Phan Rang AB News No. 105

"Stories worth telling"

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FIVE-STAR EDITION

Monday, July 10, 1967

Aussie Unit Boosts Allied Air Might "Squadron No. 2 is No. 1"

(Pacific Stars & Stripes, Monday, July 10, 1967)

By JOE McDANIEL S&S Staff Correspondent

PHAN RANG, Vietnam—"We are real proud of being the only Allied force flying with the Vietnamese and Americans on combat missions in Vietnam," said Squadron Leader John Chesterfield of the Royal Australian Air Force's No. 2 Sq.

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Since their arrival at Phan Rang AB just two months ago, the Australian airmen have taken their place in bringing the war to the Viet Cong.

Flying in support of the Australian Army's Task Force based in Phuoc Tuy Province, the Aussie Canberras have hit over 750 targets during the last two months.

One of the RAAF's most famous squadrons, No. 2, commanded by Wing Cmdr. Rolf Aronsen, has a proud history dating back more than 50 years. It joins No. 35 (Caribou) Sq., and No. 9 (Iroquois) Sq., as the only active duty Australian squadrons in Vietnam.

This is the third time the No. 2 Sq. has seen combat action. It has served in both world wars and now in Vietnam. Its history includes many notable firsts. It was the first Australian squadron to fight in France in World War I, the first to receive a Presidential Unit Citation in World War II and the first to be equipped with jet bombers.

The squadron has also played a major role in peace-keeping in Asia since 1958 and was deployed to Phan Rang AB from Butterworth, Malaysia.



Canberra bomber. Photo courtesy of Bob Howe.

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The air weapon of the squadron is the Canberra bomber. It was first assigned to the RAAF in 1951. In 1053 they received their first Australian-built Canberra. This twin-jet plane carries a crew of two and has a maximum speed of 500 miles per hour.

United States and Vietnamese Air Forces operating against the enemy have already made successful use of their version of the Canberra, the Martin B57.

Though targets are usually the same, operation of the aircraft is different. The Australian Canberra is a medium-level jet bomber and flies straight bomb missions from high altitude.

The Martin B57 is a fighter-bomber aircraft and flies bombing and strafing missions from a low altitude.

The move to Phan Rang has renewed a link between the RAAF and the USAF's 35th Tactical Fighter Wing, parent unit here. Men of the 35th flew with the RAAF from bases in Australia during WW II, helping to halt the Japanese advance to Papua, and also took part in the Allied offensive which recovered the rest of New Guinea.

Today, airmen from the two countries are combining to hit targets over all of South Vietnam.

No. 2 Sq. was presented the "Queens Battle Colors" last year and has twice received the Duke of Gloucester Cup, presented annually to the most efficient flying squadron in the RAAF.

And efficient they are.

They have racked up 322 combat missions since becoming the first Australian aircraft to drop bombs in the Vietnam War. Their initial missions were eight combat strikes in April against Viet Cong supply dumps and base camps.

Pilot of the Canberra making the first strike was Wing Cmdr. Vin Hill of Brisbane, an experienced combat pilot who flew 150 missions in Meteor fighter-bombers with the RAAF's .No. 77 Sq. during the Korean War. The first strike was in the Mekong Delta country, 27 miles west of Can Tho.

The Australian crews fly preplanned night missions using radar bombing tactics and are under the operational control of 7th Air Force and the 35th Tactical Fighter Wing. Under the conditions they fly, it is very difficult to get bomb damage assessment on targets.

Equipped with 500, 750 or 1,000-pound bombs furnished by their own government, the Canberra's average eight missions each night. They can work with forward air controllers (FACs) and are equipped to fly in any type weather.

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The squadron is considered an oversized one because of its unique position on the base. A normal RAAF fighter squadron such as No. 2 would have approximately 100 to 150 personnel assigned. No. 2 currently has about 260 men.

The Australian squadron furnishes almost all its own support, equipment and supplies. The men even dismantled and brought along their own maintenance hanger from Australia.

