

Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.
"Keeping the memories alive" Newsletter 219

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The Australian Army's Experience in the Vietnam War Part 9

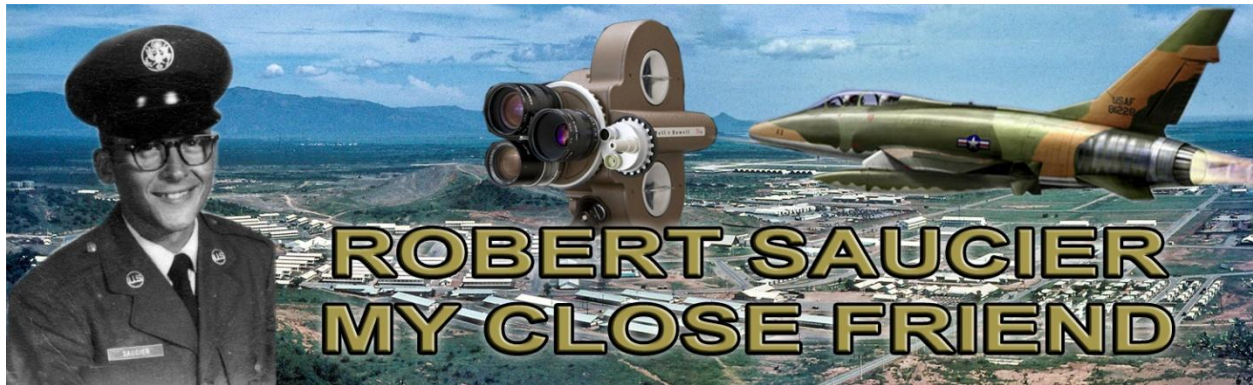
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YOUNG AIRMAN KILLED ON F-100 MISSION

*(The following is a personal tribute to A2C **Robert A. Saucier**, a Phan Rang movie photographer killed in an F-100 crash landing, by MSgt. Gabby Moran, NCOIC of the 35th TFW Information Office.)*

As a combat news reporter this should be an easy story to write, but it's not. The kid I am to write about was a close personal friend, a kid that maybe I was a little bit too close to.

Only a day before he died, he was assigned to cover the same news story.

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On Saturday he was killed in the crash of an F-100 fighter plane. He was in the rear seat as an aerial photographer.

Our friendship was a comparatively short one, yet a close one. I had known A2C Robert A. Saucier, 20, of Pine Bluff, Ark., for the past five months.

It was a friendship that had developed quickly under combat conditions. To me he was a good kid; maybe because of my age I just thought he was a kid.



He must have been a man...He died for what he believed in and was doing exactly what he wanted most to do: flying and shooting combat motion picture film.

As a motion picture photographer he would simply attack his job, shooting from every angle possible and always giving his very best to the job.

It was hard to be around him for any length of time without some of his youthful enthusiasm rubbing off on you.

He was not on flying status until 24 days before his death. He was flying his 15th combat mission when he met his death at the end of the runway at Bien Hoa AB.

(Source: Phan Fare, The Phan Rang Weekly, July 5, 1967. My thanks to Van Digby for saving so many issues of the Phan Fare during his tour of duty and for sharing them with me 50 some years later.)

The following is the account of the accident form Phan Rang Newsletter 197

I July 1967	F-100F 56-4002	615 TFS, 35 TFW Capt T. R. Olsen (survived) A2C Robert	A two-seat F-100F was accompanying a close air support mission with an enlisted man on board either to take photographs of the strike or simply as air experience. It was not unusual for hard working ground crew to be taken on a
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		Arthur Saucier (KIA) ¹	mission and many were eager for the opportunity. Capt Olsen’s flight was attacking a VC target 12 miles north of Vinh Long in the Mekong Delta, but his aircraft was hit by ground fire and started to burn. The aircraft headed north to Bien Hoa, the nearest airfield capable of taking the Super Sabre, but two miles short of the runway Capt Olsen had to make a forced landing in which A2C Saucier was fatally injured.
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Robert was awarded the Distinguished Flying Cross (Posthumously) for achievement 6 ½ month before his death.

Robert Arthur Saucier

DATE OF BIRTH: July 15, 1946

HOME OF RECORD:

Pine Bluff, Arkansas

AWARDS BY DATE OF ACTION:

Distinguished Flying Cross

AWARDED FOR ACTIONS
DURING Vietnam War

Service: Air Force

Battalion: 600th Photo Squadron

GENERAL ORDERS:

Headquarters, 7th Air Force, Special Orders G-1215 (August 16, 1967)

CITATION:

(Citation Needed) - SYNOPSIS: The President of the United States of America, authorized by Act of Congress, July 2, 1926, takes pride in presenting the Distinguished Flying Cross (Posthumously) to Airman Second Class Robert Arthur Saucier (AFSN: AF-18750881), United States Air Force, for extraordinary achievement while participating in aerial flight over Southeast Asia on 12 November 1966. His devotion to duty and courage under all conditions serve as an inspiration to his fellow flyers. His actions reflect the highest credit upon himself and the United States Air Force.



¹ Combat photographer assigned to 600th Photo Squadron killed during a landing accident to Bien Hoa Air Base.

