

“Happy Valley” Phan Rang AB, RVN

The History of Phan Rang AB and the stories of those who served there.

Phan Rang AB News No. 186 “...keeping the memories alive”

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BLONDES, BOMBS AND BUNKERS

Some time ago, when I was doing research for my book, I found an Australian Army website which contained an article about a bombing mission by No 2 Squadron in support of Aussie troops on the ground in Vietnam in 1969.

I followed up with the writer and ended up putting him in touch with the actual crew who dropped their bombs close by him and his troops.

He has written three parts on this matter – the first one was the original website contribution, part 2 talked about how I got in touch with him and the third part talks about him meeting up with the pilot of the Canberra that dropped the bombs.

They appear on the website of 5 Royal Australian Regiment and the author; Roger Lambert has given his OK to publish. **By Bob Howe, Wing Commander, RAAF Retired.**

About Bob Howe: Bob has a long association with the Royal Australian Air Force and Defence. Growing up in Canberra in the 1950s, Bob heard stories from his uncle Max who was a RAAF pilot during World War II. After several years as a cadet in the Air Training Corps, Bob joined



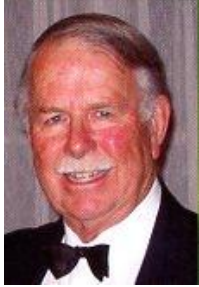
**FLTLT Bob Howe,
Phan Rang, Republic of
South Vietnam, 1969**

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the RAAF and trained as a navigator, going on to fly Lincoln, Neptune, Canberra and Phantom aircraft. During his operational tour in Vietnam, he flew 260 missions as navigator/Bomb-aimer on Canberra aircraft, and held the position of Bombing Leader. His time there provided him with the first-hand experience and detailed information needed to write his first book “Dreadful Lady Over the Mekong Delta”.



After leaving the RAAF, Bob worked in the Defence industry as a marketing manager, and consulted to several companies and the South Australian Government. Bob has served as the Australian Ambassador to the Phan Rang group for many years and has contributed an enormous amount of information for publication in this newsletter.

MAGPIE 31 PART I

BLONDES, BOMBS AND BUNKERS 21 SEPTEMBER 1969



It's the late afternoon of 20 September 1969. We (9 Platoon, C Company, 5 Royal Australian Regiment - RAR) had come across what appeared to be a well-used track and I decided, in the absence of other suitable sites and due to the lateness of the hour, that we would set up an overnight ambush.

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I laid out a typical triangular ambush with the M60s sited at the base covering the selected killing ground on the track and we quickly and efficiently went into routine - Claymores and sentries out, tucker started and a couple of 'gaspers' (cigarettes) before last light. At this stage of the tour, the platoon operated like a well-oiled machine, orders were brief and the Section Commanders knew their roles very well.

As darkness fell, and with our 'locstat' (Location Statement) radioed into Company HQ, we stood to as a group. At the appointed time, one third of the platoon remained on 'stand to' while the others caught up on some well-earned rest. The night passed without incident and following 'stand to' just prior to first light, we went into morning routine. Orders had been received from CHQ and the Section Commanders were briefed on our initial patrol activities and direction for the day.

At this stage it was around 0745 hrs on 21 September 1969 as I prepared to give the order to move out. 7 Section would be point, then Platoon HQ followed by 8 and 9 Sections in single file. We were in the process of shaking out and as I picked up tail-end-charlie of 7 Section, I caught sight of movement to my left.

“There was a chap of Caucasian appearance some 5 to 10 metres from me...”

There was a chap of Caucasian appearance some 5 to 10 metres from me wearing greens and with what appeared to be a poncho not dissimilar in camouflage pattern to those horrible nylon green rain coats we were once issued with black splotches on them. He had no head covering and I can still see the fair skin and blonde hair to this day. He appeared to be carrying an M16 rifle. What the ?

Our eyes met and my brain went into high gear as it initially didn't register that there shouldn't have been any of my soldiers to my left at that distance. Then I saw the 'Charlie' behind this blonde cove. As the reality dawned that my diggers were in front and behind me and these guys were not friendlies, I raised my own M16 and fired two shots. At the same time, my blonde 'visitor' turned and quickly moved away through the scrub.

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How dumb is this? "He's blonde, he's blonde" was all I got to shout out before he disappeared as quickly as I'd seen him.