With three RAAF squadrons in action in Vietnam, the RAAF now has more squadrons and men directly engaged in air operations than at any other time since World War II.

"I thoroughly enjoy talking with the pilots," Phan Rang Chaplain Franklin D. Hartsell converses with F-100 and B-57 pilots before combat missions and find time to seek them out to congratulate them when missions have been completed.

Doctor: I'll Do Anything to Stop VC

(Pacific Stars & Stripes, Wednesday, July 19, 1967)

PHAN RANG, Vietnam (7AF) —The gleaming cleanliness and antiseptic odor typical of hospitals was absent as patient after patient filed past Air Force Doctor (Capt.) Jaroslav (Jerry) K. Richter to present their ailments and receive medical treatment.

Assigned to the 35th Tactical Fighter Wing's hospital, Richter had led a medical Civic Action team to an isolated Vietnamese village half way between Phan Rang and Cam Ranh Bay on the coast of the South China Sea.



Dr. Richter today.

His reason for making the dangerous trip into an area which the Viet Cong control by night was simply stated: "I have a great sympathy for these people."

The 28-year-old doctor who now makes his home in Chicago knows what it is like to live under Communist oppression. He escaped from Czechoslovakia in 1951, eventually immigrating to the United States. "I'll do anything to stop the Viet Cong," he says.

His concern for the Vietnamese prompted him to make his first visit to the village after he was asked by a Navy liaison officer of Phan Rang's Vietnamese Coastal Patrol Station.

"This village is kind of an out of the way place and the people

Phan Rang AB News No. 105 **"Stories worth telling"** can't get to the Phan Rang Province Hospital for medical attention. Since they have quite a few medical problems, we decided to adopt this particular village and give them our medical help," he said.

Transportation almost to the village is provided by a junk manned by personnel of the Vietnamese Coastal Patrol. At the tidal basin near the village, medical personnel and their equipment are transferred to a small fishing boat for another hundred yards.

The last portion of the trip is covered by walking in waist deep water for the remaining hundred yards to the shore.

As they trudge to the small building where they will begin the medical treatment, people pour out of the grass and mud hutches almost as much to look at the taller Air Force men as to seek treatment for their ailments.

Richter is thought to be the first American to enter the village and has made three trips there already.

Lt. (j.g.) David Greenberg of Woonsocket, R.I., a Navy advisor to the Vietnamese Coastal Patrol, says the Viet Cong come into the village regularly at night to propagandize.

These medical teams are the only Americans that the villagers see and the kids swarm all over Richter, according to Greenberg. He said. "They treat him like a Santa Claus in fatigues—but with a medical kit."

As the afternoon passes sweat rolls down the faces of the medical personnel- as they treat case after case—minor and major illnesses, curable and incurable ailments.

The presence of the Viet Cong is known. The point is made by the Vietnamese Popular Forces guards near the medical personnel to insure their safety.

With the medical chores finished, Richter picks up several packages of the candy-like throat lozenges and passes them out as the kids gather around.

Relaxed now, with a smile on his face and a laugh in his voice, he attempts to talk to the children. He gives the impression of a contented man. It was a full day's work for the Air Force doctor—he treated nearly 45 Vietnamese people.

But the day was not quite completed. When he boarded the junk, a small fishing boat pulled alongside. Leaping precariously out from the junk with the boats rolling on the waves, Richter finally saw his last Vietnamese patient of the day.

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"Stories worth telling"

(**Note**: Dr. Richter continued to see many more patients all over the world on a voluntary basis throughout his long career. He's had an amazing career and he indicated that he might attend the Phan Rang AB Reunion in October and tell us all about it. What an honor that would be!)

One, during a mission in an F-100 of the 352nd TFS, the target turned out to be a rice paddy, but "We got a good secondary explosion out of it. SSgt Thomas Kulick

Aussie Flier's Reaction to Pullout Is Mixed

(Pacific Stars & Stripes, Tuesday, April 6, 1971)

By SPEC, 5 STEPHEN KROFT S&S Staff Correspondent

PHAN RANG, Vietnam — "Steady, mate. . . .steady. . ..steady." Flying Officer Keith Ayers, Royal Australian Air Force (RAAF), was flat on his stomach 3,000 feet above the bomb-scarred A Shau Valley, passing on instructions to Fit. Lt. Peter Fairbrother, who was flying their ancient Canberra bomber.

