

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

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Phan Rang AB News No. 126

**“Stories worth telling”**

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# **We are the children of the Greatest Generation**

We are the children of the Greatest Generation and were born in the 1940s and 1950s. We are high school drop outs, high school graduates, college drop outs, college graduates, and some even had Masters degrees and Doctorate degrees. We are black, white, yellow, brown, red. We are Lutheran, Catholic, Jewish, Baptist, Agnostic, Atheist, etc. We are draftees, enlistees and even some volunteers we were officers and enlisted and all sent to a place called Vietnam. We were boys who became men. We were girls who became women. There were 2,709, 918 of us who went to Vietnam. There were 58,272 who died there, 304, 000 wounded and 1,618 who are still missing in action. But all of us were scared. Some still suffer from PTSD and many died from the effects of Agent Orange, or suffer from exposure to it. We were rebuked by some VFW's because their members looked down on us as less than worthy to belong. But we moved on! We became husband, fathers, wives, and mothers. We became laborers,

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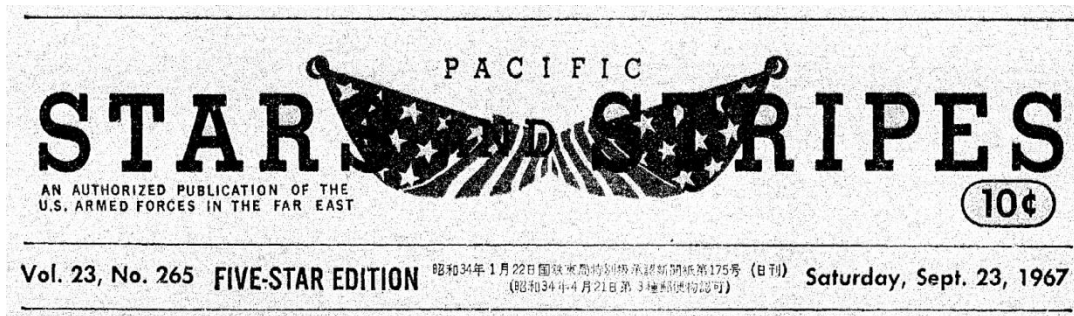
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teachers, doctors, lawyers, and other productive members of society. Now we are in our 60s and 70s. And although we never knew many, we are all brothers and sisters then, now and forever because we all have something that binds us together,

**WE ARE VIETNAM VETERANS**



**Westy Lauds 7<sup>th</sup> AF Support - ‘The Best’**

**PHAN RANG**, Vietnam (01) — "Never in history has the United States Army received better air support than it is receiving at the hands of the Seventh Air Force here in Vietnam," said, Gen. William C. Westmoreland, commander of U.S. Forces in Vietnam, during a recent inspection tour of Army and Air Force units at Phan Rang AB.

"The air units stationed here at Phan Rang are an important part of this great team," the general said. "The close support that is provided by the F100s based here has been of the highest order. I talked to many of the pilots today. . . I was given a comprehensive briefing, and I consider the efficiency very high."

During a three-hour visit, the general met with officials of the 35th Tactical Fighter Wing; elements of the U.S. 101st Airborne Div., a unit of the South Korean White Horse Div., and the No. 2 Sq. of the Royal Australian Air Force.

"It is a very exciting experience to see how these nationalities are working together." Said Westmoreland, taking note that a Vietnamese battalion as well as regional and popular forces are part of the Allied team in the Phan Rang area.

"The coordination, I would consider, (is) almost perfect," he continued. "Everybody is in high morale. Everybody is very proud of their relationships with other services and other

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nationalities, and it's one big team held together by our common desire to defeat the Communists who are attempting to dominate this country under the leadership of Hanoi."

**Airmen Aid School**

**PHAN RANG**, Vietnam (01)— The men of the 614<sup>th</sup> Tactical Fighter Sq. at Phan Rang AB, recently donated \$1,271 to the An Phuoc District High School near Phan Rang as a part of the base Civic Action program. The funds are being used to build two additional classrooms and a modern kitchen and dining hall.



