

**"Happy Valley" Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

"Stories worth telling"

In this issue:

ANZAC Day at Phan Rang - 25 April 1970

Transport Wing Selects Top Airman for Month

Many, Many Long Nights

Brigade Shifted in Half a Day

Flying PX Lifts GIs' Morale

Gift of Rice Helps To Start a New Life

The Very Best of Larry Theurer: P-U

Serving Our Country

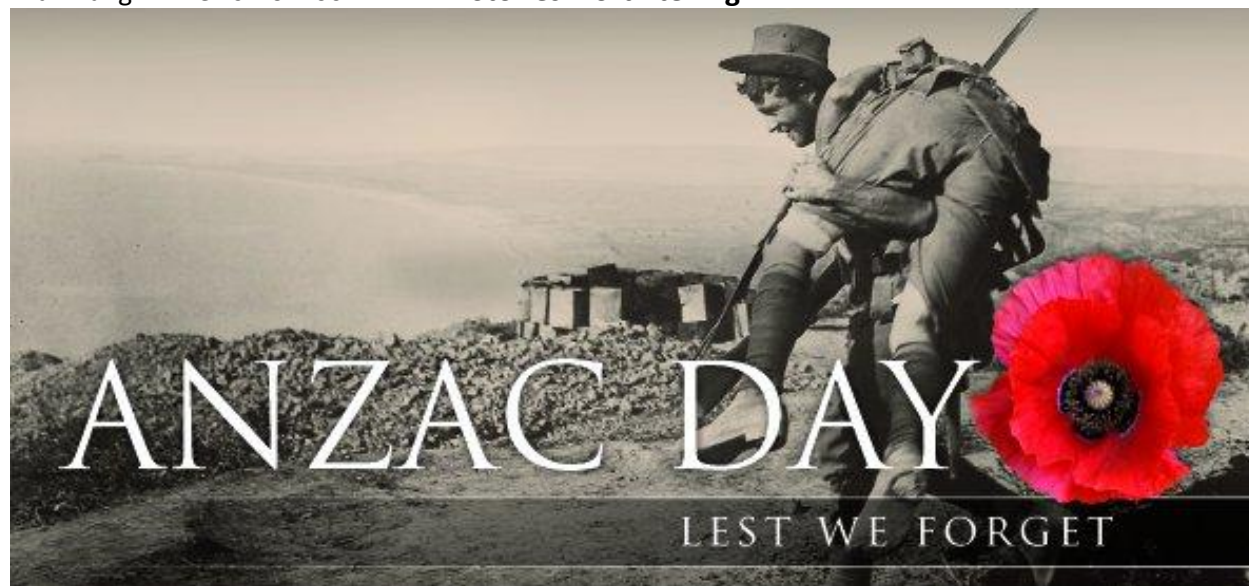
2016 Reunion

Phan Rang Challenge Coin Sale

“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive

Phan Rang AB News No. 106

“Stories worth telling”



The ANZAC Day Tradition: Anzac Day, 25 April, is one of Australia’s most important national occasions. It marks the anniversary of the first major military action fought by Australian and New Zealand forces during the First World War. ANZAC stands for Australian and New Zealand Army Corps. The soldiers in those forces quickly became known as Anzacs, and the pride they took in that name endures to this day.

When war broke out in 1914 Australia had been a federated nation for only 13 years, and its government was eager to establish a reputation among the nations of the world. When Britain declared war in August 1914 Australia was automatically placed on the side of the Commonwealth. In 1915 Australian and New Zealand soldiers formed part of the expedition that set out to capture the Gallipoli peninsula in order to open the Dardanelles to the allied navies. The ultimate objective was to capture Constantinople (now Istanbul), the capital of the Ottoman Empire, an ally of Germany.

The Australian and New Zealand forces landed on Gallipoli on 25 April, meeting fierce resistance from the Ottoman Turkish defenders. What had been planned as a bold stroke to knock Turkey out of the war quickly became a stalemate, and the campaign dragged on for eight months. At the end of 1915 the allied forces were evacuated from the peninsula, with both sides having suffered heavy casualties and endured great hardships. More than 8,000 Australian soldiers had died in the campaign. Gallipoli had a profound impact on Australians at home, and 25 April soon became the day on which Australians remembered the sacrifice of those who died in the war.