Moments earlier, Ayers, the navigator/bombardier, had armed a 750 lb. bomb and crawled into his glass covey hole at the nose of the aircraft. Now he was peering through his bomb-sights, drawing a bead on a wisp of white smoke curling out of a green gully below.

"Left. . .left. . .left," he said," Steady. . .one away." Five seconds later, the valley floor rocked with the concussion of the exploding bomb as Fairbrother turned the plane around and prepared for another run.

The mist-shrouded landscape below was familiar by now, for the eight Canberras assigned to the RAAF's No. 2 Sq. have flown more than 400 bombing missions over the western highland region of I Military Region since U.S. forces began Operation Dewey Canyon II more than two months ago. According to squadron officials, No. 2 Sq. has flown most of the in-country bombing missions in support of Operation Lam Son 719.

There are good reasons behind the heavy Australian participation in operations near the Laotian border. The Canberra's, designed by the British and first flown 24 years ago, are the only planes in Vietnam doing level bombing. Low cloud cover in the area often grounds faster U.S. dive bombers, while the Canberra's can crawl beneath the thick white cloud banks and bomb from as low as 1,200 feet.

After two more runs over the enemy position, Fairbrother pointed the plane homeward — towards Phan Rang, 350 miles to the south on the sunny coast of south central Vietnam.

Phan Rang AB News No. 105 "Stories worth telling"

"Hell of a long way to go to drop six bloody bombs, isn't it?" Fairbrother asked, unaware that developments thousands of miles away in Australia were bringing his role in the Indochina war to an end.

When they landed in Phan Rang everyone was talking about it., Australian Prime Minister William McMahon had just announced that the No. 2 Sq. would be part of the second Australian troop cutback in Vietnam.

The pilots and crews and their creaky but reliable Canberras would be returning to Australia for the first time in 13 years, bringing to an end a four-year, stay in Vietnam during which they dropped more than 25,000 tons of bombs on the enemy.

No one was really excited. The redeployment, everyone said, had been rumored for a long time. There was no singing, no shouting, no wild celebrations. In fact, many squadron members were openly disappointed.

The following day, after the news had a chance to sink in, a small collection of senior noncommissioned officers were sitting on the picturesque veranda of the sergeant's mess drinking Australian grog and, talking about the withdrawal. All of them wanted to stay.,

The veranda, cloaked in pink oleander and surrounded by Australian gum trees,, overlooked a broad expanse of brown scrub brush framed in the distance by lush green mountains. It could have been southern Queensland, someone said.

There is a tremendous amount of camaraderie here," said Sgt. Terry Paine, an airfield defense guard, "Everyone, works quite well together. This is the only place in the Australian service where you're the only Aussie unit on base. Our morale is very high here."

Sgt. James Walker, another airfield defense guard, agreed. "For a lot of our people, especially the young ones, this is their first overseas assignment and they don't want to go home until they've served their tour."

"A lot of 'boggies' want to go home," another sergeant said. "Boggies," short for "bog rat," is an affectionate nickname for junior officers.

"A lot of them have young wives and girl friends they want to get back to. They don't know what it is to be henpecked yet," he said. "This is a very comfortable place for most of us, lots of good food and good company."

Next door, on the patio of the officer's mess, Flight Lt. Noel Williamson, just back from a mission, peeled an orange and said pilot reaction to the withdrawal was mixed.

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"The ones who have been here six months or so are happy to be going home, but the ones who've just arrived want to stay."

"Aside from the separation, this is not a bad tour," he said, "but there is a lot of the war we never see." The No. 2 Sq., he said, is isolated from the harsher realities of the ground war being fought by Australian "crunchies" and "diggers" in Phuoc Tuy Province.

