

In this issue:

Happy Valley

Photographer Recalls Flights With Apollo 11 Astronauts

1882nd Earns Title

Hey Candle Where Are You

Our Servicemen

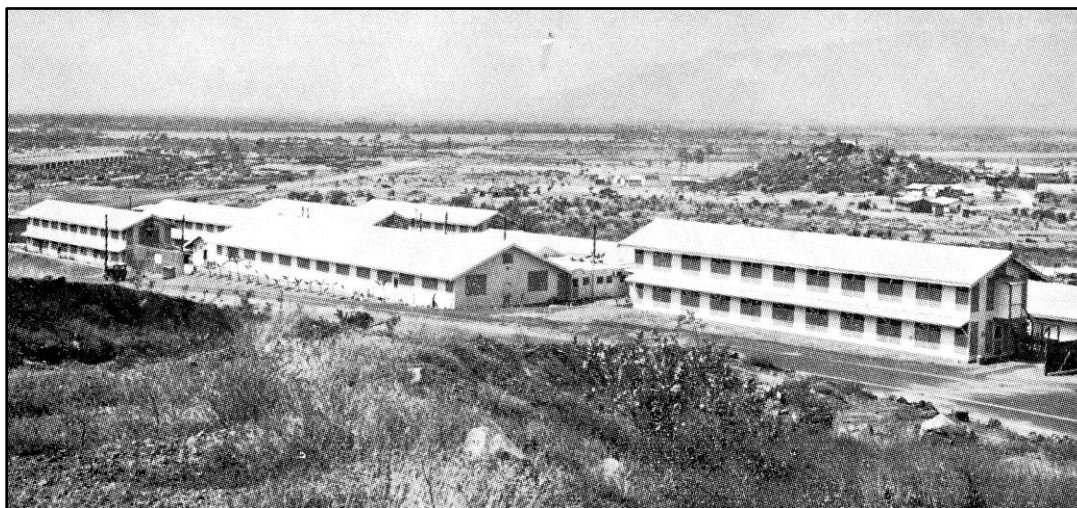
A Letter Home by Terry Brodt

Phan Rang Aerodrome Data Sheet, Phan Rang Form VA2-28

Aussie, Yank Friends Meet

HAPPY VALLEY

(From the No. 2 Squadron, Vietnam 1968 book)



“Happy Valley” is the apt name given to the area in which Phan Rang Air Base is situated, and reflects the outlook of the 7000 personnel stationed here. It is recognized universally as being the “best base in Vietnam”. However, the situation has not been achieved without growing pains and considerable effort on the part of all members of the squadron, and indeed the base.

Situated on a narrow coastal plain about 160 miles north east of Saigon, the base is surrounded

“Happy Valley” Phan Rang AB, RVN

...keeping the memories alive

Phan Rang AB News No. 159 **“Stories worth telling”**

by paddy fields, marshes and sandy beaches, these in turn are enclosed by mountains providing a very picturesque setting - a setting which is spoilt only by the knowledge that flying can be dangerous in the area in conditions of poor weather.

When the advance party of No. 2 Squadron and a detachment of No. 5 Airfield Construction Squadron arrived in February 1967, Phan Rang Air Base was only an improvement on the old airstrip that has now become helicopter landing pads and storage areas within the 315th Special Operations Wing confines. Working in close co-operation with the USAF 554th Civil Engineering Squadron, 5 ACS erected living quarters, messes, a dining hall, headquarters complex and a hangar. All were completed in time to receive the aircraft and main body of the squadron on 19 April, on which date operational control of No. 2 Squadron was handed over to the US 7th Air Force at a ceremony attended by General Westmoreland and the Commander RAAF Vietnam.