**10,000 Missions For Viet 'Eagles'**

*(Pacific Stars & Stripes, Wednesday, June 28, 1967)*

**PHAN RANG**, Vietnam (7AF)—As the F-100 Supersabre jet fighter rolled to a stop at the new pipeline refueling ramp at Phan Rang AB, Lt. Col. Kenneth Shealy completed the mission that chalked up the 10,000<sup>th</sup> combat hour for the 612th Tactical Fighter Sq.

Known as the 'Screaming Eagles' the squadron arrived at Phan Rang last July.



**Marathon II Races Set For April 4**

*(Phan Fare, The weekly Phan Rang AB Newsletter, March 21, 1971)*

Phan Rang AB personnel will again be given a chance to prove their endurance with the running of the second Happy Valley Sunshine Marathon scheduled Apr. 4. The event, sponsored by Detachment 22, 30<sup>th</sup> Weather Squadron, will again be divided into three classes but the distance for each class will differ from Marathon I.

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Class “A” or the under 30 group, will be required to run three miles. Class “AA”, the 31 to 40 group, will run one and three-quarter miles, while the over 40 “AAA” class will hoof it over a one and one half mile course.

According to Capt. Douglas Kibby, creator of the Happy Valley Sunshine Marathon, the purpose is to stimulate more interest in long distance running, to create a competitive spirit among personnel of the base and to promote the physical fitness goals of the Air Force.

The course will also differ for Marathon II. The race will begin on the new quarter-mile track and progress to Skoro Street; then left on Carolina to Knusen Avenue and a four block run to Kansas Street will bring the runners to the half-way mark. A right turn and a one block jaunt on Kansas Street will bring the runners to the Skoro Street headed for the finishing lap on the track.

Everyone assigned to Phan Rang AB is eligible to compete. Deadline for registration is Mar. 31. Entry can be made by calling 2105 or 2187. Trophies will be presented to the first and second place finishers of each class.



**10 Awarded Vietnamese Medals**

*(The Phan Fare, The Phan Rang AB Weekly, March 23, 1971)*

Ten U.S. Air Force officers were decorated by Maj. Gen. Tran Van Minh, commander of the Vietnamese Air Force (VNAF) during a formal ceremony at Phan Rang AB on March 12. The Americans were cited for their outstanding contributions to and support of the VNAF Improvement and Modernization Program which began at this coastal base on Feb. 1.

The Vietnamese Armed Forces Honor Medal (First Class) and the Air Service Medal (Honor Class) were awarded to Cols. Cregg P. Nolen Jr., 35<sup>th</sup> Tactical Fighter Wing (TFW) commander; Kenneth T. Blood Jr., 315<sup>th</sup> Tactical Airlift Wing (TAW) commander; Alfred F. Eaton, 14<sup>th</sup> Special Operations Wing (SOW) commander; Donald E. Libby, base commander; Allen S. Nelson, 35<sup>th</sup>

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TFW vice commander; Robert E. Flynn, 315 TAW vice commander; Mark W. Magnan, 14<sup>th</sup> SOW vice commander; Lt. Cols. Kenneth A. Dyer, 315 VNAF Training Flight commander; Wendell E. Cosner, 14<sup>th</sup> SOW VNAF training officer; and Paul D. Glanville, 35<sup>th</sup> TFW Logistics Plans officer. The first nine officers are rated and were also presented VNAF pilot wings by General Minh.

The citation accompanying the award stated that these U.S. Air Force officers provided invaluable assistance to the VNAF 5<sup>th</sup> Air Division (AD) in the training of the C-123 and AC-119 aircrews, thus supporting the VNAF development and improvement plan. It went on, the officers concerned, by establishing high priorities for this training program, and devoting their time and attention to all matters relating to the program, including the selection of highly qualified instructors and increasing the air training missions, have particularly assisted in insuring the activation of the 421<sup>st</sup>, 423<sup>rd</sup> and 819<sup>th</sup> Squadrons of the 5<sup>th</sup> AD as scheduled.

“These officers have additionally demonstrated their sincere concern and goodwill for the Vietnamese students by providing excellent support facilities and services during the period of training at Phan Rang AB.”

General Minh added his personal thanks to the award recipients, and said, “As you know, back in 1969 our Air Force began its Improvement and Modernization Program. Through this program, we planned to develop the 33<sup>rd</sup> Wing of the 5<sup>th</sup> AD with the C-123 transport and AC-47 and AC-119 gunship aircraft. The 5<sup>th</sup> AD will be fully operational according to plan and on time, thanks to your efforts. I convey my gratitude and the thanks of the officers and airmen in the Vietnamese Air Force.”

