

Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.
“Keeping the memories alive” Newsletter 198

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WAR ON THE HOME FRONT

Anzac Day not a priority



Arthur Rennick has seen some of the grotesque things that war brings but says we are all in another war on the home front right now.

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The 73-year-old Wynnum resident served in Vietnam from February 1969 to February 1970 as an armament fitter and had some close friends die during his year of active service.



But despite surviving through rocket attacks and other life-threatening situations, Mr. Rennick believes commemorating Anzac Day should take a back seat while everyone fights through the current coronavirus pandemic.

With the whole country basically on lockdown, people have come up with different ideas to mark the day to recognize those who fought for their country over the years, such as observing a minute’s silence at the end of your driveway.

However, Mr. Rennick said people should not feel bad if they did not commemorate the day this year.

“People can mark or celebrate the day if they want to but I think our focus right now should be on looking after each other and getting through this fight that we’re all in at the moment,” he said.

“I know I probably won’t be - I just think celebrating Anzac Day isn’t really the priority at the moment.”

A father-of-three and grandfather to four, Mr. Rennick served for another two years after returning from Vietnam before leaving and having a family.

(This is a reprint of an article in the Wynnum Herald, April 9, 2020. Authur Rennick is the Secretary of No. 2 Squadron and resides in Wynnum West.)

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ANZAC Day in Canberra Remembered



Mounted Troopers leading the Anzac Day Parade



Vietnamese parade contingent march



US parade contingent march



Veterans assembling in front of the Australian War Museum



Memorials to
PO Robert Charles Carver
and
FO Michael Patrick Herbert

Their remains were found on 30 July 2009
and brought back for burial on 31 August
2009.¹

¹ See Phan Rang Newsletter 147 for the complete story of the loss and recovery of Carver and Herbert.

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Bob Howe with his grandchildren Zara and Samuel.

Loss of “Spooky Gunship” and Crew on 14 February 1968

Date: February 14, 1968
 Assigned: 14th ACS - Phan Rang AB
 Acft: S/N 43-49859
 Location: 5 miles south of Phan Rang Air Base
 Call Sign: ...



On February 14, 1968, a USAF AC-47D "Spooky" gunship from the 14th Air Commando Squadron departed Phan Rang Airbase RVN on a close air support mission. Just five miles south of Phan Rang airbase the aircraft was shot down with the loss of all eight aircrew members and one Marine observer on board.



NAME	RANK	AGE	HOME OF RECORD	MARITAL STATUS	STATUS
Karl Merritt Waldron Jr (Pilot)	Lt Col	47	Minneapolis, MN	married	KIA
Edward Beeding Quill Jr (Copilot)	Capt	33	San Francisco, CA	married	KIA
Thomas Joseph Margle (Navigator)	Capt	31	New Philadelphia, PA	married	KIA
Warren Mitchell Dixon (Flight Engineer)	SSgt	23	Catlettsburg, KY	married	KIA
Robert Kiyoshi Kawamura (Loadmaster)	SSgt	28	Santa Clara, CA	married	KIA
Roger Gail Lee (Loadmaster)	SSgt	20	Hinton, OK	single	KIA
James Harvey Bennett (Aerial Gunner)	Sgt	24	Cynthiana, KY	single	KIA
Brent Tosh (Aerial Gunner)	Sgt	22	Cocoa, FL	married	KIA
Russell J. Fauser Jr (Observer)	Cpl (Marine Corp)	19	Long Beach, NY	married	KIA



Searching for my Natural Father

Hello my Name is Myphoung but I go by the name Ping, I was born in 1969 though my American records say 1971 due to complications in paper work as my mother Miling back than did not know how to read and write.

I would like you to know a little about myself and my mother because I’m searching for

information of my Natural Father.

The only thing I know from what my mom can recall she called him by his name Steve and he would be in his 70s. He was in the Air Force and he worked in the warehouse at Phan Rang which was also called Than San Air base. He was aware that my mother was pregnant.

Steve met my mother on the Phan Rang beach. Steve is tall according to my mum, a little over 6 feet with medium brown hair somewhat reddish color? It’s been so long for her to remember. His Mother is French and Father is American accordingly to my mom. Steve had a Vietnam friend who was Vietnamese and this man was in the 23rd infantry. Sgt Hie, but not sure of the spelling of this man’s name, Sgt Hie would take my father to visit my mother in his vehicle which at the time he had no way of seeing my mom but through Sgt Hie.