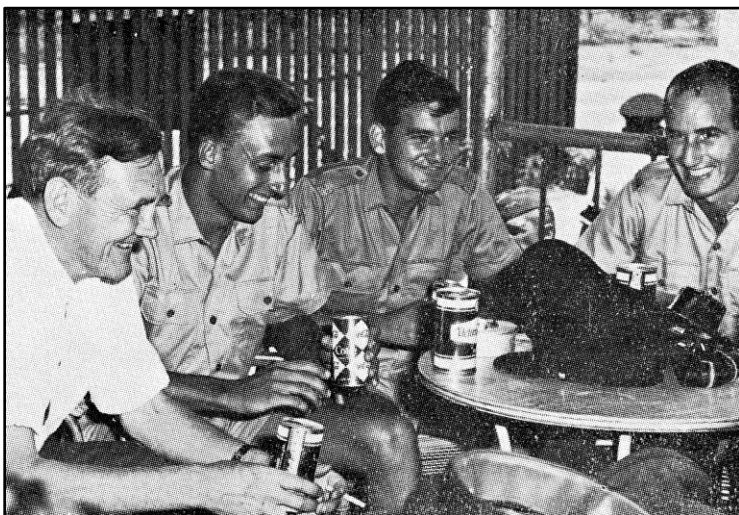


From austere beginnings, the squadron area has developed into a virtual oasis, due mainly to the members' voluntary effort. From what were originally two-story huts, the messes are now attractively decorated club rooms, with acoustically tiled ceilings and tiled floors, motif feature walls, and craftsman-built bars. These rooms, in each of the three messes, lead onto covered patios which are surrounded by neatly kept lawns with attractive shrubs and plants, thus taking

full advantage of the sloping area to the west of the airfield. Similarly, hot dusty working areas have been enclosed, and where possible air-conditioned, to provide clean and cool working conditions.

Sergeants Mess and Airmen’ Club

**Senior N.C.O.’s relaxing
in the Sergeants’ Mess.**



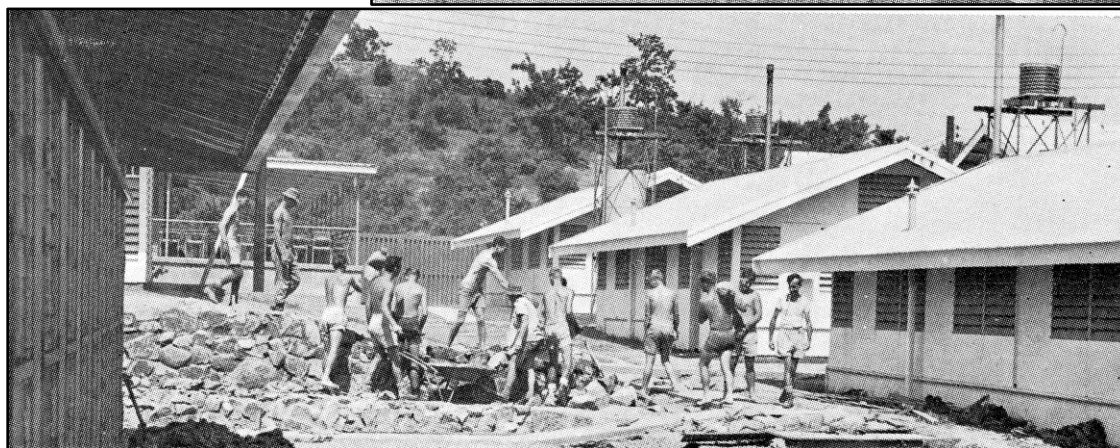
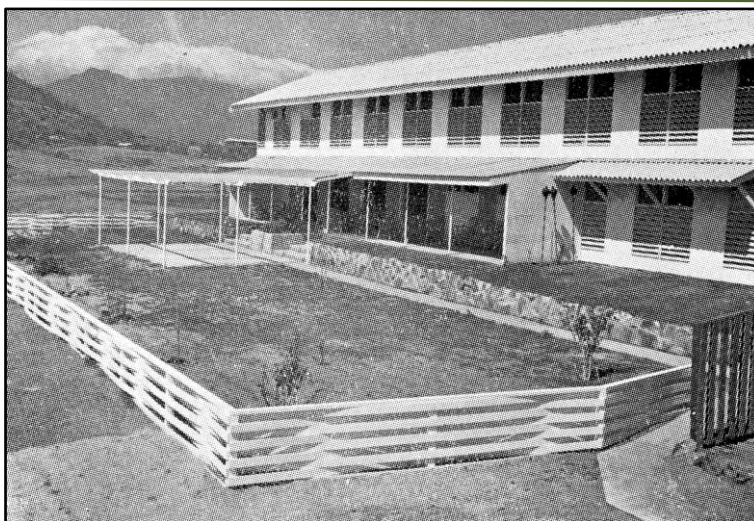
**Prime Minister Gorton enjoying a
drink with members of the
Airmen’s Club.**