Colonel Nolen acknowledged the awards in behalf of the 10 officers. He said, “Most of us have served in three wars during our lifetime and we have served with gallant allies. I have never been more privileged, or served with a more gallant armed force than the VNAF. It’s with great admiration that we view the accomplishments of the VNAF and the people of the Republic of Vietnam. We know that it hasn’t been in vain, and that this brave country will continue. It will continue primarily because of the capabilities exhibited by the free and determined people of this great Republic.”

The 315<sup>th</sup> TAW is training VNAF pilots, navigators, flight engineers, loadmasters and maintenance personnel in the jet-assisted C-123 Provider transport aircraft at their Phan Rang and Tan Son Nhut AB facilities. The 14<sup>th</sup> SOW is providing combat training for AC-119 Shadow

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gunship aircrews gunners, illuminator operators and mechanics with the 17<sup>th</sup> Special Operations Squadron here. As host wing, the 35<sup>th</sup> TFW provides all logistical support for the VNAF I & M Program at Phan Rang AB.

General Minh arrived at Happy Valley on the morning of Mar. 12 with Brig. Gen. James H. Watkins, chief of the USAF Advisory Group, Vietnam, and 16 VNAF staff officers, including Col. Phan Phng Tien, VNAF 5<sup>th</sup> AD commander. Prior to the 11:20 a.m. ceremony, the party inspected the 315<sup>th</sup> TAW and 14<sup>th</sup> SOW VNAF training facilities and billeting area.

The visitors remained through the day to join Vietnam’s Vice President Nguyen Cao Ky, who came to Phan Rang that afternoon for the graduation ceremony of the first VNAF AC-119 gunship class that same evening. More than 600 Americans, Australians and Vietnamese guests attended the graduation and reception that followed. The party departed Happy Valley the next morning.



**Shadow Pilot, 53, One of Most Experienced in AF; Built ‘Flying’ Machine in 1933,  
Soloed in 1934**

*(Phan Fare, The Phan Rang AB Weekly, date unknown)*

He denies having taught the Wright Brothers how to fly. Or that he is old enough to collect Social Security as well as combat pay. Or that his plane -- no spring chicken, either -- flies on Geritol.

Yet, at 53, Lt. Col. Matthew A. Boonstra, admits being one of the oldest pilots flying combat missions in Vietnam.

He flies AC-119G Shadow gunships. The twin-engined, propeller driven Shadows were designed as troop carriers in the late 1940s. “Back then, we called them Flying Boxcars,” Colonel Boonstra recalled as he gave his Shadow a preflight check on the Phan Rang flightline. “But I didn’t begin flying one until 1951 when I flew with the Green Hornet Squadron in Korea.”

Since then he has compiled 5,600 flying hours in C-119s. “With that many hours, he could be



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the top man in the Air Force in 119s,” commented a senior officer.

Boonstra has more than 27 years military service, but only 12 of which have been on active duty. Those 12, however, were years when his country needed his experienced flying skills: World War II, the Korean Conflict, the Dominican Airlift of 1965, the Pueblo seizure, and the Vietnam War.

This month, prior to flying his 80<sup>th</sup> combat mission since his arrival in Vietnam in January, Boonstra commented, “We’re getting more utilization out of the ‘119 than we ever dreamed possible.”

The AC-119G is armed with four 7.62mm miniguns with a firing rate of 6,000 rounds a minute for each gun. A one-and-a-half million candle powered light and flares assist Shadow crewmen to live up to their motto: “Deny Him the Dark.” Shadows patrol mostly at night when the danger of enemy attack is greatly increased.

Late one night recently, Boonstra was taxing his Shadow out to Phan Rang’s runway for takeoff when the enemy hit the base with a mortar and rocket attack. Boonstra radioed his 7-man crew to hold fast as they were going to takeoff just the same. It may have been just coincidence, but the moment Shadow was airborne, the attack ended.