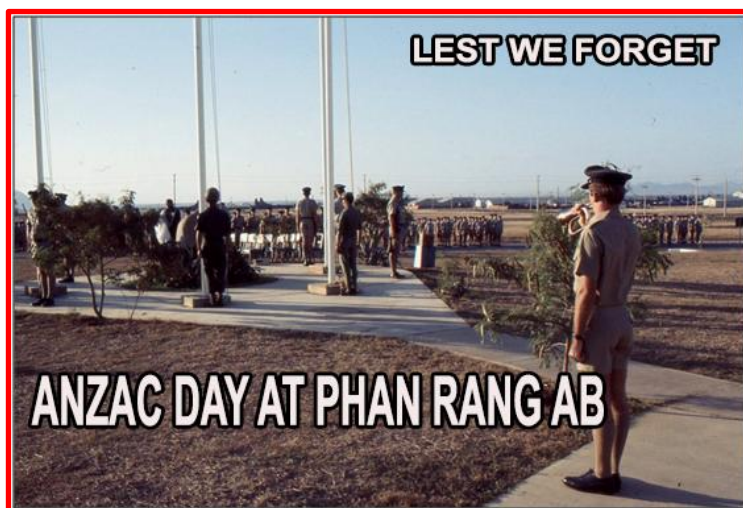
Although the Gallipoli campaign failed in its military objectives, the actions of Australian and New Zealand forces during the campaign left a powerful legacy. What became known as the

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

“Stories worth telling”

“Anzac legend” became an important part of the identity of both nations, shaping the ways in which they viewed both their past and their future.



ANZAC DAY AT PHAN RANG – 25 APRIL 1970

As the photos show, the Aussies serving with No. 2 Squadron Royal Australian Air Force conducted a solemn ANZAC Day ceremony on 25 April 1970 at Phan Rang Air Base.



Dawn on ANZAC Day, Phan Rang Air Base, 25 April 1970

“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive

Phan Rang AB News No. 106

“Stories worth telling”

ANZAC stands for Australia and New Zealand Army Corps and ANZAC Day is an annual public holiday held in both countries every 25 April, marking the anniversary of the first military action for both relatively young nations, the Battle for Gallipoli.

ANZAC Day honors the tradition of mateship that developed on the beaches of Gallipoli in Turkey in World War I when troops of the British Commonwealth, including Australia and New Zealand, waded ashore against fierce Turkish opposition on 25 April 1915. The campaign run by British generals was a disaster, resulting in a (fortunately successful) mass troop evacuation in December 1915, with Australia having lost 6,000 soldiers. A total of 60,000 Australians gave their lives on World War I battlefields far from home, which for a nation of less than 5 million people, was a huge loss. The ANZAC legend became an important part of the identity of both Australia and New Zealand.

ANZAC Day is similar to Memorial Day in the United States and veterans from all wars and services gather together in every city and country town to remember those who fought and never came back from war service.

Australia’s willingness to join with its major ally, the United States of America, is no better illustrated by its history of having fought side-by-side with American brothers-in-arms in the Second World War, Korea, Vietnam, Iraq and Afghanistan. In 2016, No.2 Squadron RAAF, 100 years after it was formed, is still serving beside the USAF in fighting ISIS in Syria and Iraq, as its highly professional Boeing E-7A Wedgetail airborne early warning and control (AEW&C) crews direct fighters to their assigned targets.

ANZAC Day ceremonies begin with a solemn dawn service and in mid-morning a ceremonial march of the veterans takes place, joined by serving military personnel as well. Assembling then with family and friends, as well as the general public, they join in singing hymns, saying prayers and laying wreaths.

**"Happy Valley" Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

"Stories worth telling"



Wreath laying, ANZAC Day, Phan Rang, 25 April 1970

The ode is then read -

***"They shall grow not old, as we that are left grow old.
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning,
We will remember them".***

The Last Post is then played and a minute's silence is observed.