“Happy Valley” Phan Rang AB, RVN

...keeping the memories alive

Phan Rang AB News No. 159 **“Stories worth telling”**

View of Officers’ Mess showing improvements completed February 1968. Trees and shrubs now add to the landscaping.



Terracing the area surrounding the Airmen's Day Room.

The Australian complex represents a very small but significant portion of the air base that has grown from its rocky, barren dusty beginning. No. 2 Squadron forms part of a Tactical Fighter Wing consisting of six squadrons. Also stationed here is a transport wing of C123 Providers a Forward Air Controllers School, and a Civil Engineer Squadron, and the many support facilities required for such a large organization. Although No. 2 Squadron is self-sufficient in many respects and pays its own way (food, materials, fuel, armament) - it could not hope to operate efficiently without the close co-operation and warm associations that have been built up with the numerous USAF units on the base.

Photographer Recalls Flights With Apollo 11 Astronauts

(Seventh Air Force News, August 27, 1969)

B3 TSgt. J. B. Mahony

PRAN RANG - An Air Force motion picture photographer who has flown with Apollo 11 astronauts Neil Armstrong and Michael Collins, says he "would love to have been with them on the moon."

Now stationed here, SSgt. Eugene D. Malewiski flew with the astronauts when they were test pilots at Edwards AFB, Calif.

"I flew in the back seat of chase planes as an aerial photographer on many test missions," Sergeant Malewiski said. "On many of those flights, either Mr. Armstrong or Colonel Collins was the pilot. On other flights, I'd be shooting them as they piloted test aircraft."

During his eight and one half years (1958 to 1966) at the Flight Test Center, the 40-year-old airman from Aurora, Colo., assisted in photographically recording the flight tests of the X.15, F-111, SR-71, C-141, and the lunar-landing research vehicle. A veteran of 6,000 flying hours in chase aircraft, Sergeant Malewiski says he witnessed some close calls.

"I photographed two X-15s on different occasions as they crash-landed, Mr. Armstrong did a fine job of bringing one in at Rosemont Dry Lake. I also recorded a lunar-landing research vehicle spinning out of control. That was close, but no one was hurt."