My father Steve was pulled out of the Vietnam War and was sent back to the States, but before than he had given my mother his address and his military dog tag to search for him. Steve had his mother send my mom \$500 dollars from United States to Vietnam to help my mom. My Natural Father had given her picture of his family and their address along with his military dog tag, and for reason of its own as I said earlier my mother did not know how to read or write. But she kept his information that he had given her. My mother later met someone else. His name was Andy Jim Anderson or Jim Andy Anderson or some combination like that. In respect

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for Andy she did not search for my Natural Father. Andy Anderson was pulled out of war as well, but in effect he fought with Washington DC to try to go back to Vietnam to bring us back to the States in 1975.

I believe years later he found my mom. My mother was honored that he never stop looking for her and given he found her many Years later and in fact there was an article in the Newspaper of his love for her. With that she felt Obligated to stand by his side. But during that time when Andy Anderson brought us back to the States.

She kept my Natural Fathers information for a later time for me but it was ransacked and forever lost. But much later finding out little by little information at a time in my life and finding out that Andy Anderson threw away pictures of my father and his family and also the letters, but the others stuff did get ransacked.

So knowing this my heart was crushed how could I possibly find some soldier by only his first name? I did not search for him sooner due to reasons of my privacy, uncertainty and somewhat scared and knowing I had so very little information.

So being said this is all I know. I'm also searching for Andy Jim Anderson or Jim Andy Anderson which my mom divorced him due to affair which at the time as a young kid I rode my bike and found him at another women's house on Base in Fort Huachuca Arizona. So you can see how that all played out. At that time I had no understanding of what was happening, but as this did occur I never got to See Andy again. I do want to say thank you and that I do love him for him being a Wonderful father to me. I would also like to find him because he might have a bit of information for me about my Natural Father. I do remember Andy got stationed in Germany; I believe in Worms.

My mother remarried to Victor Vich and knowing Andy being stationed at the same base we left. And that's why we abruptly left Germany because Andy was arriving on the same base. I apologize that this may be an extremely long message I just didn't know how to begin.

I don't want anything just to know what my natural father looks like what similarities I have because I have hazel green eyes and so many different features that aren't of my mothers.
Thank again Ping Lawson

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A friend has located James Anderson for me, but unfortunately he doesn't have any paperwork. I did have a nice talk with Andy on the phone, and thanked him for saving my mother and me. I now have closer.

Here are two additional photographs of my mother Miling with a friend, who is not her father.



THESE OLD MEN...

By Pat Ewing

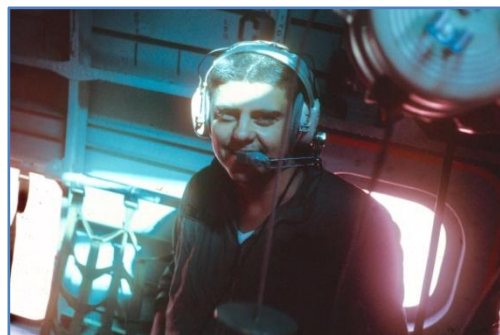
Now we stand behind old mens faces,
Speak of forgotten times and places
So bend are those who wouldn't break,
Who did fearsome things with lives at stake.
Their shadows sharp and darker then,
Now fading away are these old men,
But no one can steal the legends bold,
Not thieves nor liars nor growing old,
To never weave excuses that some men must,
But to stand with men who earned our trust,
And speak of what we did back then,
Before we became, these old men.

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Fifty years after saving the day, Delongchamp finally recognized



For those in Montgomery who know retired Col. **Dean Delongchamp** (USAF) he is mostly remembered as Catholic High School’s former Athletic Director and coach. But when he was just a few years older than many of the students he taught, Delongchamp served in the Vietnam War as a navigator. For his efforts in a desperate battle in 1970, Delongchamp was awarded the Distinguished Flying Cross, but due to an administrative oversight he did not receive the medal until nearly 50 years later.

“I didn’t think about it or talk about it. It was over.”

“When I left Vietnam I put it behind me as soon as I left. I didn’t think about it or talk about it. It was over. The same thing applied to my (military) career, when it was over, it was over. I didn’t dwell on it. It was time to move on. I dove into my second career which was coaching and filling the Athletic Director position at Catholic High. That was a time consuming position also and I didn’t have much time to reflect on my past career. Then in the last couple of years, in what is as close to full retirement as I’ll ever get, I started reflecting on my time in Vietnam. I remember reading a citation in my folder when I had my retirement outbrief that was for a Distinguished Flying Cross for what had been a mission into very heavy combat. Our efforts resulted in helping to save many lives,” Delongchamp said.

