Ac 130

William Pace Head

Spectre Gunner David M. Burns, 2013-01-31 This is the true story of Master Sergeant David M. Burns, an aerial gunner assigned to the deadliest squadron in air force history. Aboard the AC-130 Spectre gunship, he flew a total of 287 combat missions over Laos, South Vietnam, and Cambodia, in pursuit of the truck traffic coming down the Ho Chi Minh Trail. His squadron destroyed more than fifteen thousand trucks loaded with war munitions destined for South Vietnam and Cambodia. Despite heavy and constant anti-aircraft and missile fire, the loss of six aircraft and the lives of fifty-two men, the crew never wavered in its dedication to the mission. Master Sergeant Burns has a distinguished military career that began in 1951 at the age of fifteen. He served one tour of duty in Phan Rang, South Vietnam, in 1967, and four tours of duty in the 16th Special Operations Squadron in Southeast Asia as an aerial gunner, lead gunner, and instructor gunner. He served in both the United States Navy and Air Force, earning three Distinguished Flying Crosses for heroism, twenty-seven Air Medals, as well as a Bronze Star, Purple Heart, Presidential Unit Citation, Armed Forces Expeditionary Medal, Vietnam Cross of Gallantry with Palm, Vietnam Service Medal with nine battle stars, and other decorations from the Korean War. He was wounded twice and is credited with saving the lives of fourteen crewmembers. This is his story.

Night Hunters William Pace Head,2014-03-18 In Night Hunters, air power historian William P. Head provides the first detailed study of the development and deployment of the AC-130 gunship. While other airframes and other types of close air support (CAS) and interdiction weapon systems preceded or flew with the AC-130s, this four-engine cargo airframe proved to be not only the longest serving

fixed-wing gunship but also the most effective by far. During the Vietnam War, the US military developed new tactics and weapons systems to counter a diversity of enemy tactics and geographic features, the difficult climate, and the shifting diplomatic context. One of the most important was the development of the AC-130. Its ability to transport heavier payloads at higher altitudes across longer distances made it the logical choice to be the final Vietnam-era fixed-wing gunship and the only one that continues to fly missions in the twenty-first century. In addition, it employed many of the most advanced weapons, sensors, targeting devices, and fire control systems of the 1970s or of any era. By recounting both the technical development and the combat operations of the plane, and by looking at the proposed alternatives for its use in the War on Terror, Night Hunters offers a clear view of the role of gunships and of close air support in US wars. In today's never-ending brushfire wars, the AC-130s continue to uphold their reputation for excellence.

Ghostriders 1968-1975 William Walter,2022-03-08 If necessity is the mother of invention, the AC-130 gunship was definitely her offspring. Ghostriders: Mors De Caelis is a comprehensive history of AC-130 gunship combat operations in Vietnam, Laos, and Cambodia. The story begins with the first AC-130 in 1968, and ends in 1975 at the end of the war in Vietnam. It tells the life and death stories of Spectre crews, who faced extreme danger while hunting trucks on the Ho Chi Minh Trail and providing fire support for US and allied ground forces. Though the AC-130 was credited with 10,000 trucks destroyed, this phenomenal achievement came with a hefty price. Fifty-two Spectre crewmen and six AC-130s were lost during combat operations in Laos and Vietnam. Written in third-person omniscient point of view by an experienced combat veteran and Spectre

Historian, all aspects of the story are derived from official declassified records and personal interviews. The level of detail and context figuratively puts the reader in the aircraft as an observer, flying alongside a Spectre crew in combat. Above all, this is the story of Spectre—accurate, detailed, compelling, and unique.

Night Hunters William P. Head,2012

AC-130H/U Gunship John Hamilton,2013-01-01 This title explores the development and use of the AC-130H/U Gunship. Readers will follow the history of the aircraft and learn about its military and performance specifications, as well as its advantages in the field. Features such as side-firing weapons, sophisticated television and infrared sensors, navigation and fire control systems and synthetic aperture strike radar are detailed. Readers will learn about the AC-130's navigational devices, which include inertial navigation systems and global positioning systems. Readers will discover the aircraft's operational use in the Vietnam War, Operation Urgent Fury, and Operation Desert Storm and learn about its weapon systems including cannons and autocannons. Aligned to Common Core Standards and correlated to state standards. A&D Xtreme is an imprint of Abdo Publishing, a division of ABDO.

<u>Flying Gunship</u> Kevin J. Fitzpatrick,2000 A series about the most sophisticated and up-to-date military weaponry explained in vivid detail. Highlighting the profiles and uses of these weapons, reluctant teen readers will learn much about military technology.