T here are other advantages," he added. "To get ahead in the RAAF it helps to have a few ribbons on your chest."

Leading Aircraftsman Van Stratton, a native of Victoria who just arrived in Vietnam, was disappointed about the withdrawal announcement and hopes to be reassigned to another Australian unit in Vietnam. "They say the longer you've been here, the better you feel about going home," he said. "Right now I like the extra money, and besides, I'd like to have a look around this place."

We continued our trip back to Phan Rang and when we were about ten minutes away I called Happy Valley ALCE. They asked how much load we could carry for the next sortie. I replied, "Negative load, this is mission termination." ...Robert Chapelear

Seabee's 2nd 'Wife' One Too Many

(Pacific Stars & Stripes, Monday, July 10, 1967)

Note: This story doesn't have anything to do with Phan Rang, but it is just a humorous story that I thought you might enjoy. ds

DA NANG, Vietnam (PIO) —

One wife is fine, but two wives can get you into a lot of trouble, and one Seabee, who is presently serving with Naval Mobile Construction Bn. 74 in Vietnam, recently found himself in that position.

The Seabee, who acts as a security guard on the main gate of the Seabee base at Camp Haskins, Da Nang, was at his post when a Vietnamese girl and a group of children approached him and started a conversation. After talking for a little while they left, but they returned the following day.

This time they were joined by an old Vietnamese man. After listening to the conversation for a little while, the old man had the Seabee and the girl join hands. The man mumbled a few phrases and then informed the Seabee that he was now married to the girl.

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"Stories worth telling"

The Seabee was flabbergasted. He explained that he already had a wife, but the old man kept insisting that he was married to the girl.

Confused and upset, the Seabee took his problem to Mobile Construction Bn. 74's chaplain, Lt. Herbert L. Bergsma. After listening to the story, Chaplain Bergsma saw the humor of the situation.

He explained that the old man and the girl had realized that the gate guard was new to the country and had no knowledge of the customs. They saw their opportunity to play a practical joke, and played it for all it was worth.

It was a greatly relieved Seabee that left the chaplain's office that day—relieved that he didn't have to explain to his wife that she wasn't the only wife in his life.

"That's one of the great rewards of the business, "added the whirlybird pilot, "when you can return a downed man in good shape." ... 1st Lt.

Wendell L. Cook

'Dollars for Scholars' Students Tour Air Base (Pacific Stars & Stripes, Saturday 26, 1971)

PHAN RANG AB, Vietnam (Special) — Procedures for receiving educational assistance through the Phan Rang AB "Dollars for Scholars Program" were switched recently when some 110 Vietnamese students from Duy Tan High School in nearby Phan Rang City were invited to the base to spend a day as guests of airmen of the 315th Tactical Airlift Wing (TAW).

The day's visit and bass tour was arranged by Maj. William S. Pantle, 315th community relations officer. During the tour, they saw a U.S. Air Force C123 Provider, inside and out, and were told of its role as a cargo and troop airlifter in the Republic of Vietnam. Capt. Nguyen Qui Chan, a Republic of Vietnam Air Force (VNAF) pilot undergoing training here under the VNAF Improvement and Modernization Program, acted as interpreter for the day.

Another stop on their tour was a visit to the reciprocating engine shop of the 315th Consolidated Aircraft Maintenance Sq., where the students saw the various stages of engine build-up prior to being installed on the jet-assisted "Providers." While there, each student was presented a monthly "Dollars for Scholars" scholarship of 750 piasters from airmen of the wing.

Next on the agenda was the dining hall where many of the students had their first sampling of American food — hamburgers, hot dogs, baked beans, French fries, salad and dessert. The final stop of the day before they returned to school was the 35th Security Police Squadron's Canine Section, where they watched three teams of sentry dogs and handlers go through their paces of simulated attack, search and guard procedures.

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The "Dollars for Scholars" funds donated to the students marked the final financial assistance for this school year for the 315th TAW. However, members of the Phan Rang AB Community Relations Fund Council, primary organization on base for coordinating the program, hope to extend the program to the next school year.