CHQ was quickly advised of the encounter and permission was sought and given to follow-up in the direction that the blonde had fled. Little did I know that this unusual meeting would lead to one of the most unforgettable and toughest days of our tour. (Note 1)

With our new compass bearing, and with a blood trail to follow, the lead Section hadn't travelled more than 150 to 200 metres when the first enemy signs were encountered. I halted the Platoon and using 9 Section as a firm base, I pushed 7 and 8 Sections to either flank to reconnoitre and to report back with their findings.

Both Section Commanders reported fresh signs of enemy activity including latrines. The signs were spaced well apart and I began to suspect that we were near a bunker complex - just how big we were to find out later. We regrouped and following a brief orders group, we cautiously advanced.

"30 this is 33 - contact, wait out".

“...we were up to our armpits in alligators.”

The confrontation with my blonde 'mate' had occurred at around 0755 hrs and by 0900 hrs, we were up to our armpits in alligators.

My original assessment of the extent of the bunker system, based on the reports of the frontage was uncannily accurate as we seemed to be taking fire from widely dispersed locations. To cut a long story short, an air strike was requested at around 1000 hrs because of the suspected extent of the enemy bunker system.

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USAF Cessna O-2 Forward Air Control aircraft, Republic of South Vietnam

Now, we'd been well trained in the use of close air support and I had no qualms about directing the Forward Air Controller (FAC) onto the target with his White Phosphorous (WP) rockets. There was also a degree of comfort in being told that the aircraft delivering the ordnance was a RAAF Canberra of 2 Squadron (call sign Magpie) which happened to be on station in the vicinity. Now being a bit of an aviation buff, I knew that the Canberra was one of the most stable of aerial bombing platforms and from what I'd heard, 2 Squadron were earning a solid reputation for bombing accuracy.

With communications established with the FAC, on request, both forward sections popped smoke which was correctly identified by Jade (Note 2). What was to follow next is still talked about today at 9 Platoon Reunions and I get the distinct feeling that I'll never be forgiven in some quarters.

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Government Aircraft Factory Canberra heading for a target

I have no idea what bombs Magpie 31 (Note 2) was carrying for the strike, either 500 or 750 pounders but I suspect they were 750 pounders. In later years, I subsequently read that 2 Squadron initially used 500 lb bombs but as stocks ran out, they had to switch to 750 lb US bombs. The earlier bombs were ex-WWII war stocks. Typical aircraft loads varied from 10 x 500lb bombs to 6 x 1000 lb bombs. Apparently, within 15 months of 2 Squadron's operations, all the war stocks of the ex-WWII bombs were exhausted and 2 Squadron changed over to the USAF M117 750 lb bombs; 4 in the bomb bay and two on the wing tips (these bomb racks being an Australian innovation). Apparently, more reliable fuses in these bombs resulted in few of the problems experienced with the earlier British designed bombs. Comforting stuff in hindsight.

"33 this is Jade 03. Magpie 31 is commencing bomb run." "Roger, Jade 03".

Now, how many of us can remember sitting on the 'thunder box' (toilet) back at the Dat enjoying a quiet read when the battery of US 155mm howitzers opened up on a fire mission? Well, their 'blast effect' was like getting bitten by a mosquito compared to what unfolded.

Now remember that we were only wearing our 'green armoured suits' and no head protection

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other than the ubiquitous giggle hat when Magpie 31 delivered her 'eggs' on Jade's WP smoke. What happened next almost defies description.



750 lb attached to the Australian-designed wingtip bomb crutch

Jesus, Mary and Joseph! He's bombing us!" or so it felt. The ground shook and the detonations lifted one bodily off the ground, ground which one was trying to burrow into for dear life. The 'crap and corruption' that came flying through the (jungle) was unbelievable - it felt as if the jungle was literally being torn apart around us and if trees, foliage and dirt were being flung at us at alarming pace; surely the shrapnel wasn't far behind (some things one simply doesn't forget).

Sure enough, chunks of dead shrapnel started dropping in and around our positions. Brown corduroy pants would have been preferable to our Jungle Greens. The pucker factor was zero. The late PTE Don Teichelman once told me that he still had vivid memories of the 'shrapnel shower' and to that day, he regretted not keeping a piece as a souvenir.

In actual fact, all safety distances had been employed to the letter. That being the case, pity help anyone on the receiving end of a brace of 750 lb bombs, let alone the full complement of six of the things - that's 4,500 lb of high explosive and shrapnel delivered with deadly accuracy onto the target.