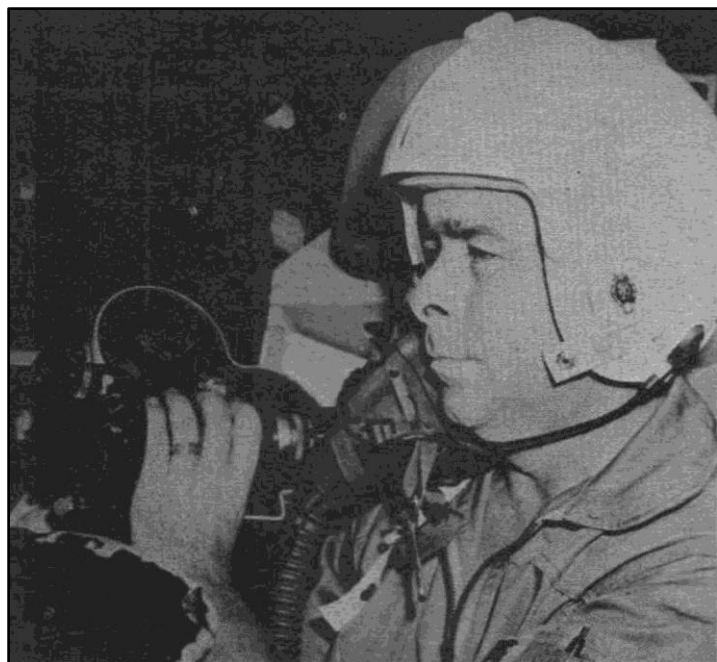
Sergeant Malewiski stated that Mr. Armstrong and Colonel Collins flew F-4 Phantom, F-104 Starfighter, and T-38 Talon aircraft when he flew with them.

"When I went up with them, I never worried for a moment," the sergeant said. "They are down-to-earth and very friendly. They were always talking to me about photography and on a lot of the routine chase flights I'd bring along an extra camera for the pilot to use."

"Happy Valley" Phan Rang AB, RVN

...keeping the memories alive

Phan Rang AB News No. 159 "Stories worth telling"



**Sergeant Malewiski
Flew with Astronauts
(U.S. Air Force Photo by A1C Christopher P. Boles)**

"The primary mission of a chase photographer is to get photos that can provide test people with clues as to how well a test performance is going. If something were to go wrong with a test plane during flight, a study of the motion pictures could provide clues as to what went wrong and how to prevent it in future flights," he concluded.

The type of camera he took with him on flights depended upon the mission requirements.

"It was all 16mm and color," he said.

A veteran of 18 years in the Air Force, Sergeant Malewiski's flying career began as an aerial gunner on B-26s, B-29s, B-50s, and B-36s. Before the Korean Conflict ended, he flew missions on B-26s with the "Night Marauders."

After the war he took a one- year course in aerial photography at Lowry AFR, Colo. His first assignment - which was to last for 54 months - was flying aboard reconnaissance aircraft in Germany.

"Then in May 1958 I got the best assignment of my career - Edwards," the veteran of 9,670 flying hours said. "I've got ten months left to serve in the Republic of Vietnam. Then my wife and I hope I'm reassigned there."

Sergeant Malewiski is presently with Detachment 5600th Photo Squadron here.

1882nd Earns Title

(Seventh Air Force News, October 8, 1969)

PHAN RANG-The base communications center of the 1882d Communications Squadron here recently won its second consecutive monthly award for error-free operations over the Pacific Air Forces communication network.

The error-free operation award is presented to the unit with the highest efficiency rating. A random check of communications traffic from each center is evaluated to determine the winner.

The squadron was praised for efforts by its parent unit, the 1964th Communications Group. In a letter to the unit announcing the monthly award, Col. Ivey J. Lewis, group commander, wrote "The second award was a source of pride to the 1882d Communications Squadron and an even greater source of pride to me."

Maj. John R. McWilliams, 1882d CS commander, commented, "This achievement is an indication of the professional pride exhibited by the airmen in their work."

PLACE TO GO

The weekly 35th TFW Intelligence Briefing is held every Monday at 8 p.m. in Batson Dining hall. This briefing is open to all military and civilian personnel. Significant developments in South Vietnam, the local area and elsewhere will be discussed and questions from the audience will be entertained.

The Phan Fare, The Happy Valley Weekly, December 5, 1968

Combat Controller

(Seventh Air Force News, August 27, 1969)



COMBAT CONTROLLER

Air Force combat controller Sgt. Lonnie E. Stewart, Cares, Calif., of the 834th Air Division calls the pilot of a C-123 Provider to provide him landing assistance. The Phan Rang AB controllers aid C-7 Caribou and C-123 crews in resupply Allied Forces in the Republic of Vietnam.