During the last school year, students of the nine high schools in Ninh Thuan Province were supported with tuition assistance through "Dollars for Scholars." Some 477 youngsters received approximately 3,580,000 piasters (\$12,645). The scholarships provided students with enough money for their tuition fee, as well as a book and clothing allowance.

Maj. Russell A. Young, 35th Avionics Maintenance Squadron commander and chairman of the fund council, describes the program as a worthy cause. "Students are selected on the basis of need and attainment of satisfactory grades to receive aid. In many cases they would not have

been able to remain in school for the entire year without our help," he said.

What Happened on the Night of March 18, 1969?



Jack Anderson wrote on Facebook: There have been posts and comments about the night three fuel trucks and two C-123's were hit. That happened on March 18th 1969. Two of the fuel trucks were on the B-57, F-100 side and one was parked near the C-123's which were hit on the other side of the runway. My diary says that there was a liberal sprinkling of both mortars and rockets this night. It also says there had been so many attacks recently that I grabbed my flack vest and helmet and made it to the AR Bunker (does anyone know what this is?) with "seasoned aplomb!" I have no pictures of either these events although I've seen them here. This was also the middle of a two week period in which Happy Valley was hit several times.

C Dan Brownell: Yes, March 1969 --we got hit several times. I was a little nervous as I was coming back home in early April. But hey--I'm still here. lol

John Juan: I think i was on augmantee, one night I recall I was at main gate under the tower and we got near hits and shrapnel all around. Frisking the locals coming on base in the mornings wasn't pleasant. Perimeter duty was ok though. This period of augmantee duty was several days or couple weeks.

Ken Levy: Bill Utterback, who worked in the

Frederick J Ciesla: One C-123 that was hit

Phan Rang AB News No. 105 "Stories worth t	elling"
ALCE (Air Lift Control Element) office upstairs	and the perimeter was compromised when
from Load Planning was on duty that night.	two sappers ran through the revetments.
	One bomb bag was through at a parked C-
	123 in its revetment.

Ken Levy: This is what Bill wrote in his email to me with the photos: [QUOTE]

On the night of the fuel truck attack, I remember that I ran down the exterior stairs from the ALCE. When I got to the bottom I just flattened on the ramp by the front left corner of the building (directions given as looking at runway). I would have had to run across the front face of the building to get to the bunker on the right side. Rockets were exploding in the area so I just got very flat not far from the bottom of the stairs, not really wanting to spend that much time in an erect position in order to reach the bunker. Considering where the impact point was on the ramp where the guys are standing in the photo, that turned out to be a good plan. While there, having nothing better to do, I took photos. [END QUOTE]

Ken Levy: I was working in the load planning office of the air freight terminal when the siren went off. Minutes later a mortar struck in between the two fuel trucks parked not more than thirty feet away from the front of my building. Fragments pierced the side of one of the trucks and flaming JP4 was pouring out of the side of the truck. The truck that hadn't been hit drove off. The column of flames from the burning fuel rose forty or fifty feet into the night sky like a cinematic special effect. It was honestly mesmerizing. Unfortunately, a short time later we were evacuated from the flight line. The next day I arrived back at work as the melted truck was being hauled away.



107mm rocket attack on fuel tankers on ramp in front of Air Freight and ALCE office.

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"Stories worth telling"



The aftermath of a 107mm rocket slamming into these JP4 trucks on the ramp in front of the Air Freight Terminal and the 834th Air Divisions Airlift Clearance Element (ALCE) office.



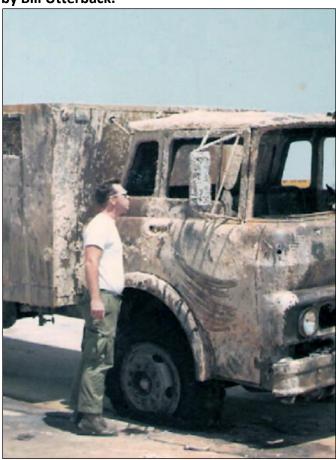
Bill Utterback from ALCE wrote: "The aftermath, close up. I talked to the fuel truck driver, he told me he was asleep in the seat when the rockets started coming in and ran to a sandbag bunker about 25 yards away."