<u>Flight Line</u> Thomas R Combs,2018-04 The year is 1969. Neil Armstrong walks on the moon. Upstate New York hosts an outdoor concert called Woodstock. The Vietnam war rages on. Tom Combs, a young man from Seattle, faces certain draft induction. He decides upon the United States Air Force as the best choice of service. Then it's

Basic Training, technical school for jet mechanics, assistant crew chief on a C-130 at Dyess AFB, Texas, a stint in the Middle East and eventually, he's assigned to the most prestigious squadron of aircraft in S.E. Asia: The 16th Special Operations Squadron of AC-130s. Call sign: spectre. FLIGHT LINE offers a unique behind-the-scenes look at how maintenance crews keep their airplanes flying-and fighting-all from the point of view of a seasoned Air Force Crew Chief.

Flight Line: The Adventures of a Vietnam-Era Ac-130 Crew Chief Thomas R. Combs,2018-04-03 The year is 1969. Neil Armstrong walks on the moon. Upstate New York hosts an outdoor concert called Woodstock. The Vietnam war rages on. Tom Combs, a young man from Seattle, faces certain draft induction. He decides upon the United States Air Force as the best choice of service. Then it's Basic Training, technical school for jet mechanics, assistant crew chief on a C-130 at Dyess AFB, Texas, a stint in the Middle East and eventually, he's assigned to the most prestigious squadron of aircraft in S.E. Asia: The 16th Special Operations Squadron of AC-130s. Call sign: SPECTRE. FLIGHTLINE offers a unique behind-the-scenes look at how maintenance crews keep their airplanes flying-and fighting-all from the point of view of a seasoned Air Force Crew Chief.

AC-130H/U Gunships Carlos Alvarez,2010-08-01 Get close to the battlefield in one of the most heavily armed gunships in the world. The AC-130 has enough firepower to take out enemy tanks and other armored vehicles. Learn about the history of the AC-130, its weapons and features, and how it supports ground troops in their missions.

Non-Lethal Weaponry: Applications to AC-130 Gunships ,2002 The theory and application of non-lethal weapons is not new and has been in use by ground combat troops and civil authorities for some time, in situations requiring the application of less than lethal force, With the increasing involvement of US military in operations other than war, the AC-130 Gunship has been the weapon of choice to provide air support This paper analyzes the viability of integrating existing non-lethal technologies with current AC-130 Gunships' weapons and equipment for use in supporting combat operations or Military Operations Other Than War, The research begins with an overview of the gunship's current capabilities, roles and missions followed by a summarization of current and future non-lethal weapons, There appears to be current and emerging weapons technology which shows great potential in fulfilling the non-lethal requirement for Air Force Special Operations Command's AC-130 Gunships, Many issues, however, must be addressed before these weapons are fully integrated into the AC-130's arsenal, Technical and engineering evaluation, funding, training, doctrine reviews, safety, and legal concerns are some issues requiring further assessment Given the capabilities and flexibility of the gunship and mission suitability, non-lethal weapons integration will enhance US military mission accomplishment by providing commanders a full range of weaponry from an airborne platform which was not previously available to them.

Ghostriders 1976-1995 William Walter,2022-02-22 Resistance is futile. You can run, but you'll only die tired. The AC-130 Gunship was quickly developed in 1968 to provide fire support for ground forces in Vietnam. Twenty-eight C-130 cargo aircraft were converted into AC-130s for night attack operations. The AC-130 was crude, ugly, ad hoc, and detested by many within the USAF...but it worked, and it worked well. Likewise, AC-130 crews were deemed unruly "biker gangs," but performed magnificently in every major US military operation from 1976 to 1995. Most of these combat operations were

cloaked in secrecy, but records once classified for up to twenty years have now been opened. Based on this newly declassified information and hundreds of interviews with SOF veterans, Ghostriders 1976-1995 is the first authoritative historical account of the AC-130 operations, written by an AC-130 Aerial Gunner who participated in every AC-130 combat operation from 1980 through 1994.

Night Attack Gunships Michael Green, Gladys Green, 2008 Introduces the AC-130H gunships, their specifications, weapons, missions, and future in the Air Force.

Iraq and the AC-130 Gunships Unleashed ,2007 The purpose of this paper is to save American lives and improve the chances of a successful outcome in Iraq. Costly and demoralizing attacks continue unabated against coalition and Iraqi ground forces. Working hard to support these forces are AC-130 gunships and crews. They fly every night in Iraq but rarely identify a single insurgent due to the inefficient manner in which they are requested by the Army and employed by the Air Force. This article shows how a simple yet fundamental change in AC 130 employment can kill or capture more insurgents, save friendly lives, and improve prospects for coalition success. The author argues that instead of patrolling assigned cover for specific ground forces, the AC-130 crews should be allowed to actively search for insurgent activity and respond accordingly.