Boonstra’s love for aviation -- and love it is -- goes back to 1933 when he was in high school. His dad owned a dairy farm outside of Paterson, N. J. It was there that he built an open cockpit, Heath mid-wing airplane out of a kit, but with Boonstra’s modifications.

“I couldn’t afford the four-cylinder engine the plans called for,” the colonel recalled, “so I used a twin-Chief motorcycle engine instead. For reasons unknown to me, I never did get the thing in the air, but I had fun building and working on it. When the hay was mowed, I was able to taxi and single seater around the field at least.

“That got me started,” he said. “The next year I soloed in an OX Robin that was built in the late 1920s. That took place at Murchios flying field, right outside of Paterson, N. J.

Prior to the outbreak of World War II, he owned a single-engined Waco biplane which he flew ‘for sport between milkings down on the farm.”

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A month after Pearl Harbor, he enlisted in the Air Air Corps and was sent to Parks Air College, East St. Louis, Ill., where his military aviation career began. Upon graduation from Parks, he was sent to advanced pilot training at Pampa, Texas. Then it was overseas duty in the Southwest Pacific. From 1942 to war’s end he flew twin-engined C-47s and later C-46s from bases in New Guinea, Hollandia, Biak, and at war’s end, the Philippine Islands.

We hauled everything from paratroopers to small dozers,” Boonstra said. “I got to know so many of the troopers, they began to call me ‘Mr. Troop Carrier’.”

After he earned two Distinguished Flying Crosses and four Air Medals, he went home to daily farming again in New Jersey.

As a first lieutenant in the reserves, he kept his hand in flying. He was flying with a C-47 troop carrier Reserve group at Floyd Bennett Naval Air Station, New York, when the unit was recalled in 1951.

The group split up and he went to Sewart Air Force Base, Tenn., where he was given flight training in a new aircraft: the AC-119 Flying Boxcar. After receiving combat crew training there he went to Ashiya Air Base, in southern Japan. There, Boonstra flew Boxcars in the Korean Conflict, airlifting troops and supplies.

In 1955 Boonstra went back to farming and kept up with flying by instructing in a C-119 unit at Mitchell AFB, N. J., and later at McGuire AFB, N. J.

The Dominican Airlift in 1965 had him flying C-119s from Fort Bragg and Campbell carrying paratroopers to that troubled nation.

By 1960 he sold his farm as “it was interfering with flying.”

His current involvement in the Vietnam War goes back to 1967, when he checked out Vietnamese Air Force pilots and co-pilots in the C-119 at McGuire AFB, N. J. Then, in early 1968, he ferried flying Boxcars to Vietnam for delivery to the Vietnamese Air Force.

Upon hearing about the Flying Boxcar being converted for combat missions, he volunteered for



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active duty to fly shadows in Vietnam.



**Brothers Fly Mission Together**

*(Seventh Air Force News, date unknown)*

**PHAN RANG** - Two brothers, in the Air Force and Army, flew together for the first time in the Republic of Vietnam recently.

“I invited Bill to come along with me,” said Capt. Lawrence F. Santerini, a fighter pilot assigned to the 35<sup>th</sup> Tactical Fighter Wing.

“And I was glad I could go,” commented Capt. William S. Santerini, who is an artillery liaison officer with the 25<sup>th</sup> Infantry Division at Cu Chi.

“It was a very exciting experience, a wonderful ride. It made me appreciate even more the fine support we get from the Air Force,” the Army captain added.

Both officers are on their second one-year tour in Vietnam.

Lawrence, a veteran of 10 years

service, has flown more than 200 combat missions in the F-100 Supersabre fighter-bomber. He has also piloted single-engined O-1 Bird Dog aircraft on another 200 flights as a forward air controller.



**Captains Lawrence, left, and Bill Santerini explaining weapons.** *(U.S. Air Force Photo by TSgt John B. Mahony)*

Bill, an Army veteran of six years, is serving in the same job and place he served during his previous tour in Vietnam.

“Bill once had me down to see how the Army operates at Cu Chi,” Lawrence said. “So I was

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delighted to return the favor.” The reunion was the fourth in Vietnam for the brothers. Lawrence has completed 17 months in Vietnam and Bill has served 16 months.



### **Veterinary Duties Vary**

*(Seventh Air Force News, February 18, 1970, Photos by Sgt. Johnie L. Jackson)*

PHAN RANG—The prevalence of diseases in the heat and humidity of the Republic of Vietnam add significance to the efforts of veterinary services.