But Delongchamp realized he never actually received the award. His next step was to write the National Military Records Center in St. Louis, MO. “All I asked was if the citation was in my file. They not only found it, but acted upon it and forwarded it to the Air Force for action. About four months later I received a package in the mail from the Air Force that included my DFC,” Delongchamp said. “I guess the write up was fairly strong. I’m very proud to have received such an award because as a Navigator in a Pilot’s Air Force, it’s not easy to receive because we

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are not usually in charge of the mission.”

The recommendation in Delongchamp’s file that formed the basis of his recognition told the tale of the battle of Dak Pek. Author Leigh Wade wrote a book about the battle titled Assault on Dak Pek, A Special Forces A-Team in Combat, 1970. In it he recounts from a perspective on the ground of the brave actions of the air support of which Delongchamp was a part.

Dak Pek was established in 1962, very early in the war and long before the U.S. involvement was very big. By early 1970, as the U.S. involvement in the war was waning, it was used as a base for U.S. Special Forces Operational Detachment Alpha teams “A-Teams” and allied Vietnamese Special Forces (Montagnards) operating around the Vietnam/Laotian border. In the weeks leading up to the mission that would earn Delongchamp his Distinguished Flying Cross, North Vietnamese Army (NVA) movements and attacks were becoming alarming.



Capt. Dean Delongchamp behind his C-123 Provider after offloading combat troops.

The week before our missions another A-Team at Dak Seang was overrun. Three C-7 aircraft were shot down with the loss of all crew members while trying to resupply that camp. As a result, higher headquarters gave our unit their airdrop mission. In our intel briefing for our mission to Dak Pek we were briefed we could expect to lose one out of every three planes

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assigned to the mission. The threat of death cast a pallor over the entire unit. Many last letters home, *‘to be opened in the event of death’* were sent. Through the grace of God and the skill of our crew, deep in the recesses of our attic, hidden in some box, exists a letter written to a young wife that never had to be read,” Delongchamp said.

“...the base was nearly overrun with enemy soldiers inside the perimeter..”

On April 11, 1970 a series of successive attacks on the base turned the situation at Dak Pek desperate. As described in Wade’s book, the base was nearly overrun with enemy soldiers inside the perimeter having taken over some allied bunkers and most of the surface structures on the base were destroyed.

When the radio call went through that the soldiers needed help, part of that help included the efforts of Delongchamp and his fellow airmen. Much of the support came in the form of direct fire from the allied aircraft towards targets on the ground. But immediate evacuation was not even in the realm of possibilities and the soldiers on the ground were quickly running out of the ammunition and water not previously destroyed in the waves of attacks.

Delongchamp and the other airmen faced heavy fire from the ground and had to traverse a gauntlet of rocket fire.



The loadmaster watching the last of the airdropped military supplies drift to the ground.

“Because it was an airdrop mission, I was in charge of almost every aspect of the mission. I planned where we were going, how we would get there, how we would come into the camp,

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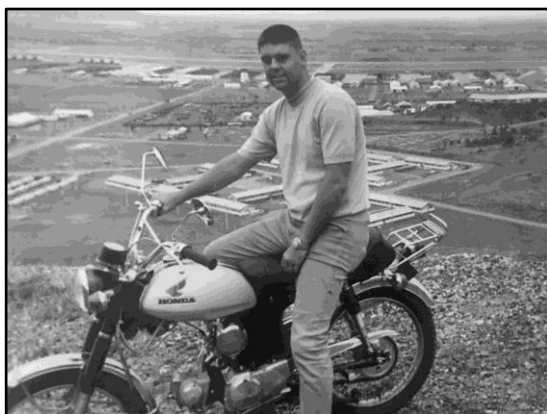
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what airspeed and rate of descent we would use to try and avoid the myriad of enemy forces that had overrun most of the camp, and most importantly, I determined when we would drop the cargo. As we descended to about 200 feet above the ground, through very heavy fire, I called out “Green Light” which released our parachutes filled with ammo and other military supplies that helped save the day,” Delongchamp said.

Wade describes the situation in his book:

Several Sky Raider aircraft suddenly appeared at the mouth of the valley, flying low, they were closely followed by a C-123. The C-123 began making very low passes and the brightly colored cargo chutes came floating down on top of us. Several men came out and began breaking down the ammunition and carrying it to the fighting positions. All of the bundles landed inside our perimeter wire and none was lost to the enemy. The C-123 was taking heavy ground fire, and the Sky Raiders, using our directions began hitting some of the many enemy concentrations. Besides ammunition, that first parachute resupplied a pallet of water cans. With the much needed ammo and water distributed, and Tac-air on the scene, I was no longer concerned about being overrun again. If the enemy had failed to take us at night, with everything in his favor, he surely wouldn't be able to do it during the day.