Ghostriders 1976-1995 William Walter,2022-05-31 Resistance is futile. You can run, but you'll only die tired. The AC-130 Gunship was quickly developed in 1968 to provide fire support for ground forces in Vietnam. Twenty-eight C-130 cargo aircraft were converted into AC-130s for night attack operations. The AC-130 was crude, ugly, ad hoc, and detested by many within the USAF...but it worked, and it worked well. Likewise, AC-130 crews were deemed unruly "biker

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Ac-130 Takeoff Journals,2019-11-19 This 6 x 9 lined notebook features AC-130 Gunship illustrations on the cover. It's perfect for keeping track of flight hours, taking notes, writing down to-do lists, sketching, or using it as a travel journal and logbook. It makes a great gift for someone who loves to fly, military aviators, aviation enthusiasts, and veterans.

Spectre 07 Robert Reneau,2019-01-28 This book is a memoir of a pilot of the first AC-130 gunship in Laos and Vietnam 1968-1969. Air Force Lt. Col. (Ret) Bob Reneau began writing this story as his autobiography for his children, grandchildren, great-grandchildren and succeeding generations. However, he was convinced by many friends to turn it into book form for anyone. Bob has spent twenty-five years as an Air Force pilot. He was an original AC-130 pilot in Laos and Vietnam in 1968 and 1969. As an Airlifter flying the C-130, Bob was stationed and flew out of Sewart AFB, Tennessee, Evreux AB in France, Naha AB; Okinawa (now Japan), and Patrick AFB, Florida, where he flew Gemini Space Mission support. He was on top of all but one splashdown as telemetry and voice relay. Bob was also stationed at Ubon AB, Thailand, Rhein-Main, Germany, and Pope AFB, North Carolina. He flew all over Europe, Southeast Asia, North Africa, South Africa, Australia, and the United States. He has flown

operations pilot, logging over 8000 flying hours. He has served in most of the major air commands. His medals include the Silver Star, Distinguished Flying Cross, twelve Air Medals, the Vietnamese Cross of Gallantry (individual award), and many other awards and decorations. Bob hopes to leave more information for his progeny than his father did. Although he talked freely to his sons about his war experiences, Bob's father neglected to mention them in his limited biography. He served as an unarmed chaplain during WWII. He went ashore onto Omaha Beach during the Normandy invasion where his landing craft was blown out from under him. He made it onto the beach on a floating pontoon and served through many famous battles including the Battle of the Bulge, The Ardennes Forest and others. This is Bob's interesting, funny, poignant, and informative story.

The Implications of Video Datalink on the AC-130, 1998 This study considers the implications of video datalink (VDL) on the AC-130. Gunships use infrared and low-light television sensors, and synthetic aperture radar to search for and to identify target for close air support and interdiction missions. The addition of VDL offers gunship crews the ability to employ real-time information to the cockpit/offboard targeting (RTIC/OT) technology to improve situational awareness, survivability, and operational flexibility. Also, VDL offers the joint force air component commander (JFACC) inflight tasking capability, increased reconnaissance capability, operational flexibility and situation awareness. Ultimately, VDL allows command and control elements to exercise direct control of gunship operations. These capabilities are beneficial when they provide information to the crew or to the JFACC. However, VDL used to provide direct control of gunship operations may violate the Air Force doctrinal tenet of

centralized control and decentralized execution. Lessons learned from recent contingencies, leadership doctrine, academic works on leadership and management theory all suggest that direct control of tactical mission can cause decreased survivability, ineffective span of control, task saturation, tactical inflexibility, mistrust between commanders and subordinates, decreased morale, and subordinates that lack initiative. The study provides recommendations to mitigate potential problems associated with the use of VDL on gunships.

The Implications of Video Datalink on the AC-130 John Hicks, Army command and general staff coll fort leavenworth ks, 1998 This study considers the implications of video datalink (VDL) on the AC-130. Gunships use infrared and low-light television sensors, and synthetic aperture radar to search for and to identify target for close air support and interdiction missions. The addition of VDL offers gunship crews the ability to employ real-time information to the cockpit/offboard targeting (RTIC/OT) technology to improve situational awareness, survivability, and operational flexibility. Also, VDL offers the joint force air component commander (JFACC) inflight tasking capability, increased reconnaissance capability, operational flexibility and situation awareness. Ultimately, VDL allows command and control elements to exercise direct control of gunship operations. These capabilities are beneficial when they provide information to the crew or to the JFACC. However, VDL used to provide direct control of gunship operations may violate the Air Force doctrinal tenet of centralized control and decentralized execution. Lessons learned from recent contingencies, leadership doctrine, academic works on leadership and management theory all suggest that direct control of tactical mission can cause decreased survivability, ineffective span of control, task saturation, tactical inflexibility, mistrust between

commanders and subordinates, decreased morale, and subordinates that lack initiative. The study provides recommendations to mitigate potential problems associated with the use of VDL on gunships.

TEAS, RINT, and AC-130 Gunship Study Thomas Marshall Miller, Georgia Institute of Technology. Engineering Experiment Station. Project no. A-1492,1973

AC-130 Moving Target Indicator Flight Test Support Guy V. Morris, Georgia Tech Research Institute (1984-). Project no. A-8412,1989

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