Captain Pieper, left, A1C Rene P. Brigode *Administering a Sedative*

Capt. (Dr.) Charles M. Pieper, base veterinarian, stated inspecting food service facilities and caring for the base's sentry dogs are the main tasks for his veterinary staff, a part of the 35th U.S. Air Force Dispensary here.

"The 35th Security Police Squadron has the largest working force of sentry dogs in the Air Force—some 90 canines who nightly patrol the perimeter," Captain Pieper said. "We also have 17 Air Force food service facilities to inspect, plus a number of unit mascots to treat."

Skin and intestinal parasites are the main health problems with the sentry dogs of the 35th SPS here. "The hot weather breeds numerous parasitic and fungus-type skin diseases. We also check frequently for blood diseases," Captain Pieper said.

"When necessary, we may take a dog to the dental clinic at night for oral treatment, or to the dispensary for X rays," he added.

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Some of the remaining time is spent caring for dogs kept by units as mascots. "We give them necessary care and shots, although we can't spend as much time with mascots," Captain Pieper added.

The Army is responsible for inspecting food coming on to base, while the Air Force inspects the dining halls and other facilities in which the food is served.

SSgt. Philip W. Coningford, veterinary technician, explained that cleanliness of equipment, techniques of storing food and serving practices are watched closely. "We make sure the dining facilities are kept clean to prevent food contamination," he said.

"For instance, hot food must be served at above 140 degrees, while cold food must be kept below 40 degrees to retard bacteria growth. At temperatures outside this range food would spoil quickly," Sergeant Coningford said.



Captain Pieper, left, Sgt. Michael J. Hasson

***Misery Is Getting a Shot***



A1C John E. Bogardus, left, Sgt Thomas

G. Ferguson

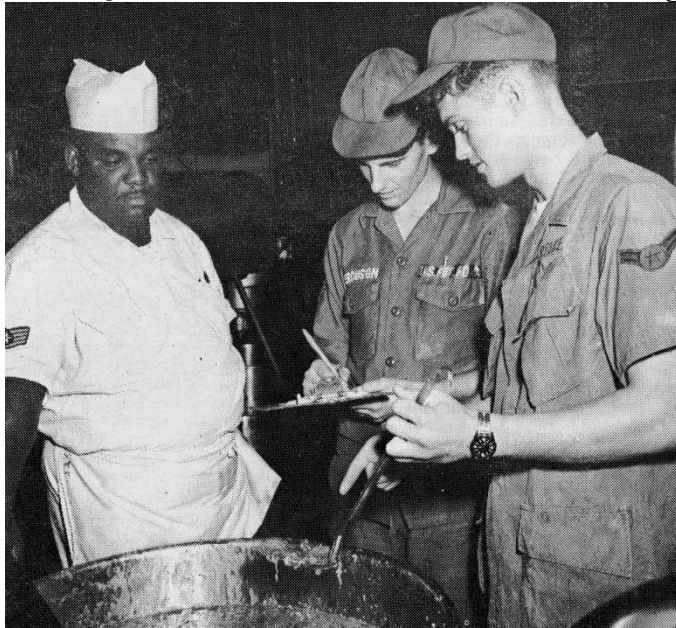
***Checking Frozen Food***



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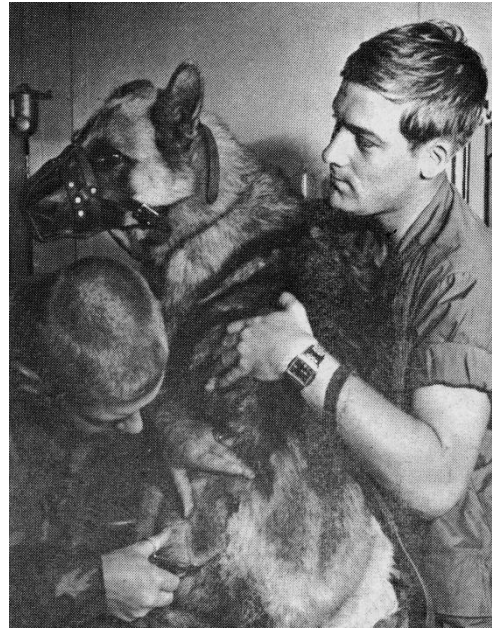
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SSgt. John Calland, left, Sergeant Ferguson, center,  
Airman Bogardus