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

“Stories worth telling”



Playing the Last Post, Anzac Day 1970, Phan Rang AB

Once the official ceremonies are over, vets gather in their clubs and pubs (bars) to share memories over many beers with their mates (buddies). Some even play a traditional Aussie game of “two up” where two pennies (heads or tails on either side) are tossed high in the air from a small hand-held spinning platform and bets are placed on the result.

Interestingly , as the number of World War I and II survivors has grown less and less over the years, the crowds of relatives, friends and the general public gathering to watch these Anzac Day marches and proudly acknowledge the service that vets have given to their country and the free world has not diminished.

Determined to maintain the tradition, on 25 April 1970, No. 2 Squadron personnel gathered together with 35th Tactical Fighter Wing personnel to honor ANZAC Day, with a special dawn commemoration service at the Wing Headquarters parade ground. The service was led by RAAF Padre David Pritchard and all available No.2 Squadron personnel marched to and from the parade.

The rest of No.2 Squadron RAAF continued to fly and support normal daily Canberra bombing missions across South Vietnam on that day. 7th Air Force Tactical Coordination Center (TACC) even managed to frag several missions by No.2 Squadron in support of the Aussie Army’s 1st Australian Task Force (ATF), which then held responsibility for securing Phuoc Thuy Province not far

“Happy Valley” Phan Rang AB, Vietnam ...keeping the memories alive

Phan Rang AB News No. 106

“Stories worth telling”

from Saigon, and who were attacking enemy troops well hidden in bunkers and caves in the Long Hai mountain outcrops.

Two American passengers on these Anzac Day bombing missions were Brigadier General Wallace A. Clement, US Army, Director, Military Assistance Command Vietnam Training Directorate (known as MACT) and his U.S. Army staff officer, Major Robert C. G. (Bob) Disney, who was on his third tour of Vietnam, having served previously as a paratrooper with the 82nd and 101st Airborne Divisions, as well as a Ranger with the Green Berets.

A photo from the Australian War Memorial, Canberra, shows General Clement sharing a glass of champagne with a RAAF Canberra crew, who flew their last mission on Anzac Day – thus the hose down and champagne bottle.



(Caption to this photo reads –

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

**“Stories worth telling”
ANZAC DAY 1970 Farewell Hose Down**

Phan Rang, Ninh Thuan province, Vietnam, 1970. Informal outdoors group portrait of officers of No. 2 Squadron RAAF gathered on the tarmac at Phan Rang Air Base for a 'hose-down' celebration for the crew of one of the squadron's Canberra B-20 light bombers who have just completed their last bombing mission in Vietnam. In the celebration, which became something of a tradition with No. 2 Squadron at Phan Rang, a fire tender met the crew on their arrival back at base after completing their final mission and hosed their aircraft down. The men are (left to right): Flying Officer (FO) Allan Clancy, pilot and Squadron Operations Officer, who is wearing the standard form of undress for a rest day of casual shirt, shorts and long socks; Pilot Officer (PO) Desmond Hyde, navigator; PO John Bennett, navigator; PO Ross Hardcastle, navigator; PO Robert Cuttriss, navigator; PO Allan Curr, navigator; Flight Lieutenant (FL) Brian Hammond, pilot; PO Richard O'Ferrell, pilot; FO Robert Moloney, navigator; Flight Lieutenant Anthony Taylor, navigator and Squadron Bombing Leader; Brigadier General Wallace L Clement, of the United States Military Assistance Command Training Directorate; Squadron Leader (Sqn Ldr) Brian Sweeney, pilot and Flight Commander, No. 2 Squadron; PO John Kennedy, pilot, who is one of the two crewmen who are receiving the 'hose-down'; Wing Commander Jack Boast, CO of No. 2 Squadron, who is wearing the traditional 'non-flying' uniform of short-sleeved shirt, shorts and long socks; FL Robert Howe, navigator; FO David Palmer, navigator and the other recipient of the 'hose-down', who is holding a bottle of champagne; Sqn Ldr Frank Lonie, navigator and Navigation and Bombing Officer, No. 2 Squadron; FO Michael Herbert, pilot, who was soon to be posted as missing, presumed killed in action (KIA); Sqn Ldr Arthur Barnes, DFC, AFC, pilot and Flight Commander, No. 2 Squadron, who is wearing a flying scarf; PO Harold Bradford, pilot; PO Barry Carpenter, pilot. Most of the officers are wearing flying suits, mainly of the older cotton variety, and are not drinking as they expect that they will soon leave on a flying mission. FO Palmer is wearing one of the newer fire-resistant Nomex flying suits. FO Hammond and PO Kennedy are wearing so-called 'bowyangs' around their legs, items of equipment that attached their legs to the ejection seats of their aircraft, such that their legs would not be severed by the aircraft's instrument panel in the event of an ejection. The Canberra B-20 light bomber flown by Kennedy and Palmer stands at the rear of the group.