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With the air strike completed and with Jade 3 doing the target bomb assessment, it dawned on me that the only cover that I'd had throughout the entire air strike was my trusty Special Forces (SF) aluminium-framed pack which I'd pulled in front of me. "Holy Dooley! Some protection!" Strapped down one side (the side that just happened to be facing the bunker system) was a 66mm LAW (Light Anti-Tank Weapon), on top of the pack was a Claymore complete with detonating cord and detonators, and a bandolier of ten magazines, each with 18 rounds of 5.56mm; 'staring at me' on the other side of the pack was a thermal grenade and two smoke grenades!

C Company as a whole had some 'fun and games' all that day with running contacts. A LFT (Light Fire Team) was called for around 1650 hrs and they arrived on station at around 1730 hrs to assist in our clearance of the bunker system. It turns out that there were some 45 bunkers, including command bunkers, barbed wire, kitchen etc and from documents later recovered, we'd hit a base camp of D445 Battalion. Oh, happy days.

And what about my blonde 'mate'? I guess we'll never know. There are stories to this day of Russian advisors working with 'Charlie' and even the more elaborate tale of the Caucasian working with the VC who wore two pearl-handled revolvers Western style. Fact or fiction? Who knows??

However, if the OC (Officer Commanding), Major Claude Ducker, MC can officially report a VC in a kilt (look it up in the War Diary - it's true), then I'm sticking to my guns about my 'blonde VC'.



MAJ. Claude Ducker, MC, Officer Commanding C Company

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Some 43 years after the event, I decided to try to identify the pilot of Jade 3 and the pilot and navigator of Magpie 31. I thought it would be interesting to have a yarn about their support of us that day and to give them some perspective of being on the receiving end of that support.

I ascertained that Jade 3 most likely would have come from the 19th Tactical Air Support Squadron (TASS) as they covered the III Corps area in 1969. As for the aircraft, that's was a little difficult as 19th TASS operated Cessna O-1s (Birddogs), Cessna O-2s (twin engine push-pull configuration) and North American Bronco's in 1969. However, something told me that it was an O-2.

I contacted the historian of the American FAC Association, Rick Atchison (FAC callsign Nail 229), with a request for assistance in identifying our FAC pilot. The FAC Association has a good network and within a very short space of time I was in touch with retired USAF Captain Jim Farris. Jim was the pilot of Cessna O-2 and his call-sign? - Jade 03.

We have regularly corresponded since that time, sharing reminiscences of our time in South Vietnam in 1969. Not surprisingly, Jim has a very high opinion of the Aussie digger and thoroughly enjoyed working with us in the FAC role.

As for who flew Magpie 31, this is proving to be a little harder. I'm trying to get hold of or at least get access to the 2 Squadron Operations Log or even the pilot's logbook - at least 2 Squadron is a current operational RAAF squadron again.

If, however, the RAAF followed the usual system, the Magpie 31 callsign may have been allocated permanently to a particular aircrew during 1969. Hopefully, the pilot and navigator shouldn't be too difficult to track down via the 2 Squadron Association.

Stop Press: I have located an image on the Australian War Memorial site taken in Vietnam on 26 August 1969 with the following caption: "An aerial photograph showing the damage resulting from a mission flown by RAAF Canberra bomber crew Magpie 31 (Pilot Officer S.S. Welsh and Flight Lieutenant N.L. Duus)." Have I found 'our' Canberra crew? Time will tell.

Notes:

1. According to the Battalion War Diary, the incident occurred on 21 September 1969 at Grid

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Reference YS565700.

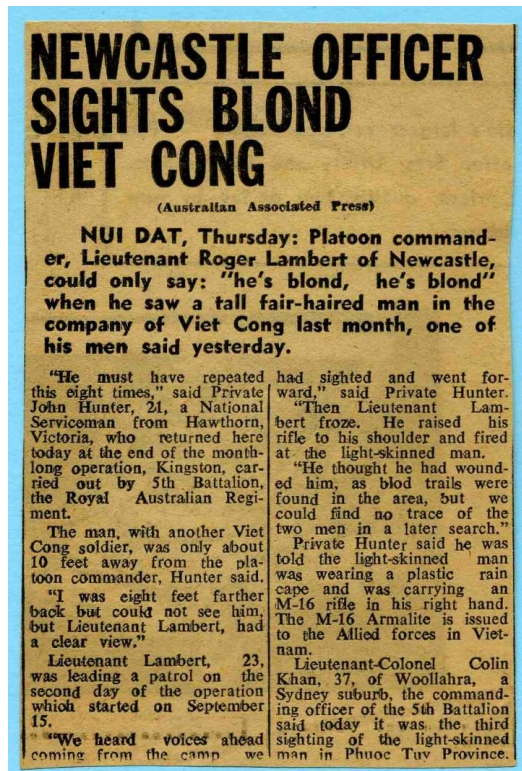
2. According to the War Diary, the FAC was "Jade 03" and the Canberra was "Magpie 31".