***Inspecting Evening Meal***



MSgt. Rex J. Evans, left, A1C Jeffrey A.  
Zinuticz

***Cleaning Hair from Infected Skin***



**Aussie FAC Takes Training at Phan Rang**

*(Phan Fare, The Phan Rang Weekly, April 17, 1968)*

Wing Commander Barry M. Thomas , from Haberfield, Australia, one of the three Royal Australians Air Force forward air controllers (FAC) stationed in Vietnam, recently graduated from the new FAC school at Phan Rang AB.

A veteran of 115 combat missions in the O-1 “Bird Dog” observation aircraft, he took a four-day course at the school to get checked out in the O-2 Super Skymaster, a twin-engined FAC plane which is almost twice as big as the O-1 and has double its speed.

His instructor was Capt. Cleon H. Gunderson, a veteran of 500 FAC missions who won two Silver Stars and four DFOs in Vietnam.

Based at Bien Hoa, Thomas has directed air strikes by F-100 and A-37 fighters during the last four-months. He made this comment about the American pilots at the controls of these

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aircraft: **“I find them really wonderful, outstanding group of people to work with, and they are certainly doing a wonderful job here in Vietnam.”**

Assigned to a direct air support center for the III Corps area, he made this evaluation of FACS:

**“I think this role is a particularly satisfying one. The success of close air support rendered by the United States Air Force in support of the Army is largely due to the effectiveness of FACS.”**

The Aussie FAC flew five check-out missions in the new O-2 which is run by Det. 1, 504<sup>th</sup> Tactical Air Support Group.



**Air Force Pilot Flies 200<sup>th</sup> Combat Mission**

*(Phan Fare, The Phan Rang Weekly, April 17, 1968)*

Maj. James I. “Agony” Anthony, a flight commander in the 615<sup>th</sup> TFS, recently carried out his 200<sup>th</sup> combat mission.

“I hope the next 100 will be as interesting as the first 200,” he commented.

His mission as an F-100 pilot has been to provide close air support for friendly ground forces and to interdict enemy supply lines.

His most memorable air strike, Anthony noted, took place during a major battle at Dak To. He was directed by a forward air controller to go to the aid of an Army unit under heavy attack by North Vietnamese Forces.

Bomb and strafing the enemy positions 10 to 25 yards from the Army lines, he was credited with aiding in the destruction of 97 enemy troops whose deaths were caused by air strikes in the engagement.



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**‘Black Panther’ Pilot Flies ‘Double Header’**

*(Phan Fare, The Phan Rang Weekly, April 17, 1968)*

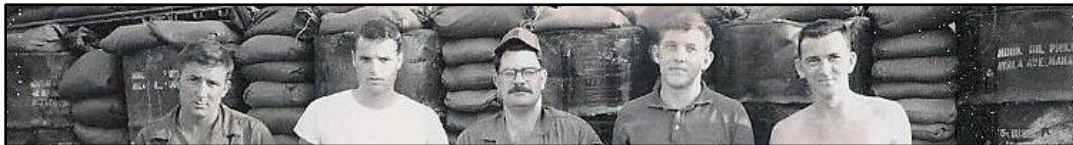
Maj. William H. Davidson, an F-100 pilot assigned to the 615<sup>th</sup> TFS ‘Black Panthers’ recently flew a ‘double header’ against enemy forces in south Vietnam.

In the morning he led an air strike against a concentration of 400 Viet Cong troops in a light-wooded area in the IV Corps sector. Bombing and strafing passes were carried out under direction of a FAC in the midst of a haze which caused poor visibility.

The FAC credited the F-100 pilots with destroying six enemy military structures and six fortified positions.

That afternoon, Davidson carried out another combat mission, leading an air strike against an enemy cave near the base of a 3,500 foot mountain near Tuy Hoa. The FAC at the scene told him the cave was a suspected storage area. After Davidson and his wingman carried out air strikes “against the face of the mountain,” the FAC checked on the results and credited the pilots with destroying the cave and whatever supplies might have been in it.