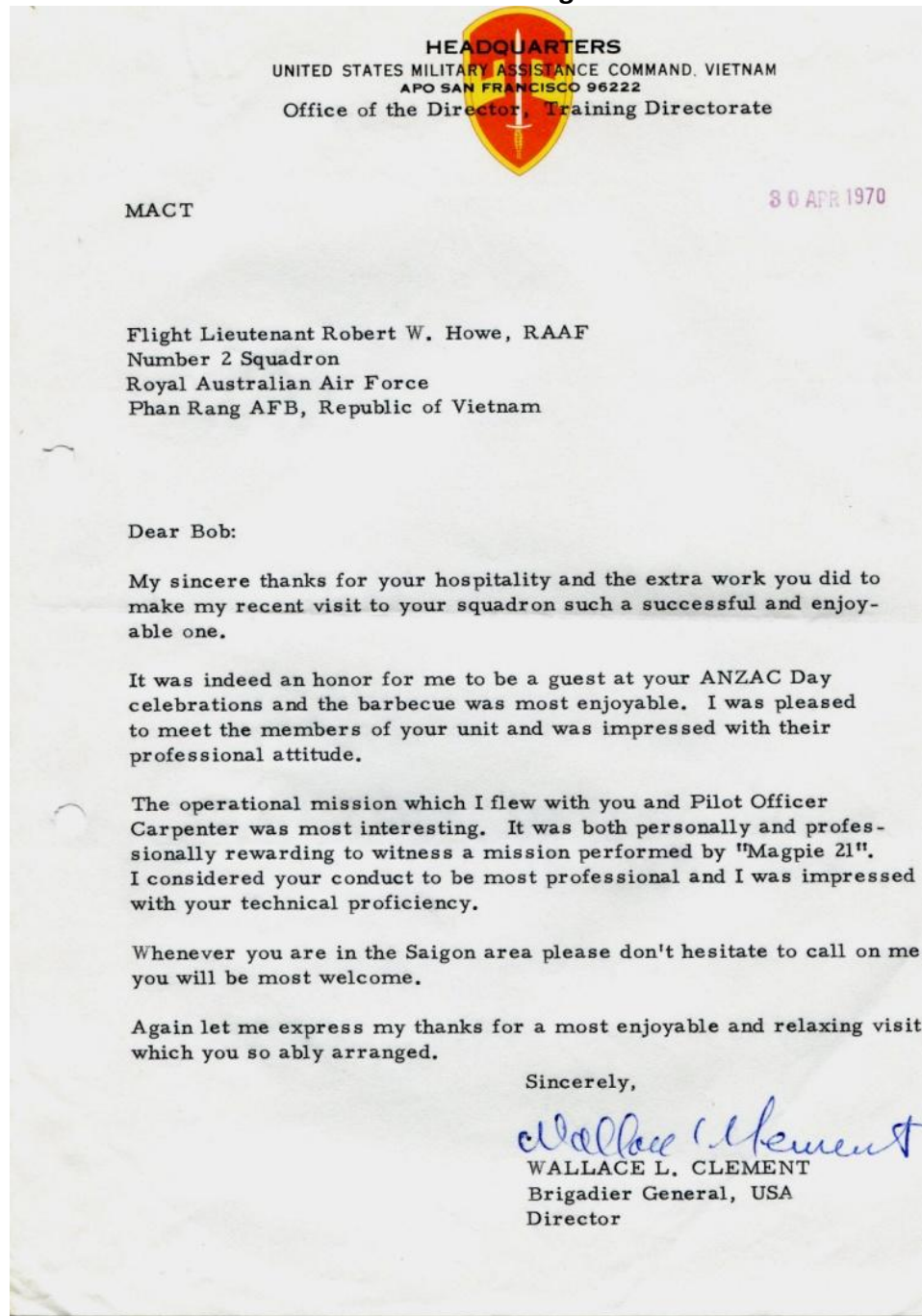
Ref: www.awm.gov.au/collection/P01009.004)