The battle raged for nearly three days and on the first night the Americans had been reduced to a single circular mortar pit to defend. Of particular concern was an artillery piece that sat atop a hill overlooking the U.S. position. The large recoilless rifle was used by American and allied Vietnamese forces to provide support, but once it was in the hands of the NVA it could have been turned against its owners. As it turned out the NVA improperly loaded the first round into the gun and caused it to jam.



Decades after he helped save the day for many of his fellow soldiers, Delongchamp now has the medal he earned at Dak Pek to prove it.

Dean posing with his Honda on top of Nui Dat with Phan Rang Air Base in the background.

Dean reflecting on his Vietnam experiences “We flew into the remotest of

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fields and faced being shot at on a regular basis. Basically we were “Unarmed and Unafraid”, or at least one of those two words! Given we lost somewhere over 50 C-123’s during the war, you could say we “trash haulers” paid our dues. It wasn’t as glamorous as being in fighters, but it was exciting to say the least. Even exhilarating like when you kicked in the jets at 200’ above ground level at the moment we kicked our cargo out to quickly get out of Dodge! That was a wild ride and it took the whole crew of five working in complete concert to do the job. I’ve always been proud of my time in Vietnam flying on C-123’s.”

He goes on to say “you know, this month is the 50th anniversary of that mission. Seems like yesterday. I remember lying in bed having trouble sleeping wondering if I was going to live the next day. Then after going to the 0-dark-30 briefing and being told we could expect to lose one of the three planes assigned to that mission, I saw three crews all looking at each other and wondering who it would be. But having changed our strategy from the straight in drop headings that the C-7’s had been using over the past week at Dak Seang while losing three planes and crews, I think we all felt we had a chance to do the mission with no losses. With that knowledge and armed with a stop at the chow hall for “Shit on a shingle” as a possible “last supper”, we were ready to do battle. Being the Nav on the lead airplane meant even more surprise would be on our plane’s side. The other two planes would follow in order and both would come from different directions, increasing their survivability. While the missions we flew there were heavily targeted with over 1,500 NVA shooting at us all the way down to our drop altitude of 300’ AGL(above ground level), all the other fighters, bombers and attack planes assisting in supporting the camp helped keep the enemy’s heads down just long enough for us to successfully resupply the camp at Dak Pek. With the initial airdrop of the necessities to stop from being totally overrun, combined with more airdrops over the next week supplying them, the soldiers were able to turn the tide of the battle and ultimately drive off this huge assault on their camp. While our planes sustained some measure of battle damage, no planes were lost and no crew members were wounded. God and good tactics were on our side. I am extremely proud of my year on C-123K’s in Vietnam and that mission is the highlight of my Air Force career.”

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AUSSIE BEER WAS THE BEST. I THINK IT WAS CALLED 3X OR 4X BEER BUT THEY FONDLY CALLED IT THE QUEEN'S PEE. A FEW OF US FROM THE 615TH WOULD GET TOGETHER WITH THESE GUYS (QUITE AN EXPERIENCE IN ITSELF) FOR BEERS AND CARDBOARD PIZZA. PAUL BREISACHER WROTE ON FACEBOOK.

DEAR BALDY

Dear Baldy,

Rumor has it that what was to be the theater will be used for other purposes and a flick house is going to be constructed somewhere else. Any word?

Movie Fan

Dear Fan,

That's a fact son, that's a fact. Construction of a differently designed movie house will begin shortly just across the street from the cafeteria. Ground leveling has already started.

Baldy

(The Happy Valley Weekly, November 21, 1968)

The Tragic Loss of 55 Souls - The crash of C-123K 54-0590

In the data chronicling the loss of an aircraft the authors just list the crew members by name and crew position and almost as an afterthought the number of passengers. I wanted to see who those passengers were and when you turn the page you'll see the terrible reality. Take the time to look at each picture...it might look like a page from your high school yearbook.

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Crew & Passengers of C-123K 54-0590 Hit by ground fire on approach to Khe Sanh

First row from left to right: Cpl Stanley Grant Strong, PFC Herbert Ray Aldridge, PFC David George Anderson, PFC George Eugene Beale, PFC Willis Beauford Jr., PFC Charles Goodhue Boyer, CPL Joseph Paul Brignac, PFC Donald Royce Bumstead, LCPL John Howard Clark Jr., Sgt Jeffrey Francis Conlin (Loadmaster) and PFC George Lynwood Willott III.