The 615<sup>th</sup> TFS pilot has a total of 100 missions since his arrival in Vietnam three-months ago.



**Chaplain Tries ‘Sabre Flight’**

*(Phan Fare, The Happy Valley Weekly, February 13, 1969)*

Chaplain Lt. Col. John L. Pickering is a minister who feels he can only advise authoritatively about subjects with which he has experience.

Thus, he felt additional research was need to help him properly fill his role as spiritual advisor to fighter pilots of the 35<sup>th</sup> TFW.

It was for this reason that Chaplain Pickering stepped off the pulpit and into the back seat of a two-seater F100F Supersabre. His pilot was Maj. Glennis C. Kirk, chief of the Command and Control Branch, 35<sup>th</sup> TFW.



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“I had often watched this ‘ball of fire’ go down the runway and then up into the sky. Now I was a part of it,” said the chaplain on his return.

“This flight was my first love, looking down from an altitude of 2,000 feet, the thought occurs that this part of the world is truly one of God’s creations. The beauty of the mountain ranges, the valleys and the sea are beyond description.” He continued.

“I don’t think that Major Kirk made a special effort to make my first flight smooth,” chuckled Pickering. “I’m glad he didn’t after a few dives, climbs and turns, all I could say was ‘great’ - - that is, after my eyes could again focus and I could get my tongue out of my throat.”

“After a straight down dive of about 550 knots to 1,000 feet above the tree tops and pulling four to five G;s, I know why pilots must be mentally alert and in top physical shape at all times,” he continued, “and they must have complete confidence in that magnificent piece of machinery.”



*Buddy Search is a list of people that mainly Facebook users are trying to reconnect with. I’m listing them here because the Phan Rang Newsletter reaches a lot of people that are not on Facebook and I have found that names printed in the newsletters frequently show up when searching with an Internet search engine, usually with the Phan Rang name in addition to a name. As an example **Eugene D. Miller** was mentioned in an article in Phan Rang News 123 and doing a search in Yahoo, Google and Bing using the search terms “eugene d. miller phan rang” the newsletter 123 is the first listed link. With a larger audience and Internet searches it is hoped that more people can reconnect. If you would like to add someone please [email](#) me with the information.*

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Searching For	Org.	Years	Who's Searching	Contact
Morris Pitman	35 <sup>th</sup> FMS	68/69	Dennis Beechey	<a href="#">Facebook</a>
Sgt Randall C. Glenn	35 <sup>th</sup> SPS K9		Bill Lyle	<a href="#">Facebook</a>
A2C Billy Williams	35th Supply	1966	Hank Milnark	<a href="#">Facebook</a>
David Hawley	1882 <sup>nd</sup> Comm Sq	68/69	Nick Bositjevac	<a href="#">Facebook</a>
Sgt David C. Loveland	435 <sup>th</sup> MMS	68/69	Ronald S. Zulkiewski	<a href="#">Facebook</a>
Sgt Harold Johnson	435 <sup>th</sup> MMS	68-69	Ronald S. Zulkiewski	<a href="#">Facebook</a>
William D. Boyd	35 <sup>th</sup> TFW/315 <sup>th</sup>		Gary D. Neitzke	<a href="#">Facebook</a>
Willie Byrd	17 <sup>th</sup> SOS	69/70	Bruce Muller	<a href="#">Facebook</a>
Russell Norman	35 <sup>th</sup> FMS	69/70	Dave Hooton	<a href="#">Facebook</a>
Larry Snyder	35 <sup>th</sup> FMS	69/70	Dave Hooton	<a href="#">Facebook</a>
Gary J. Johnson	35 <sup>th</sup> FMS	69/70	Dave Hooton	<a href="#">Facebook</a>
David R. Keyes	Det. 8, 14 <sup>th</sup> APS	68	Douglas Severt	<a href="#">Facebook</a>
Robert Egbert	8 <sup>th</sup> TBS	68/69	Jim Hemphill	<a href="#">Facebook</a>

## Phan Rang Club News

### Airmen's Club

Happy Hour is Monday through Saturday from 6:30 - 7:30 p.m.