General Clement and Major Disney also shared in an enjoyable, all-ranks BBQ held that evening at No.2 Squadron's barracks to celebrate ANZAC Day. A letter of thanks was duly received back at Phan Rang from the appreciative General.

"Happy Valley" Phan Rang AB, Vietnam
...keeping the memories alive

Phan Rang AB News No. 106

"Stories worth telling"



For those curious to know why these U.S. Army officers were flying with the *Magpies*, the answer was that Major Disney and Flight Lieutenant **Bob Howe** of No. 2 Squadron were cousins and who met each other for the first time in Vietnam. Every now and then Major Disney would arrange for a U.S. Army Beech King Air bound for Tan Son Nhut to call via Phan Rang and collect his Aussie cousin, so that they could share a few days R-in-C together in the Saigon.

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

“Stories worth telling”

Bob Howe reciprocated this gesture by offering Major Disney and his boss rides on a Canberra bombing mission, which they accepted and enjoyed, observing both Aussie professionalism in the air as well as their sociability on the ground.



General Clement with Canberra crew, pilot Barry Carpenter (left) and Navigator-Bomb Aimer Bob Howe (right)



Cousins, Saigon, Tet '70

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

“Stories worth telling”

George Bond wrote on Facebook: ... Anzac Day in Australia and New Zealand is huge. I lost a good mate last year; Australian Airman Clyde Marshall flew on a Phan Rang based C 123 on 18 February 1968. We landed on many bases going north. The initial part of our trip, we evacuated many Vietnamese people from U.S. bases all the way to Da Nang. When we landed at Da Nang the C 123 was the only serviceable aircraft on the base. The two pilots and Loadmaster flew on to KHE SAHN, they were to drop off water and food to the 5,500 marines. This had an enormous affect on Clyde Marshall; he was sent back to Australia on Psychological reasons. His next 8 years were spent in a Mental hospital in Brisbane Australia... Too much suffering!

Transport Wing Selects Top Airman for Month

PHAN RANG - AIC Frederick C. Plaskett was recently selected the 315th Special Operations Wing's airman of the month here.

Airman Plaskett is an instrument repairman who trouble shoots Instrument malfunctions and checks flight equipment on twin-engined C-123 Provider transports.

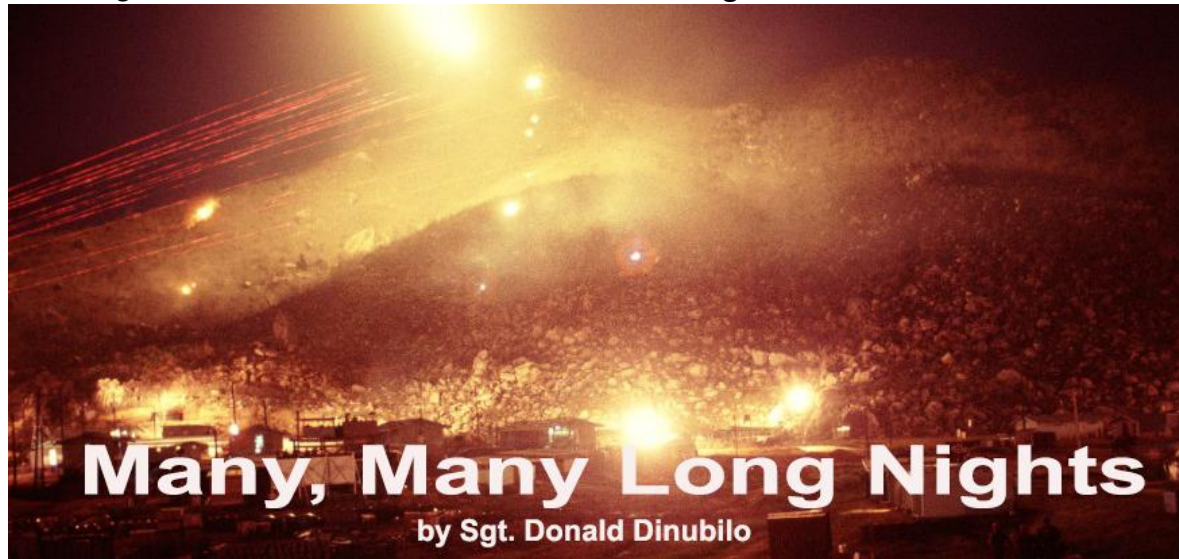
He was graduated from Del Campo High School, Fair Oaks, in 1967. He joined the Air Force in November 1967 and arrived in the Republic of Vietnam after an assignment at Luke AFB, Ariz.