Newspaper reports of the day.

NEWCASTLE OFFICER SIGHTS BLOND VIET CONG

(Australian Associated Press)

NUI DAT, Thursday: Platoon commander, Lieutenant Roger Lambert of Newcastle, could only say: "He's blond, he's blond" when he saw a tall fair-haired man in the company of Viet Cong last month, one of his men said yesterday.



"He must have repeated this eight times," said Private John Hunter, 21, a National Serviceman from Hawthorn, Victoria, who returned here today at the end of the month-long operation. Kingston, carried out by 5th Battalion, the Royal Australian Regiment.

The man, with another Viet Cong soldier, was only about 10 feet away from the platoon commander, Hunter said.

"I was eight feet farther back but could not see him, but Lieutenant Lambert, had a clear view."

Lieutenant Lambert, 23, was leading a patrol on the second day of the operation which started on September 15.

"We heard voices ahead coming from the camp. We had sighted and went forward." Said Private Hunter.

"Then Lieutenant Lambert froze. He raised his rifle to his shoulder and fired at the light-skinned man.

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"He thought he had wounded him, as blood trails were found in the area, but we could find no trace of the two men in a later search."

Private Hunter said he was told the light-skinned man was wearing a plastic rain cape and was carrying an M-16 rifle in his right hand. The M-16 Armalite is issued to the Allied forces in Vietnam.

Lieutenant-Colonel Colin Khan, 37, of Woollahra, a Sydney suburb, the commanding officer of the 5th Battalion said today it was the third sighting of the light-skinned man in Phuoc Tuy Province.

Fair Vietcong shocks officer

Saigon, Oct. 16. A.A.P. - A Newcastle platoon commander wounded a tall, fair haired man in the company of Vietcong last month, one of his men said yesterday.

After the encounter Second-Lieutenant Roger Lambert, 23, indicated he was shocked by the sight of a blonde "Vietcong."

Lieutenant Lambert was leading a patrol carried out by 5 Battalion, R.A.R., on the second day of Operation Kingston when he saw and fired at the blonde man.

Private John Hunter, 21, a national serviceman from Hawthorn, Victoria, who returned to Nui Dat yesterday at the end of the month-long Operation Kingston, told of the incident.

The blond man, with another Vietcong soldier, was only about 10 feet away from the platoon commander, he said.

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"I was eight feet farther back and could not see him, but Lieutenant Lambert had a clear view," Private Hunter said.

"We heard voices ahead coming from the camp we had sighted and went forward," Private Hunter said.

"Then Lieutenant Lambert froze. He raised his rifle to his shoulder and fired at the light-skinned man.

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Armed

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Lieutenant - colonel C. Khan, 37, of Woollahra, the Commanding Officer of 5 Battalion, said yesterday this was the third sighting of the light-skinned man in Phuoc Tuy Province.

The man was earlier seen by a sentry in an operation by 9 Battalion in an area south of Nui Dat. He was then described as wearing Australian greens, an American type military cap and two pearl-handled revolvers at his side.

The man walked within five feet of the sentry, who did not fire. The second sighting was made by a patrol.

Colonel Khan said the light-skinned man sighted by his men was giving directions or field signals. He said the man was about 5 ft. 10in. tall.

"Despite Lieutenant Lambert's reliable story, I am not personally convinced he is a European — it is a big question mark," Colonel Khan said.

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Then there is this article in the Ames Daily Tribune, Ames, Iowa, September 23, 1969

Mysterious blond leads Viet Cong against Aussies

Saigon (UPI) - ... Australian forces reported a mysterious blond “mercenary” had been leading Viet Cong units against their troops in Phuoc Tuy province. He had been sighted before by Australian sentries who called him the “Phantom Skulker,” but he was reported in actual combat only once.