(U.S. Air Force Photo by Maj. Ed Lindberg)

“Hey Candle Where are you”



“Hey Candle Where are You”
“Gee It’s Dark Out Here”
“I Have Victor, You Have Uniform”
“You Have It Table”
“Scope is Tango Uniform”
“Load Standby With Three...”
“Right Two-Seven”
“Your Target is 180 From...”
“Break Left”
“Four Clips of...No Sweat”
“Number Two Losing Oil, Sir:
“Two Destroyed, One Damaged”
“Sierra Hotel”
“Nice Working with You”



(Source: Siloam Spring Herald-Leader, 1967)

Staff Sergeant **Halbert J. Tusinger**, son of Mr. and Mrs. Frank Tusinger of 510 S. College St., Siloam Springs, received the U.S. Air Force Commendation Medal at Travis AFB, Calif.

Sgt. Tusinger was decorated for meritorious service as a jet engine mechanic at Phan Rang AB, Vietnam. He was cited for his outstanding professional skill and initiative.

(At the time of the article) He was at Travis with the Military Airlift Command that provided global airlift, air rescue, aeromedical evacuation, air weather and air photographs and geodetic services for U.S. forces.

The sergeant is a graduate of Siloam Springs High School.

2 Aerial Mission Successful

First Lt. **Ronald Drinkwater** of Prairie City, recently took part in a highly successful mission over Vietnam, according to an Air Force release. Lt. Drinkwater and other F100 Super Sabre pilots hit an enemy headquarters complex 60 miles southwest of Phan Rang.

“The mission was a known Viet Cong location where helicopters had observed smoke coming up through the trees. We were directed in on the strike and put all the bombs on target and then strafed a nearby area where the Army had planned on making an assault landing. Everything on the flight was normal and it was a very satisfying mission,” said Lt. Drinkwater.

The flight was credited with destroying 12 large bunkers and three fortifications. Lt. Drinkwater is a member of the 31st Tactical Fighter Wing at Tuy Hoa AB, Vietnam. Drinkwater was commissioned in 1964 upon graduation at the U.S. Air Force Academy. He is the son of Mr. and Mrs. Billy Drinkwater.

Our Servicemen

(Blanco County News (TX) July 11, 1969)

U.S. Air Force Sergeant **Calvin E. Sultemeier**, son of Mr. and Mrs. Alvin Sultemeier of Johnson City, is on duty at Phan Rang AB, Vietnam.

Sergeant Sultemeier, is in unit of the Pacific Air Forces. Before his arrival in Southeast Asia, he was assigned to the 3700th Civil Engineering Squadron at Lackland, AFB, Texas.

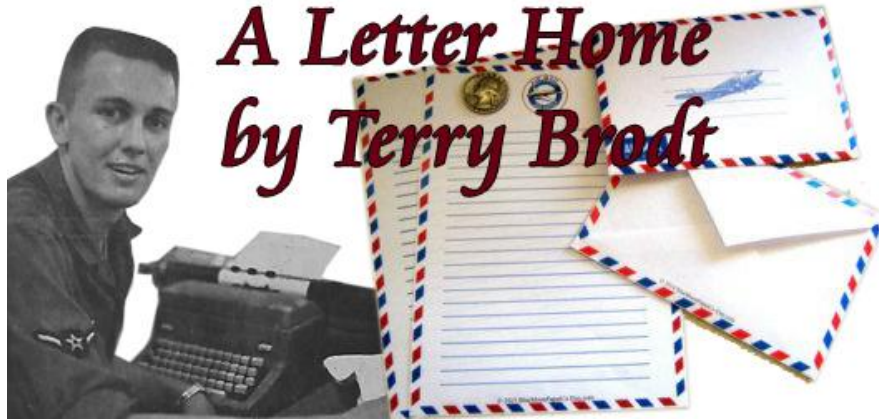
The sergeant is a graduate of Johnson City.