**“We tried to give them everything they needed to hold off the enemy,” said
Col Conrad S. Allman, 14th SOW commander**

**"Happy Valley" Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

"Stories worth telling"



Many, Many Long Night by Sgt. Donald Dinubilo

I was stationed at Phan Rang from April 1966 to April 1967. I was on the Panther Flight working nights, Guard Mount at 2015. We basically supported the K-9 units. Some of the other jobs we did were convoy duties (the trip to Phu Cat as you mentioned was one scary mutha, never ride as rear guard), night time patrols, 3 man machine gun nests (on top of Nhu Dot), 24 hour beach patrol (two men), door gunner (in order to get to Tan Son Nhut for my R and R), escort duty for VIP's and one time our hooch was asked to ruck up for insertion by chopper, at dusk, to guard a downed F-4. Thank God that the 101st AB got there first. We manned observation towers along the western perimeter and guarded the bomb and ammo dump. Many, many long nights. C rations were better than the chow hall food.

Sometime in July or August we received small arms fire and the K-9 units were pinned down. A three hour fire fight ensued. We had a 81mm at Air Police Headquarters that was providing illumination rounds fired by the A1C desk sergeant. A C130 finally came over and kicked out those flares that light up a football field. Tracers were everywhere and even our 50 cal. was put into action. By the time we could see daylight, the firing had stopped. We stayed in our positions until the 101st AB could search the area in front of us. They couldn't find anything. Most of us were too excited to sleep and the story was told and retold for several weeks. Lt. Barth, Lt. Bonner and Sgt. Korn were so proud of the black berets.

During this action, my brother Vic, was on a strike team that was being held in reserve at AP Headquarters. Vic was one of the first AP's stationed at Phan Rang in late 1965.

We served together for 8 months before he rotated home, November 1966, to be honorably discharged. Brothers in arms seriously.

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

“Stories worth telling”

The Panthers were indeed a different kind of Air Police Unit. I suppose that there are many, many stories of this kind and I have always wondered why the Air Force didn't recognize their ground troops.

After the Nam, when I returned to the States, I just couldn't get with "STATE SIDE DUTY." I was honorably discharged in 1968.

“We had great fun with un-fired 50 cal. High explosive incendiary rounds, we would accumulate from de-arming the B-57s. We would pull the heads off the round, pour the HEI powder from them into a small pit, then we would pour a line of slower burning gunpowder out of the tail of the shell case, connecting the pit to our shack and light it at the end of the line. What a blast!” ...Larry Theurer

Brigade Shifted in Half a Day *(Pacific Stars & Stripes, Saturday, February 4, 1967)*

SAIGON (7thAF) — Air Force C-130 Hercules airlifted more than 670 tons of equipment and more than 2,000 paratroopers, members of the 1st Brigade, 101st Airborne Div.'s "Screaming Eagles," from Kontum to Phan Rang AB recently.

This 834th Air Div. airlift was completed 13 ½ hours ahead of schedule.

Brig. Gen. William G. Moore Jr., 46, of Stockton, Cal., 834th Air Div. commander, flew aboard the aircraft and personally supervised the airlift.