Australian spokesmen said the blond mercenary led a party of Viet Cong out of a newly constructed bunker system eight miles east of the Australian task force at Nui Dat and that the Viet Cong engaged in a firefight with an Australian company while the mercenary directed them with a series of hand signals.

The mercenary was believed to have been wounded when the Communist unit was driven back into their bunkers.

The Next issue of the Phan Rang Newsletter will have MAGPIE Part 2.

The Battle of Prey Torteng Part 1



By Bruce Gordon

This is the first day of the Battle of Prey Torteng in Cambodia during the Vietnam War. F-100s with napalm against North Vietnamese Army regular forces attacking from the north. It is an example of how effective air power can be if we have friendly forces on the ground, putting up a

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good fight, and a Forward Air Controller (FAC) in a light plane telling us just where to drop our bombs.



In August 1970 I volunteered for combat in Vietnam and was assigned to the 612th TFS in Phan Rang to fly the F-100 fighter bomber. Our barracks were situated at the base of a dark mountain from which the Viet Cong would fire rockets at us, probably about once a week, but they were most inaccurate and probably the most damage that they did was to knock out our base laundry.



Lt. Bruce Gordon



View of the barracks area and the flight line area of Phan Rang AB.

Most of our aircraft were protected in reinforced concrete shelters. In this photo you can see the silver bombs under the wings are napalm bombs which I used in the first attack of Prey Torteng, Cambodia. In early December I was scrambled and I started and quickly taxied to the Army area, put my hands in full view while the armament people pulled the pins and charged the guns. From then on if the pilot would push any buttons or pulled any triggers the guns would fire or the bombs would drop. There were few safety features.



A view of the fortified revetments and the silver napalm bombs hanging from the wings of an F100.

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We flew over the low coastal plains and entered the mountains and entered Cambodia. We were told our target was a town called Prey Torteng on the critical cross-roads from the north. The North Vietnamese Army regulars were moving on down south with the intentions of attacking of attacking South Vietnam and they had to have this town.



Flying over the coastal plain enroute to Cambodia.

We descended and contacted our FAC or Forward Air Controller in a light airplane and he could see what was going on and could precisely direct our attack. He gave us a good description of what was going on.

The North Vietnamese Army was attacking from the north, there was a dry creek running east-west with a small bridge across it and the Cambodian Army was to the south. North Vietnamese had taken positions in the dry creek bed and were preparing to attack. I had four napalm bombs on my plane so I selected two napalm bombs, rolled in and came right down the dry creek. I was low altitude and they were all shooting at me but not a single one hit me. I dropped my two napalm bombs pulled up and looked behind me. The ball of napalm rolled right down the creek bed, a direct hit. My wing man went in and dropped his bombs and it was my turn.



Fire in the dry creek bed from the dropped napalm bombs.

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The FAC called me again. See the white house with the blue shutters just to the south of the bridge...they just captured it. Hit it! I racked up my wings and dove in for the kill. I dropped down to about 50 feet above the ground at high speed and rushed toward the house. Lots of men were shooting at me, but not a one hit me. I pickled the bombs and felt the plane shutter as they dropped off and pulled up to look behind me. The napalm hit the house directly and fire came out of the windows on the far side.

I pulled up, I was out of bombs and I headed home. I would come back tomorrow to finish the battle of Prey Torteng.



Bruce Gordon

Note: The part 2 continuation of this story will be in the next issue of the Phan Rang Newsletter and at that time I will tell you more about the author and also leak that he has *tentatively* accepted to be the key-note speaker at our 2020 reunion in Albuquerque. Col. Gordon is the author of the book “The Spirit of Attack...Fighter Pilot Stories” which is available on [Amazon](#).

It’s really good honest story-telling. Gordon takes the reader on a personal and very real journey, seamlessly inviting the reader to experience the feelings and emotions of the actions in every story.

John Watling wrote on Facebook: My respect goes out to the hundreds of Vietnamese women and men that worked daily throughout the U.S. military involvement, not only at Phan Rang but throughout their homeland servicing our men and women in uniform.

Engineers Build AF Parking Ramp

(European Stars and Stripes, Darmstadt, Hesse, April 15, 1968)

PHAN RANG, Vietnam (Special) — A construction team of the 554th Civil Engineering Sq. recently completed a 30-day project to provide Air Force Dragonships of Flight B of the 14th Air Commando Sq with 600-by-375-foot parking ramp on this base.