Second row from left to right: PFC Michael Douglas Gray, PFC James Andrews Grzegorek, PFC Blucher Ray Hall, PFC Paul Everett Hicks, PFC Edward Ralph Higgs, PFC Howard Eslie Hollar, PFC Robert John Horvath, LCPL Andrew Jackson, CPL Larry Scott Kenned and PFC Harry Kenneth

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Latshaw.

Third row from left to right: LCPL Thomas MacMillan, Capt. Ellis Eugene Helgeson (Co-Pilot), PFC Joseph Anthony Marturano Jr., LCPL Winford McCosar, PFC Dennis Michael Mead, CPL Dennis Joseph Medeiros, PFC James Edward Miles, PFC Roger Carl Minch, PFC James Ezra Moore and PFC Thomas John Moss Jr.

Fourth row from left to right: PFC Vic Manuel Pizarro, PFC Ronnie Calvin Presley, Samuel Percell Robinson, PVT Domingo Rodriguez Jr., PFC John Malcolm Russell Jr., CPL Ronald Royce Ryan, CPL Michael Sears, LCPL James Herbert Smith Jr. and LCPL Robert Lee Vickers.

Fifth row from left to right: LCPL Louis Gaines Taylor, LCPL Kenneth Allen Stanciu, PFC James Otis Taylor, PFC Daryl Bert Terhune, CPL William Lee Terrell, MSgt Howard Bert Waldron, PFC Stephen Alan West, PFC David Raymond Wienckoski and LCPL Hollis Williams Jr.

Sixth row from left to right: Sgt Dallas Henry Moore (Acft. Maint. Tec.), LTCol. Frederick Jordan Hampton (pilot), Capt. Ellis Eugene Helgeson (co-pilot), SSgt William Frank Anselmo and SSgt Noel Luis Rios.

The story: C-123K 54-0590 departed Phu Bai on March 6, 1968 with a crew of four Air Force personnel and 49 Marines and two USAF personnel as passengers. They flew from Phu Bai without incident and approached Khe Sanh and were cleared to land, however, a South Vietnamese aircraft was blocking the runway and Col. Hampton imitated a go-around. As the aircraft circled the field preparing for another landing attempt, it was struck by ground fire disabling the right jet engine.

As the C-123 started to depart the area it spiraled into the ground, exploded, and burned in a unsurvivable crash. The crash site was outside the defensive perimeter in territory firmly controlled by the North Vietnamese Army and search and rescue attempts were not possible.

35 bodies were recovered and buried in a mass grave at Jefferson Barracks National Cemetery in Missouri. Only 19 bodies were identified and returned to their families.

Various sources list different numbers for the number of passengers aboard and in this case they were just listed as all Marines, but that wasn't the case as at least two of the passengers were from the 15th Aerial Port Squadron (USAF) at Da Nang who were going to supplement those aerial porters already on the ground and using the Coffelt Database, The Vietnam Veterans Memorial (The Wall) and The Wall of Faces I've determined these to be the correct

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numbers for this tragedy. The only questionable person was Sgt Dallas Henry Moore. His MOS was listed as Aircraft Maintenance Technician so could he have been the fourth crew member or was he also a passenger? For more information see Phan Rang Newsletter 155 for listing of individual casualties and Phan Rang Newsletter 197 for a listing of aircraft losses.



This story has special significance to **Donald Luke** USAF Veteran AC-47 “Spooky” because his best friend Stanley Strong from high school was aboard this aircraft. Stanley had been injured in combat at Khe Sanh and after healing he was returning to rejoin his group. Stanley had actually known he would die in active service in the Marines and he had drawn a beautiful, touching picture commemorating his own death.

The photo is his yearbook photo from Charter Oak High School in Covina, California 1963-64.

C123 Downed At Khe Sanh, All 47 Aboard Are Killed

(Dunkirk Evening Observer, Dunkirk, New York, March 6, 1968)

SAIGON (UPI) - Communist ground fire today shot down a U.S. Air Force C123 transport plane flying reinforcements into embattled Khe Sanh. All 47 persons aboard were killed.

The Twin-engined plane was the third American transport plane to be destroyed at the big Marine base in the northwest corner of South Vietnam where Communist gunners in the surrounding hills have zeroed in on the runway.