"The move of the 101st from Tuy Hoa to Kontum and subsequently to Phan Rang, both completed in record time, demonstrates the fine team work which exists between air and ground forces in Vietnam," the general stated.

The airlift began at 4:45 a.m. Jan. 21 as the first C-130 took off from Tan Son Nhut AB. It ended shortly after 4 a.m. Jan. 22, when the last aircraft left Kontum for Phan Rang.

Cargo consisted of jeeps, trucks, artillery pieces, ammunition and petroleum. Equipment was brought to the field and loaded on pallets in a joint effort by Air Force and Army personnel.

The Air Force Aerial Port commander in Vietnam, Col. J. B. Thomas, 45, of Pearsall, Tex., said, "Those 'Screaming Eagles' really know how to move. They are always well prepared—their cargo on pallets and their rolling stock all marshalled, ready to go."



"Happy Valley" Phan Rang AB, Vietnam
...keeping the memories alive

Phan Rang AB News No. 106

"Stories worth telling"

The colonel singled out Maj. John W. Gilboux and Capt. Joseph Costa, 1st Brigade mobility officers, saying they give real meaning to the word airborne.

On hand to welcome the 101st to Phan Rang was Brig. Gen. Willard Pearson, brigade commander, and Maj. Kha Van Huy, Ninh Thuan Province chief.

Air Force Lt. Col. Joe W. Kennedy, 45, of Klamath Falls, Ore., mission commander for the airlift, said the move had been slated to take 36 hours. The early mission completion was attributed to several things.

"We've worked with the 101st many times before. We understand their problems and they understand ours. We get along real well together," said Kennedy.

Eight aircraft flew in three 8-hour shifts on the 50-minute flight. Phan Rang is 200 miles south-southeast of Kontum on the shore of the South China Sea.

The C-130s, from units of the 315th Air Div. headquartered at Tachikawa AB, Japan, are under the control of the 834th Air Div. while operating in Vietnam.



Flying PX Lifts GIs' Moral...Shopping at 5 Firebases

(Pacific Stars & Stripes, Saturday, December 6, 1969)



By SPEC. 4 MARK G. BAREN

PHAN RANG, Vietnam (Special) — On a hot dusty day in the late 1860s, a wagon train wound its way to a lonely outpost in the great American West. To soldiers on the post, it represented long awaited supplies and a chance to buy tobacco and small items from the nearest town.

On a similar day in 1969 at Firebase Panzer, the men of A Troop, 2nd Sq., 1st Cav. Regt., and B Btry., 3rd Bn., 6th Arty. Gp., waited anxiously as a helicopter brought in goods from the rear areas.

The difference of 100 years only changed the type of merchandise and the mode of transportation. The men bought radios and film, and cookies and magazines instead of tobacco and cloth.

"Happy Valley" Phan Rang AB, Vietnam
...keeping the memories alive

Phan Rang AB News No. 106

"Stories worth telling"

It all began with a question from an artillery forward observer, Sgt. Peter Little of Winchester, Mass., who had been in the field for a year. He wondered if it would be possible to bring the PX out to the field since they could seldom shop in town.

He asked the assistant manager of the Army PX in Phan Rang, Spec. 4 John Post of Cleveland, Ohio, if the idea was feasible. Two weeks later the men on firebases scattered between Phan Rang and Phan Thiet in II Corps were being serviced by the "Flying PX." Every man's dream of getting to the PX finally came true.

Upon his six-month extension in Vietnam, Sgt. Little began to work as assistant manager, of the Army PX and now, along with Spec. Post, handles the entire "Flying PX" operation.

The job isn't easy. The "Flying PX" services over 1,000 soldiers on five firebases. Merchandise must be selected, inventoried and packed in readiness for each trip. Goods are loaded on helicopters at the PX in Phan Rang, flown to the firebase, offloaded and set up in displays similar to those found in regular PXs. The two-man team functions as both salesclerks and cashiers.

In an average month, the men at each firebase buy about \$3,000 worth of merchandise.

According to Capt. William Rollins, commander of A Troop, "The 'Flying PX' is the best morale booster my men could have here in the field."