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"Stories worth telling"



The view of the aircraft parking ramp from the upstairs office of the Airlift Control Element (ALCE) office. Bill Utterback assigned to the ALCE wrote: "The group of men seen in the center window pain are standing around the impact area and the fuel trucks are in the distance." All Photos by Bill Utterback.



Sgt Kenneth Rousey, Det. 8 14th Aerial Port Sq. gets a close-up look at the burned out JP4 fuel tanker after being hit by a 107mm rocket. Photo by Doug Severt

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"Stories worth telling"

"Pahl delivered devastation with unerring accuracy against the hostile forces. He destroyed their effectiveness, directly enabling the allies to regroup and prepare for an offensive thrust...Bob Pahl, Super Sabre pilot

Base's Kangaroo, Horse Pull Together (Pacific Stars & Stripes, Wednesday, July 12, 1967)

S&S Vietnam Bureau

PHAN RANG, V i e t n a m — Tradition has it that whenever an Australian unit moves into a new area the commander calls his men in and hands them a bucket of red paint, a paint brush and a stencil of the famous Australian kangaroo.



Not a word is said and the men take the material and leave. Later the red kangaroo begins to appear on buildings, vehicles, airplanes and almost anything else. If the men return with paint in their buckets they are considered slackers.

The Australians' recent move to Phan Rang AB two months ago brought about no change in this tradition. The little red kangaroo began to appear everywhere.

Then suddenly they had competition. Mysteriously, a little red horse began showing up on jeeps and then on equipment of the Australians. While the men from "down under" were building their living and working quarters they shared the work with the local 554th Civil Engineering Sq. (Red Horse). That's where the friendly sign competition began.

First a kangaroo would appear on a jeep. Within the next few days a red horse would show up beside it. Now the kangaroo and the horse—like the two allies—are side-by-side in Phan Rang.

(Note: I remember the kangaroo stenciled on everything, but I don't remember the red horse, so I don't show any graphics for it because the 554th had several shapes for the horse. ds)

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"Stories worth telling"



Aldrich Heads ATC Recruiting

Col. **John P. Aldrich** has been named to assume duties as director of recruiting operations for the deputy chief of staff, recruiting service, headquarters, Air Training Command. A veteran of 19 years in the Air Force Col. Aldrich arrived in San Antonio from an assignment as a student at the Industrial College of the Armed Forces Fort McNair, D.C. He is graduate of the school sponsored by the Joint Chiefs of Staff. He has been a squadron commander at Laredo AFB and an aircraft commander aboard AC-47 gunships in Vietnam, during his career. (San Antonio Express/News, Sunday, September 24, 1972.)

WITH U.S. COMBAT AIR FORCES, Vietnam (Special) - Major **Calie G. Crowder**, whose mother is Mrs. Charles R. Pipkins of Rt. 1, Pioneer, recently took part in a successful close air support mission over Vietnam. Major Crowder, an AC-47 Dragonship pilot, and fellow crewmembers were diverted from their Pleiku night cover mission to provide illumination for troops in contact at An Khe. They then continued to Dak To to support a friendly unit which had come under mortar attack. (Monroe News-Star, Thursday, February 1, 1968)

Major **John W. Devine** of Hurlburt's 4412th Combat Crew Training Squadron, located at England AFB, received the DFC for his role as pilot of a Douglas AC—47 Dragonship in Vietnam in January, 1966. While on a night airborne alert, Major Devine and his crew were diverted to assist a friendly naval force which was in pursuit of enemy junks infiltrating arms into the Republic of Vietnam.