The big cargo plane was hit in one wing by a flurry of anti-aircraft fire as it was approaching the runway. Eyewitnesses said the plane spiraled to the ground and exploded into a ball of fire on impact, several hundred yards from the Leatherneck position.

The crash was witnessed by passengers aboard a nearby airplane who said they saw no signs of survivors in the flaming debris.

Military Passengers

The C123 provider had left the Marine supply head at Phu Bai with 44 passengers —all

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American military men —and a crew of three, an Air Force passenger official told UPI correspondent Richard V. Oliver. Most were believed to be Marines.

Marine Pfc Hector L. Perez, 19, of Brooklyn, N.Y. narrowly escaped death. He had gone to mail a package to his mother and missed the plane. He had been on rest and recuperation leave in Hong Kong and was scheduled to return to duty at Khe Sanh today.

The 16,000 or more Communists surrounding Khe Sanh previously had shot down another C123 and a giant four engined C130. In addition several Marine supply helicopters have been shot up at the base where 6,000 Marines are waiting for an attack that could come any time.

C-123s Live Up To Nickname; Play Major Role At Khe Sanh

(Wichita Falls Sheppard Senator, Wichita Falls, Texas, March 28, 1968)

Since the battle for Khe Sanh began. Fairchild C-123 Providers of the 315th the Air Commando Wing at, Phan Rang AB have played a major role in the allied effort there.

Because of their ability to land in a small area, the Providers are used to put down on the short, battle - scarred runway. The C-123s are augmented by airdrops from larger Lockheed C-130 Hercules.

Sharing in the task are pilots of tile 311th Air Commando Squadron's detachment at Da Nang AB, who have set squadron records for turnarounds at Khe Sanh.

Within three minutes after landing at Khe Sanh, C-123s have unloaded their heavy cargo and started their takeoff run.

"That three minutes can seem like the longest three minutes on earth."

That three minutes can seem like the longest three minutes on earth. During the time the C-123 aircraft are on the ground, they are subject to all kinds of enemy artillery and small arms fire.

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According to some of the 311th ACS pilots, landing at Khe Sanh is a bit like landing on an aircraft carrier. The approach has to be exactly right and even then enemy rocket and mortar fire on the strip frequently forces the landing aircraft to make another pass over the field before landing.

Members of Da Nang’s 15th Aerial Port Squadron formed an ever growing Air Force club at Khe Sanh. They are the men who have served under enemy fire at the airstrip.

Every eight days, eight members of the squadron fly into Khe Sanh, to assume duties unloading the cargo aircraft, which are the supply lifeline for the Khe Sanh defenders.

Their job is demanding. They unload, move and stockpile every ounce of supplies pouring into Khe Sanh on Air Force cargo craft. At night when the field is closed, they continue where the last team left off filling sandbags to reinforce their bunker.

On a busy day, team members often handle up to 30 planes, stopping only to seek shelter at the cry of **“incoming,”** or to grab a hasty bite of **“C”** rations.

The aerial resupply mission continues at Khe Sanh. As one young airman put it, **“As long as they need us up there, we're all ready to go.”**



Everyone has a story to tell. Through the years you’ve read hundreds of stories in this newsletter, so why not tell yours? I’m always reminded of listening to my parents and grandparents when I was a child and being enthralled in the way they could weave a story that even I would listen to intently. I think for a large part the art of storytelling is lost because when families get together today they don’t really tell stories as much

because there are so many electronic distractions.

A story has natural momentum to it. If you simply state what happened in chronological

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order (many people actually neglect doing this), you will captivate your audience.

A story in its purest form — is like a train on which you’ve invited others to join. Those riding along can feel that you’re headed towards a destination.

Your experiences are like no others, so write them down and share with your Phan Rang friends and in a little way you will be preserving something of yourself for future generations to appreciate. See below on how to submit your story.

Doug’s Comments: Anzac Day is April 25th this year and many of us had hoped to observe and celebrate with our Australian comrades, but a virus changed everything in our world. Sometime during that day take some time to reflect on the sacrifices that the Australians and New Zealander for others. The day is to commemorate the sacrifices they made in all conflicts. I hope that you enjoyed this newsletter and if you have a story to tell, please write it down and send to me so that your unique experiences can be saved for posterity. This newsletter was composed and all graphics by Douglas Severt unless otherwise stated. To see a list of all previous newsletters click [here](#). To unsubscribe to Phan Rang News, <mailto:dougsevert@cox.net> and put ‘unsubscribe’ in subject line.