His wife, Carolyn, is the daughter of Mr. and Mrs. Bill Pollark, Homestead, Fla.

Tom Wiemer

(The Hawk Eye, 1960)

Oct. 23: **J. Tom Wiemer**, son of Mr. and Mrs. John Wiemer, 201 S. Starr St., is awarded the Air Force Commendation Medal for meritorious service in Vietnam. He was a munitions specialist at Phan Rang, Vietnam from June 1967 to May 1968. He has since been promoted to sergeant and serves at an air force base in Missouri.



TERRY V. BRODT
614TH TACTICAL FIGHTER SQUADRON
APO SAN FRANCISCO 96321.
15 Oct 66
Dear _____

The following letter was written over a period of one month, when I found the time. I thought it best to send the same letter to various people, due to the busy seven day working schedule that I have.

Well, here I am in Viet Nam and I am here to stay until September of 1967. The base that I am at is Phan Rang Air Base, located on the central coast of Viet Nam. This area is known as the Arizona of Viet Nam, due to the 3500 ft. rain blocking mountains that surround this huge valley of which the base is located. Incidentally, these mountains are VC invested. The rumor goes this way, "we are overdue for an attack on the base, and when they hit, they will hit."

Phan Rang is the biggest base in Viet Nam to be. It has plans for a 18 hole golf course, swimming pool, gym., etc. Presently, I live in temporary 80 man barracks with 40 on each floor and it's not bad at all. Believe me I was expecting a lot worse. All the NCO's live in tents and the officers live in trailers.

"Happy Valley" Phan Rang AB, RVN

...keeping the memories alive

Phan Rang AB News No. 159 **"Stories worth telling"**

On base we have a brand new BX, 56 washers and dryers and to add to our enjoyment the base has provided an outside theater with free movies.

The past month I have been really busy with the move and all. The second day here I had to help paint our little but for flight operations of the 614th and put together the various dividers throughout the building. Things finally settled down after two weeks and there is so much paper work on my desk, I don't know where to begin.

The flight over here wasn't bad and it wasn't good. We left England AFB 14 Sept on a C-130 cargo plane. We stopped in San Francisco, Hawaii, Wake Island, Okinawa and Viet Nam. The whole flight took 36:10 hours flying time. If anything, I am seeing a lot of this big and troubled world.

The biggest problem over here is the dust of which I never expected. My bed and desk are covered with a thick layer daily, even when it rains. I hear they plan to pave the roads soon, so it should help. The insect problem at present is not bad. Usually there is a breeze and it keeps them away. During the day, there are no bugs whatsoever, except flies.

The nearest town is Phan Rang about five miles from the base. Its really quite safe to go there because all the GI's go during the day and the VC during the night. The mountains around this valley are VC rest areas, so Phan Rang makes money on "Charlie" too.

On the way to town, I came across some ruins of a Buddhist temple about 1,000 years old. Four weeks ago the Viet Cong were shooting at the military cars passing by the temple. The town is really some place to see. It has ox driven carts, the local river that they do everything in and the many establishments. On one street there is located the Wichita Falls laundry and on the other side of the street is the Bob Hope laundry.

“Happy Valley” Phan Rang AB, RVN

...keeping the memories alive

Phan Rang AB News No. 159 **“Stories worth telling”**

Every week there is a convoy that goes north of here to pick up supplies. Anyone can go with them, but as a guard. So sometime in the future, I will go. It should be exciting. Once in awhile the convoy has snipers, but really no danger.

About five miles from here is the South China Sea and the troops can go to the beach between 0800 and 1800. The water is really warm and inviting, but plenty of sharks.

Back home the papers said how things sent over here are ruined or damaged sometimes because no one cares or no one is on the flight line to pick it up. Well it's true. As example, two weeks ago some vegetables were sitting on the flight line spoiling because they had no place to store them.