For more than five hours, the crew placed effective fire on the unfriendly forces in spit of low fuel and deteriorating weather conditions which forced the aircraft to descent to 1,200 feet. During the entire period, the aircraft received intense anti aircraft fire; nevertheless, one junk was beached, the other sunk and 188 automatic weapons and vast quantities of ammunition

Phan Rang AB News No. 105 "Stories worth telling" were recovered by friendly forces. (*Playground Daily News, Fl. Walton Beach, Fla., Thursday, March 30, 1967.*)



Sergeant James A. Greenleaf (pictured left), 21 of Monson, checks the output power and antenna system of the UHF radio on an F-100 supersabre jet fighter. He is assigned as a radio repairman with the 35th Avionics Maintenance Squadron, Phan Rang Air Force Base, Vietnam, since last March. In July he will be reassigned to Offutt Air Force Base in Nebraska.

DD-214s are NOW Online

It's official; DD-214s are NOW Online. The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214s online: http://vetrecs.archives.gov/ or try

http://www.archives.gov/veterans/military-service-records/

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files.

Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site.

Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records centers mailroom and processing time.

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"Stories worth telling"

2016 Phan Rang AB Reunion T-Shirt Design (Back)

PHAN RANG AB, REPUBLIC OF VIETNAM

American Forces **USAF**

554 Civil Engineering Sq. 6258 Combat Support Grp.

6258 Food Service Sq. 6258 USAF Dispensary

30 Weather Squadron, Det. 22 1964 Communications Grp. 1882 Communications Sq.

9 Air Postal Squadron, Det. 23 38 Aerospace Rescue & Recvry Sq.,

Det. 1

1005 Special Investigations Grp. Det. 5007

> 14 Aerial Port Sq., Det. 8 600 Photo Sq., Det. 5 366 Combat Support Grp.

352 Tactical Fighter Sq. 366 Armament and Electronics Sq. 366 Field Maintenance Sq. 366 Organizational Maintenance Sq.

366 Munitions Maintenance Sq. 366 Supply Sq. 366 USAF Dispensary

366 Combat Support Grp.

389 Tactical Fighter Sq. 612 Tactical Fighter Sq., Det. 1 615 Tactical Fighter Sq. 366 Air Police Sq. 366 Civil Engineering Sq.

366 Services Sq. 366 Transportation Sq. 405 Fighter Wing, Det. 2

821 Combat Security Police Sq. 1041 USAF Security Police Sq. 4470 Combat Security Police Sq. 315 Special Operations Wing 504 Tactical Air Support Group, Det.1 14 Special Operations Wing 821 Combat Security Police Sq.

4 Special Operations Sq.

14 Field Maintenance Sq.

4 Special Operations Sq.

17 Special Operations Sq.

18 Special Operations Sq.

71 Special Operations Sq.

A.F. Advisory Team, Det. 2



35 Tactical Fighter Wing

8 Tactical Bombardment Sq. 13 Tactical Bombardment Sq. 35 Armament and Electronics Sq. 35 Field Maintenance Sq. 35 Supply Sq.

35 Tactical Dispensary

35 Combat Support Grp.

35 Air Police Sq./35 SPS 35 Civil Engineering Sq. 35 Services Sa.

35 Transportation Sq. 120 Tactical Fighter Sq.

352 Tactical Fighter Sq.

435 Munitions Maintenance Sq. 614 Tactical Fighter Sq.

615 Tactical Fighter Sq.

315 Air Commando Wing/315 SOW/315 TAW

PHAN RANG 'HAPPY VALLEY' 309 Air Commando Sq./300 SOW/310

TAS

311 Air Commando Sq./311 SOS/311 TAS

315 Consolidated Acft. Maint. Sq.

315 Special Operations Wing

309 Special Operations Sq.

310 Special Operations Sq.

311 Special Operations Sq.

315 Consolidated Acft. Maint. Sq.

315 Tactical Airlift Wing

315 Avionics Maint. Sq. 315 Supply Sq.

315 USAF Dispensary 315 Combat Support Grp.

315 Civil Engineering Sq.

315 Security Police Sq. 315 Service Sq.

315 Transportatijon Sq.,

504 Tactical Air Support Grp. 505 Tactical Control Maint. Sq.

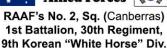
19 Tactical Air Support Sq.