**SUNDAY**  
Show Band 7:30 p.m.

**TUESDAY**  
Show Band 7:30 p.m.

**WEDNESDAY**  
Show Band 7:30 p.m.

**THURSDAY**  
Show Band 7:30 p.m.

**FRIDAY**  
Show Band 7:30 p.m.

**SATURDAY**  
Show Band 7:30 p.m.

Country & Western Band at the Red Horse Lounge 7:30 p.m.

**FRIDAY**  
Country & Western Band 7:30 pm

House Band at the 1st Log Annex 7:30 p.m.

**SATURDAY**  
Country & Western Band 7:30 pm

### NCO Club

Happy Hour is Monday through Saturday from 6:30 - 7:30 p.m.

**SUNDAY**  
House Band 7:30 p.m.

**TUESDAY**  
House Band 7:30 p.m.

**WEDNESDAY**  
House Band 7:30 p.m.

**THURSDAY**  
House Band 7:30 p.m.

### Officers' Club

**SUNDAY**  
Free Breakfast 9 a.m. - 1 p.m.  
Cafeteria Service 5 p.m. to 9 p.m.

**MONDAY**  
Happy Hour 7 p.m. to 8 p.m.

**TUESDAY**  
Happy Hour 7 p.m. to 8 p.m.

**WEDNESDAY**  
Steak Night  
First Drink Free 6 p.m. to 9 p.m.  
House Band 7:30 p.m.

**THURSDAY**  
Happy Hour 7 p.m. to 8 p.m.

**FRIDAY**  
Happy Hour and a Half 7 p.m. to 8:30 p.m.

**SATURDAY**  
House Band 9:30 p.m.

Phan Fare, March 21, 1971

### **PHAN RANG STAFF MEMBERS**

**Robert Kellington & Joseph Burkhart:** Master of Ceremonies

**Jack Anderson:** Treasurer

**Lou Ruggerio:** Site coordinator/Contract negotiator

**Douglas Severt:** Reunion Coordinator

**Ed Downey/Barbara Brandt:** Ceremonies

**Christopher Boles:** Photographer

**Kirk Minert:** Aircraft Historian

**Bob Tucker:** Keeper of the Rolls

**Joe Kaupa:** In Memoriam

**Bruce Muller:** Badge Board

**Jim Erixson & Mike Maleski:** Chaplain

**Bob Howe:** Australian Ambassador

**Skip Ruedeman:** Place Reunion info in VFW Mag.

**Lou Ruggerio:** Place reunion info in AFA Mag. & VVofA

Newspaper

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

Phan Rang AB News No. 126

**“Stories worth telling”**

**Phan Rang AB Roll Call**



Add your name to the Phan Rang AB Roll Call, a list of people assigned to Phan Rang AB, RVN. Send your info to [Bob Tucker](#).

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**2017 Phan Rang AB Reunion**



**Dates:** 12 - 15 October 2017

**Location:** DoubleTree Suites by Hilton Seattle Airport-Southcenter, Tukwila, WA.

**Tour:** Boeing Museum of Flight, 13 Oct.

**Banquet:** 15 Oct. (Sunday evening)

Click [HERE](#) to book your room.

Hotel: Double Tree Suits Seattle Airport South Center Rate:

**\$109.00** per night. **SPECIFY:** PHAN RANG HAPPY VALLEY to get the rate. More information will come out on the 15<sup>th</sup> of every month, but don't wait to make your reservations!

**Challenge Coin Sale to resume now through March 18, 2017**

New Rates:

1 coin **\$8.67**; 2 coin **\$14.17**; 3 coin **\$19.67**; 4 coin **\$25.08**; 5 coin **\$31.03**; 6 coin **\$36.71**

Send your remittance to **Jack Anderson, 826 72<sup>nd</sup> St. SE, Auburn, WA 98092**. Make check payable to **Phan Rang AB Reunion**

I hope that you enjoyed this issue of the Phan Rang Newsletter. When Jack Anderson announces the latest cost, on 15 March, for the reunion I will send out a special with all of the details. The cardinal graphics that accompanies the reunion article is an example of the fine craftsmanship of Joe Kaupa who is working on this and many other works of art for the reunion to raffle and use as door prices, just as he did last year. This newsletter was compiled and published by [Douglas Severt](#). Previous issues of the Phan Rang Newsletter are available [here](#) for download.