Concerning the air war, every time an F-100 takes off on a mission, it cost roughly \$10,000 and when an F-4C jet takes off, it cost roughly \$25,000. As you can see, the war is expensive over here and you are paying for it.

The base commander told us how the base was started and the first thing he said was that “no doubt it was up to the politicians where the base was to be located.” The way I see this war is that somebody is making money and while somebody is making money, somebody is trying to keep the war going on and on. Why let a good thing go “somebody” says?

When I get settled down to a daily routine and find sometime, I will write on a routine basis.

Best wishes from you man in Viet Nam,

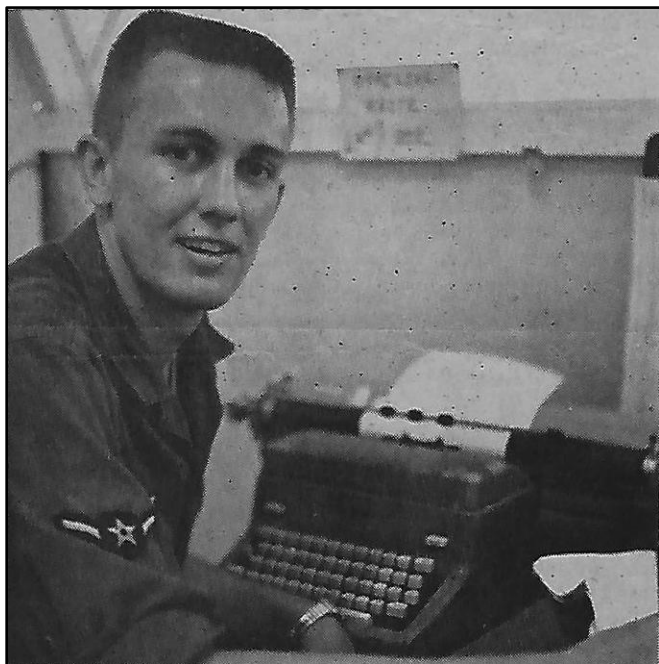
Terry

“Happy Valley” Phan Rang AB, RVN

...keeping the memories alive

Phan Rang AB News No. 159 **“Stories worth telling”**

P.S. Last night the VC were one mile from the base (within mortar shell range) and killed six local people in a village and blew up a few buildings. Also today the Air Police caught a VC 25 feet from my office and three more in the Army area that surrounds the base. Right now I can hear guns go off in the distance. I just might see some action yet!!



Airman Third Class Terry V. Brodt, son of Mr. and Mrs. Vincent R. Brodt, 399 Erbes Road, Thousand Oaks, is on duty at Phan Rang Air Base, Vietnam. Airman Brodt, an administrative specialist, has been in the fight against Communist aggression since September 1966. He is a graduate of Thousand Oaks High School and attended Ventura Junior College.