The engineers removed 13,000 cubic yards of earth and 25,000 square yards of “hot plant mix” asphalt, five inches deep, on the north ramp of the flight line. A total of 4,743 tons of hot

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asphalt, fresh from the squadrons asphalt plant, went into the new ramp.

Detachment Relocated

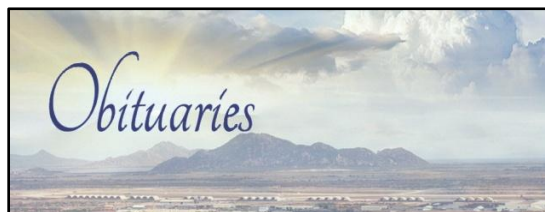
(European Stars and Stripes, Darmstadt, Hesse, April 15, 1968)

PHAN RANG (Special) — Det 1, 504th Tactical Air Support Group (TASG) recently completed a move from Binh Thuy to Phan Rang Air Base. The detachment operates the Theater Indoctrination School (TIS) for all forward air controllers (FACs) reporting for duty in Southeast Asia.

Do you remember?

Christopher Boles asks: Does anyone in the group remembers Capt. Roland Stanley? He was a pilot with one of the F-100 squadrons. He would take his guitar to the orphanages and play for the kids as part of the civic action program. Capt. Stanley was the guy I photographed that made the cover of the AF Times in Dec. 1969 titled "The Captains Mous Ouch!" and some other articles on civic action in Vietnam. I would like to know what happened to him if anyone knows. There is an article about his activities and his picture in Phan Rang Newsletter **75**.

Steve Russ asks: anyone know/remember Bill Batey or Chuck Onstodtt? Bill was a tall skinny kid from Lubbock Texas and Chuck was from Sharon PA, I believe. Both AMMO and roommate and friend(s) respectively. Bill had a t-shirt he liked to wear with a popular saying of the day, "Ain't No Big Thang!" Had the metabolism of a horse.



David Ray Cox

David Ray Cox, age 71, of St. Elmo, Illinois passed away at 8:25 p.m. on Saturday, November 16, 2019 at his home surrounded by his loving family. A celebration of life service will be held at a later date. Cremation rights will be observed. In lieu of flowers, memorials may be made to the

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St. Elmo American Legion Post #420, St. Elmo Lions Club, Brownstown VFW Post #9770, or donor's choice.



David Ray Cox

David was born on March 8, 1948, the son of Mortimer C. and Mary E. (McKee) Cox at Scott Air Force Base, Illinois. He married Peggy Ann Tipsword of Altamont, Illinois on December 16, 1967 at the United Methodist Church in Shumway, Illinois. David entered the United States Air Force after graduating from Beecher City high school and was stationed at Scott Air Force Base until 1967. He was then stationed at Phan Rang Air Force Base in Vietnam as a medic from 1969 to 1970.

David graduated college in 1973 and started teaching school in Idabel, Oklahoma on August 15, 1973 and taught for two years. He then moved to Tulsa, Oklahoma, and taught at the Catoosa Christian Academy from 1975 to 1986. From 1986 to 1987, he was a pastor at the Oakdale Assemble of God Church in Wann, Oklahoma. He moved back to Illinois and taught school in South Roxana, Illinois for two years. He later moved back to Tulsa, Oklahoma and taught for three years before he retired from teaching and worked for the United State Postal Service before retiring in 2010 and moving to St. Elmo, Illinois. David was a member of the Assembly of God Church in St. Elmo, Illinois, Full Gospel Ministries Association, Inc. of Paducah, Kentucky, St. Elmo American Legion Post #420, St Elmo Lion Club, Brownstown VFW Post #9770, and the Disabled American Veterans Chapter 7 of Effingham, Illinois. He enjoyed helping people, woodworking, fishing, canoeing, and playing piano.

David is survived by his wife, Peggy A Cox of St. Elmo, Illinois; one son, David Wayne Cox of Siloam Springs, Arkansas; two daughters, Cynthia Dawn KingBorrell of Tulsa, Oklahoma, and Carrie Denise Cox of St. Elmo, Illinois; two brothers, Charles A Cox (wife Linda) of Harrisonville, Missouri, and Wayne L. Cox of Effingham, Illinois; one sister, Carol Ann Comer (husband Randy) of Kinmundy, Illinois; five grandchildren, Zachariah, Halle' DaNae, Micah, Matthew, and Garry.

