in 1944, Hardy got 10 hours in his first fighter, the Curtiss P-40 Warhawk. At that point, he still hadn't driven a car. He received additional combat flight training in the P-47 at Waterboro AAF in South Carolina. There, the black pilots had their own officers' club and stayed on base since there was no place in town where they could socialize. "My goal was to fly and I could put up with anything to get that done," the retired lieutenant colonel said.

In March 1945, Hardy was assigned to the 99th Fighter Squadron, 332nd Fighter Group in Italy. He flew 21 combat missions over Germany. Following his return from overseas, he was discharged in November 1946.

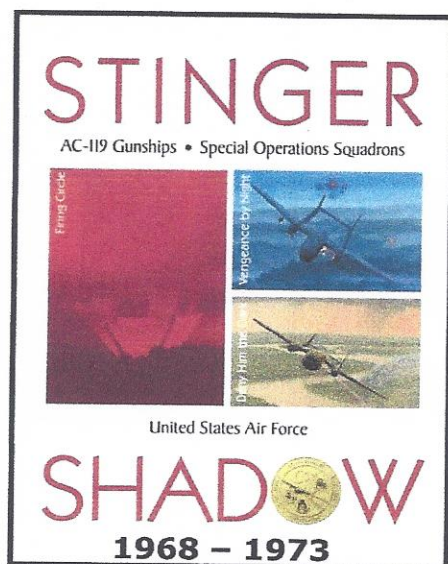
Then in June 1948, he was recalled to active duty and assigned to the 301st Fighter Squadron, 332nd Fighter Group at Lockbourne Air Force Base in Ohio. After going to the Airborne Electronics Maintenance Officers' School, he was transferred to the 28th Bomb Squadron, 19th Bomb Group on the Island of Guam, as a maintenance officer on B-29s. He was the first person of color in the 19th BG. "My squadron commander would talk to me in the line of duty, but when we were in a social setting, it was as if I wasn't in the room".

In 1950, despite his commander arbitrarily limiting his flight status, Hardy was able to fly 45 combat missions over Korea in the B-29. Between 1951 and 1962, he served in various armament and electronics maintenance squadrons in the Strategic Air Command, earned a BS in electrical engineering and received his command pilot rating.

In 1960, Hardy was a squadron commander in a KC-97 tanker unit based at Plattsburg, N.Y. Ironically; his commanding officer was the one he had when flying B-29 missions over Korea. This time, however, the commander had a positive attitude toward him. Some time later, after leaving the unit, Hardy got to see an evaluation the commander had given him. He was surprised to read, "George is the best of my six squadron commanders." Over time, the barriers had come down and attitudes had changed.

Hardy went on to get a master's in systems engineering-reliability. *In 1970, he transferred to the 18th Special Operations Squadron as a pilot on an AC-119K gunship and flew 70 combat missions in Vietnam. He returned from Vietnam in 1971 and retired from the Air Force in November of the same year.* Hardy had flown combat missions in three wars. He attained the rank of lieutenant colonel and was awarded the Distinguished Flying Cross, the Air Medal with 11 oak leaf clusters and the Commendation Medal with one oak leaf cluster.





## AC-119 Gunship History Book Order Form

"Our book seems to cover every aspect of the AC-119 Vietnam experience. Personal accounts of guys, who flew Gunship missions, and including those of maintenance and other support people, highlight the good, the bad and the ugly of operating has-been aircraft in less than desirable conditions while flying highly important missions. The little known history of AC-119 Gunship operations, missions that provided an important tactical piece to the Vietnam puzzle, is fully exposed in our History Book. Our book will be immediately valued by those who served and will become more valued by those who inherit the book down through the ages". "Needless to say, I treasure my copy of our History Book".

Chuck James - 17<sup>th</sup> SOS  'A/C'

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone #: Land Line \_\_\_\_\_ Cell Phone \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

**Ship To:** Name & Address if Different from Above

\_\_\_\_\_  
\_\_\_\_\_

AC-119 Gunship History Book - Number of Copies x Price per Copy = Total \_\_\_\_\_

<b>Hard Cover</b>		<b>\$50.00</b>	= \$ _____
<b>Soft Cover / Spiral Bound</b>	<b>REDUCED</b>	<b>\$25.00</b>	= \$ _____
<b>Shipping &amp; Handling per copy:</b>		<b>\$ 5.00</b>	= \$ _____

**(No Credit Cards Accepted)**

**GRAND TOTAL** = \$ \_\_\_\_\_

Check Number: \_\_\_\_\_ Amount: \_\_\_\_\_ Cash or Money Order Amount: \_\_\_\_\_

Make checks or money orders payable to "AC-119 Gunship Association History Book Fund"

Gus Sininger  
1300 Arial Court  
Fort Walton Beach, FL 32547-1191  
[stinger7172@cox.net](mailto:stinger7172@cox.net)  
Phone (850) 863-9649





## *Last Flight*

**Don Swanson (17<sup>th</sup> SOS Maintenance)** passed away on February 23, 2011 and now rests in the Sacramento National Cemetery at Dixon, CA. Don was a participant in our California "Breakfast Group".



**Lois "Freckles" Reffner**, wife of the late MSgt William E. "Uncle Bill" Reffner Sr. (18<sup>th</sup> SOS Gunner) passed away on February 17, 2011. Lois was a participant in our California "Breakfast Group".

**Douglas "Doug" Charles Boyle (18<sup>th</sup> SOS Crew Chief)** passed away on February 15, 2011. Doug was assigned to the 18<sup>th</sup> when it was formed in early 1969. After training on Stingers at Lockbourne AFB, Columbus, Ohio, he was based at Phan Rang from November 1969 through November 1970.



**Lt Col Harry Alexander White Jr. (17<sup>th</sup> SOS 'C Flight' Commander)**, passed away on January 27, 2011 and rests now in the Fort Sam Houston National Cemetery. A B-24 combat veteran of WWII and AC-119 Shadow veteran of Vietnam, Col White commanded the 17<sup>th</sup> in 1970 at Tan Son Nhut Airbase, where his son (Harry "Terry" III) served with him as Personnel Officer.

**Msgt Robert Mikolowski (17<sup>th</sup> SOS Illuminator Operator)** passed away December 12, 2010 and now rests in the Sacramento National Cemetery at Dixon, CA. Robert was a participant in our California "Breakfast Group".

**Rollin Gentes (18<sup>th</sup> SOS Pilot)** died of heart related issues on September 12, 2010. He had loads of "Stinger" stories from his year in Viet Nam (1969-1970).

**Owen D. Stickles II, U.S. Army veteran**, and son of our Owen "Dale" Stickles (71<sup>st</sup> and 17<sup>th</sup> SOS Flight Engineer) passed away on October 4, 2010.

*For additional Last Flight information or to inform the Association of the passing of any of our AC-119/AC-47 family, please contact Wayne Laessig at [Oadvocate@sbcglobal.net](mailto:Oadvocate@sbcglobal.net) or (707) 592-4492. Please include a picture if possible.*