THINK POSITIVE...STAY AIR FORCE

Phan Rang Aerodrome Data Sheet Phan Rang Form VA2-28

◇ PHAN RANG, VIETM BN772862 11°38'N 108°57'E			
AF (RAAF)	102 L6①, 8②	H100(CON)	150 04L-22R (S-100, T-220, TT-318) (VVPA)
		100(AM-2)	102 04R-22L
JASU - (MA-2) 4(MD-3A) 7(MD-3M) 4(C-25)			
FUEL - A+, J4, O-123, O-128, O-148, LOX			
A-GEAR -			
RWY 04L	BAK-12	BAK-12	RWY 22R
	(950')		(950')
RWY 04R	BAK-12	BAK-12	RWY 22L
	(1000')		(1000')
AERODROME REMARKS - CAUTION: Reduced rwy separation standards are in effect. Rwy 04R-22L clsd to C-47 and larger acft. CAUTION: Barrier housing Rwy 04R-22L lctd 1000' fr thld, 175' fr center of rwy, 10' above surface. Barrier housing Rwy 04L-22R lctd 950' fr thld, 200' fr center of rwy, 10' above surface. Extv lt acft tng within 30 NM radius 2200-1300Z dly. US controllers on duty 24 hrs dly. No tran prkg aval. 4 engine acft will taxi with outboard engines shut down. Tfc ptn alt 1100' convl, 1600' jet. Convl tfc rgt to Rwy 04, left to Rwy 22. Jet overhead entry rgt to Rwy 04 with left break, left entry to Rwy 22 with rgt break. Helis proh from overflying bldgs, reveted areas and will ctc Twr or Gnd Con for ldg instructions. Acft requiring customs services and/or carrying VIPs will confirm block time with PTD at least 15 min prior to ldg. PSP and AM-2 twys extremely rough. Helis desiring to land on W side of rwy or Aerial Port ramp must receive prior approval from PTD. ① Rwy 04L-22R. ② Rwy 04L.			
COMMUNICATIONS (PTD 372.2)			
① CAM RANH BAY APP CON - 241.2 135.9			
TOWER - 265.6 124.7 (E) GND CON - 229.3 131.0			
① CAM RANH BAY DEP CON - 273.3 125.0			
ALCE ② - 281.8 140.4 8134 USB 4677 USB PFSV: METRO -			
RADIO AIDS TO NAVIGATION			
TACAN① PRG Chan 75 At Field			
RBn②(HW) (AO/A2) AV 202 11°37'N 108°57'E At Field			
■ RADAR ① - IFR Call CAM RANH BAY APP CON, VFR Call TOWER. 226.2x 256.6x 121.0x 247.1x (E)			
RADIO/NAV REMARKS - ① Unusable 060°-230° below 12,000' beyond 25 NM. ② Unusable beyond 15 NM below 11,000' 220-260 rad clkwz; below 17,000' 340-020 rad clkwz; below 11,000' 020-060 rad clkwz; and below 9000' 060-090 rad clkwz. MP 0030-0430Z Thu. ③ Airlift acft ctc 15 min prior to ldg. ④ Unusable beyond 36 NM above 15,000' and beyond 22 NM below 5000' AGL. When on base leg or app to Rwy 04L, 04R if no xmsn is rcvd for a turn to dog leg or to final prior to crossing the 215 RAD of PRG TACAN or 215° brg fr AV RBn: ADF equipped acft proceed direct to AV climbing to 4000', ctc Radar. If unable execute ADF app. TACAN equipped acft turn rgt immediately, hdg 020°, ctc Radar. If unable, cont heading 020° and execute straight-in TACAN app to 04L, 04R. Do not fly W of the 225 RAD until 6 DME, high terrain W of final app. Possible loss of Radar ctc dur hvy rain, pilots must be alert for possible missed app. Circ to E only.			
PHAN RANG			VA2-28



AUSSIE, YANK FRIENDS MEET

(The Phan Fare, The Happy Valley Weekly, December 5, 1968)

The arrival of Wing Commander **John Whitehead** at Phan Rang Air Base, Vietnam, to take command of the Royal Australian Air Force Number 2 Canberra Squadron also marked his reunion with Lt. Col. **Samuel T. Dickens**, a former squadron mate.

In 1956 and 1957, then Flight Lieutenant Whitehead and Captain Dickens were assigned as exchange pilots with Royal Air Force Squadron Number 92 at Linton-on-Ouse, near York, England.

They were flying the Hawker Hunter “six” type aircraft and served together for seven months.

The two officers became very close friends during this time and when Dickens wed the former Miss Marcella F. Smith of Corbin, Ky., on January 26, 1957, in London, Wing Commander Whitehead was the best man.

I hope that you enjoyed this newsletter and if you have any comments, please let me know. This newsletter was composed by Douglas Severt. To see a list of all previous newsletters click [here](#). To unsubscribe to Phan Rang News, reply to <mailto:dougsevert@cox.net> and put ‘**unsubscribe**’ in subject line.