David was preceded in death by his parents, Mortimore and Mary Cox; one grandson, Caleb Matthew.

David had just attended the 2019 Phan Rang Reunion in Savannah, Ga.

“Happy Valley” Phan Rang AB, RVN

The History of Phan Rang AB and the stories of those who served there.

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Airman First Class **William A. Lowrey** has received the Comptrollerite Award at Phan Rang AB, Vietnam. His parents, retired Air Force T.Sgt. Robert L. Lowery and Mrs. Lowery, reside at 207 Happy Lane in Del Rio. Airman Lowery was recognized for his outstanding professional skill, initiative and dedication to duty. He is a finance specialist with the 35th Combat Support Group, a unit of the Pacific Air Forces, headquarters for air operations Southeast Asia, the Far East and Pacific area. The airman is a 1966 graduate of Del Rio High School. He and his wife, the former Linda A. Seffens, have a son, William Jr., four months old. (Del Rio News Herald, Del Rio, Texas, November 23, 1969)

Clark W. Stout Promoted in Vietnam. With U. S. Combat Air Forces, Vietnam — **Clark W. Stout**, son of Mr. and Mrs. Buck Stout of Winnsboro, has been promoted to airman first class in the U. S. Air Force. Airman Stout, a communications center specialist at Phan Rang AB, Vietnam, is assigned to a unit of the Air Force Communications Service. He is a 1970 graduate of Winnsboro High School. (Quitman Wood County Democrat, Quitman, Texas, February 11, 1971)

PHAN RANG, South Vietnam— U. S. Air Force doctor Capt. **John J. Jacisin**, son of Mr. and Mrs. Frank A. Jacisin, 110 N. Mansfield, St., Ironwood, has received the Bronze Star Medal at Phan Rang Air Base, South Vietnam. Dr. Jacisin was cited for meritorious service with the 35th USAF Dispensary at Phan Rang. A 1960 graduate of Luther L. Wright High School, he received B. S. and M. D. degrees from the University of Michigan. His wife is the former Huynh Thi Hoa from Vietnam. Colonel Gregg P. Nolan Jr., commander of the 35th Tactical Fighter Wing, made the presentation. (Ironwood Daily Globe, Ironwood, Michigan, August 2, 1971)

Ronald D. Jones, son of Mr. and Mrs. Fred D. Jones, 304 West 10th, is on duty at Phan Rang AB, Vietnam. Airman First Class Jones, a radio repairman, is assigned to a unit of the Pacific Air Forces. He is a graduate of Liberal High School. (Hutchinson News, Hutchinson, Kansas, July 26, 1969)

POLICEMAN VIETNAM — Airman 1-C **Walter D. Parks**, son of Mr. and Mrs. Everett Parks of

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Pembroke, Va., is on duty at Phan Rang AB. Vietnam. Airman Parks, a security policeman is a member of the Pacific Air Forces. Before his arrival in Vietnam, he was assigned to Malmstrom AFB. Mont. The airman is a graduate of Giles High School. Pearisburg, Va. (Bluefield Daily Telegraph, Bluefield, West Virginia, May 18, 1969)

BRONZE STAR PHAN RANG. VIETNAM Army Sp. 4 **Gerald L. Honaker**, 20, son of Mr. and Mrs. Lacy L. Honaker, Montcalm, received the Bronze Star Medal near Phan Rang, Vietnam. Spec. Honaker was presented the award for meritorious service in grounds operations against hostile forces in Vietnam. At the time of the presentation he was a rifleman with Company D. 1st Battalion, 327th Infantry of the 101st Airborne Division's (Airmobile) 1st Brigade. His wife, Shirley, lives in Matoaka. (Bluefield Daily Telegraph, Bluefield, West Virginia, May 18, 1969)

Doug's Comments: I would like to thank those that take the time to express their comments and opinions about the newsletters, it is greatly appreciated. I hope that you enjoyed this newsletter and if you have any comments or would like to submit a story, just send it to me. This newsletter was composed and all graphics by **Douglas Severt**. To see a list of all previous newsletters click [here](#). To unsubscribe to Phan Rang News, reply to mailto:<mailto:dougsevert@cox.net> and put '**unsubscribe**' in subject line.