21 Tactical Air Support Sq.

A.F. Office of Special Investigations, Det. 5007



Allied Forces



American Forces **US ARMY**



101 Airborne Div., 1 Brigade US Army 1 Log. Command 39 Transportation Battalion 518 Signal Company 48 Aviation Co. 62 Army Engineering Bat. 192nd Assault Helicopter Co. 247 Medical Det. (Dust Off) 5 Battalion, 27 Field Artillery

Phan Rang AB News No. 105

"Stories worth telling"

Phan Rang AB Reunion



Oklahoma City, OK

Graphics of the front of the t-shirt.

My goal was to list every organization that was at Phan Rang AB during its existence. If there are organizations that you know of that are not listed or mistakes such as duplications please let me know as soon as possible because I've modified this so many times I can't see straight anymore. Thanks to Kirk Minert for helping with the organizations and Steve Russ with the design. Thank you.

Phan Rang AB Staff Members

PHAN RANG STAFF MEMBERS

Joseph Burkhart: Master of Ceremonies **Robert Kellington**: Tour Coordinator

Jack Anderson: Treasurer

Lou Ruggerio: Site coordinator/Contract negotiator

Douglas Severt: Reunion Coordinator

Ed Downey/Barbara Brandt: Ceremonies

Christopher Balas: Photographer

Christopher Boles: Photographer Kirk Minert: Aircraft Historian

Bob Tucker: Keeper of the Rolls & Badge Board

Mike Maleski: Chaplain

Jim Erixson: Associate Chaplain

Bob Howe: Australian Ambassador

FACEBOOK GROUP ADMINISTRATORS

Douglas Severt, Joseph Burkhart, David McGaughey, Vincent Joseph Miller (Susan Anderson-Miller) and Kirk Minert

Phan Rang AB News No. 105

"Stories worth telling"



If for some reason life prevents you from attending the reunion, you can always cancel the reservation without any penalty.

Here's some basic information about our reunion for those that haven't had the pleasure of attending one before: The dates for the 2016 reunion are **6 through 9 October**. Most people arrive on Thursday afternoon 6 Oct. Over the years we've seen more and more people arriving earlier and we usually have get-togethers with each other and I know that many are already planning on an early arrival. On Friday, 7 Oct. we traditionally have group tours. On Saturday, 8 Oct. is usually a free day but this time we are planning on having something special for those that have a special interest and for those that don't want to partake you can explore the local area. Saturday is our gala banquet held at the Sheraton Hotel. The hospitality suite is open all of the time, except during the tour and banquet. Most people check out Sunday morning, 9 October.

Click here to make your hotel reservation.

Please make your hotel reservations now!



Phan Rang AB Challenge Coins

Order your challenge coin now. Price includes postage.

MAIL ORDER		Total
PRICE* LIST		Amount
Each	Price	to remit

Phan Rang AB News No. 105

"Stories worth telling"

Stories Worth teining		
1	\$6.56	\$6.56
2	\$7.00	\$14.00
3	\$7.22	\$21.66
4	\$7.44	\$29.76
5	\$7.66	\$38.30
6	\$7.88	\$47.28
7 or more call for cost.		

Send Check or money order for the exact amount to **Jack Anderson**, **826 72**nd **St. SE**, **Auburn**, **WA 98092.** Please make check payable to **Happy Valley Reunion**. Because of the high cost of manufacturing these coins we are going to need your money up front and will have to amass sufficient funds to have coins made. Your understanding is appreciated and we will do everything to insure prompt delivery. I've been told by the manufacture that they will be

available on 11 April and they will be in the mail to you right after that.

Buy 10 or more coins for only \$4.44 Ea.

Coins must be paid for now with pickup at the Phan Rang AB Reunion in Oklahoma City in October.

I hope that you enjoyed this issue of the Phan Rang Newsletter. All previous issues of the newsletter are available here. This newsletter was compiled and published by Douglas Severt.

^{*} Price includes a \$.50 profit for the Phan Rang AB Reunion fund.