The Phan Rang aircrews "switched targets without delay and strafed the bunkers and tree lines where the Viet Cong tried to take cover." Col. William I. Williams, the commander of the 504th Tactical.

Gift of Rice Helps To Start a New Life *(Pacific Stars & Stripes, Saturday, January 6, 1968)*

PHAN RANG, Vietnam (01)— Personnel of the 310th Air Commando Sq. recently donated 1,590 pounds of rice to the people of Hoai Truong, a small village southwest of Phan Rang AB.

Capt. Norman G. Barfoot, squadron civic action officer, and his assistant, Sgt. Roy D. Thompson, presented the rice to the hamlet chief for distribution to the 240 families of Hoai Truong.

The families of Hoai Truong are Montagnards who were moved from their mountain homes to Phan Rang Valley to protect them from Viet Cong terrorist attacks.

“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive

Phan Rang AB News No. 106

“Stories worth telling”

Although they are not lowland farmers, it is the livelihood to which they must turn in order to survive.

The Hoai Truong Montagnards have been given a plot of land to raise food and money crops. Cleared with the help of the Civil Organization for Revolutionary Development Support Agency (CORDS), the land is being divided among the hamlet families. Until the Montagnards begin harvesting their crops, they must be adequately fed.

The air commandos donated the money to buy the rice, which was purchased through CORDS and coordinated by the Phan Rang Civic Action office.

Today, at the peak of the war's airlift operation, an airlift aircraft takes off or lands somewhere in the country every 33 seconds, transporting an average load of 6,000 pounds every minute around the clock. (Tactical Airlifters Surpass Three Million Ton Mark, Phan Rang News 10)

(I missed Larry Theurer's memories, so I thought I would occasionally put one in, so here is the first one, a little different from the typical 'shit burning' story. I wanted to change the first sentence of his story to read "Now this event I did not actually see, nor smell." But I left it just as it was.)



P-U

Now this event I did not actually see.

It was told directly to me but I don't remember the name of the fellow who told it.

We are hanging around the line Quonset hut in the afternoon and one of the guys arrives laughing. He had been doing duty for the first sergeant that morning. He said his chore for the day was to help gather up the "honey buckets" (the bottom of a cut off 55 gallon drum placed

“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive

Phan Rang AB News No. 106

“Stories worth telling”

under the holes in the outhouses) , load them on a truck and go dump them in a large pit the Army had dug where the refuse would be doused with gasoline and burned.

He and his fellow workers are at the pit dumping when a pickup truck driven by another person arrived. The guy backs up to the pit, drops the tailgate and hooked it with only ONE chain.

He climbs up into the back of the truck and standing on the tailgate begins dumping. The chain broke. **In the pit he went, right up to his neck. Everybody is standing there in shock looking at him but no one wanted to go touch him.**

The guy climbs out of the pit so furious that no one dared laugh even though they were dying inside to do so. The guy stripped completely naked, got in the truck and drove away.



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*)

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

“Stories worth telling”

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 were recovered by friendly forces. (*Playground Daily News, Ft. 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.



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

**"Happy Valley" Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

"Stories worth telling"

[Click here to make your hotel reservation.](#)

Please make your hotel reservations now!

Phan Rang AB Challenge Coins



Actual picture of the front and back side of the Phan Rang AB Challenge Coin.

Order your challenge coin now. Price includes postage.

MAIL ORDER PRICE LIST		Total Amount to remit	\$4.44 ea For any amount. Does not include shipping, must be picked up at the reunion.
Each	Price		
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	

Send Check or money order for the exact amount to **Jack Anderson, 826 72nd St. SE,
Auburn, WA 98092.** Please make check payable to **Happy Valley Reunion.**

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 106

“Stories worth telling”



2016 Phan Rang AB Reunion T-Shirt

After a long and arduous process I think I finally have the organizations right and I’ve sent the graphics to the T-Shirt manufacturer. Of course I will keep everyone informed when they will be available for ordering.

I hope that you enjoyed this issue of the Phan Rang Newsletter. ANZAC day is April 25th, so mark your calendar so you can wish our Aussie brothers in arms best wishes on this very special day for them. This newsletter was compiled and published by [Douglas Severt](#).