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THE MORGANTOWN POST

1864—SERVING WEST VIRGINIA FOR 103 YEARS—1967

VOL. 103, NO. 23

MORGANTOWN, W. VA. THURSDAY AFTERNOON, FEBRUARY 2, 1967

18 PAGES TODAY

PRICE NINE CENTS

Lonesome End Saves Comrade - Hero Does It Again

SAIGON (UPI) — Capt. **William (Bill) Carpenter** flirted with death again Wednesday and won.

The former West Point football "lonesome end" won battlefield glory when he called down a U.S. fiery napalm air strike on his surrounded paratroop company's position to hold off Communist hordes successfully until help came.

Carpenter again braved the threat of fiery death Wednesday by pausing to pick up a helpless comrade and carry him from crash-landed transport plane awash with gasoline, American sources told UPI.

The C123 transport had left Saigon's Tan Son Nhut Airbase carrying Carpenter to a secret base on a new assignment. The plane belly bounced when trying to land at the rugged base. The pilot managed to wobble the plane upwards.

But the bounce had ripped off a wheel, torn open the fuselage and sprayed fuel from a shredded line. One spark in the crash landing meant a possible fiery holocaust. The pilot headed out over the South China Sea. He ordered his passengers to dump any explosive gear. Carpenter and the others hurled out ammunition.

The pilot radioed Tan Son Nhut to get ready. At the huge base airman sprayed a runway with flame-suffocating foam.

The pilot nosed down. He told his passengers he would drop the tail door. He told them to jump out and run the moment the C123 halted. Carpenter looked at a fellow passenger a major.

The major had suffered broken ankle in the bounce. He couldn't even hobble. Carpenter made up his mind.

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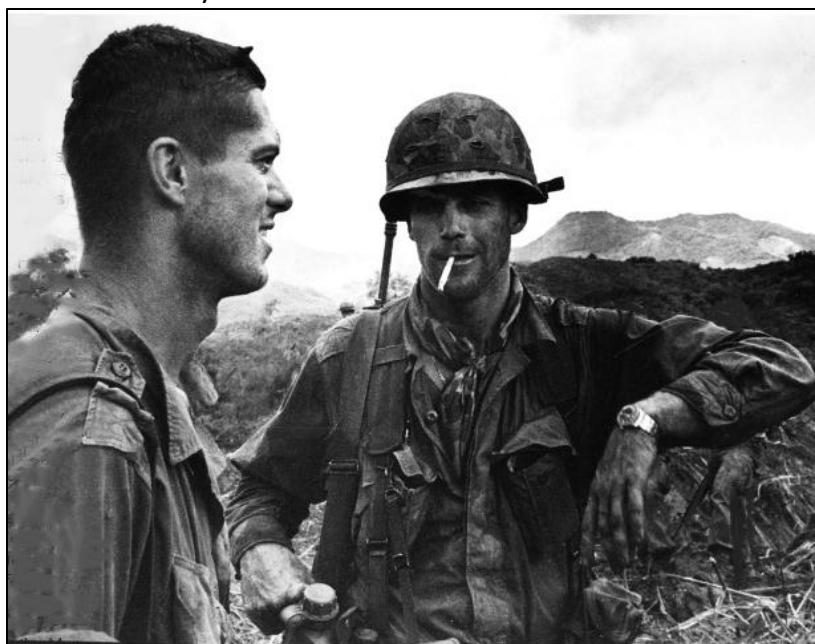
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Bill Carpenter bent down, put the major on his shoulders and carried him to safety.

(Source: *The Morgantown Post*, Morgantown, W.VA., Thursday February 2, 1967)

Dak To, South Vietnam, June, 1966: Capt. William Carpenter, right, commander of the 101st Airborne Division's C Company, 2nd Battalion, 502nd Regiment, and 1st Lt. William Jordan talk about their company's recent close call in escaping from near encirclement by North Vietnamese forces.



Carpenter, a Football all-American and team captain at West Point, called for a napalm strike on his own position that enabled his troops to set up a defensive perimeter and eventually break free. His actions earned him his second Silver star of the war. Carpenter eventually turned down pro-football offers and made the military his career; he retired as a general officer.

Combat Honor Medal Nominee Saves Major In Viet Crash

SAIGON (UPI) —Capt. **William S. Carpenter Jr.**, who has already been nominated for the Medal of Honor for exceptional valor in combat, played the role of a hero again by carrying an injured major to safety following the crash-landing of a transport plane, it was learned Thursday.

Carpenter, West Point's former All-American "*lonesome end*" football star, hoisted the injured man onto his shoulders and scampered from the gasoline-soaked plane after it made a screeching belly landing on a foam covered runway at Tan Son Nhut Air Base Wednesday.

When the plane bounced to a halt, the pilot ordered the troops, all members of the 101st Airborne division, to make a dash to safety through the tail door.

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One of the men, an unidentified major, had suffered broken ankle during an aborted landing attempt which badly damaged the craft. Carpenter carried the injured major to safety.

Carpenter has been nominated for the Medal of Honor for his role in a battle last June when he called down an air strike and napalm drop on his own position to nip an almost certain Communist massacre of his men.

The ill-fated day of the C123 transport plane started at a U.S. base at Phan Rang, a coastal town just south of Nha Trang. The plane took off without incident for a secret site but when it attempted to land at the secret base the craft bounced on the runway. One wheel was torn off, a gaping hole was ripped in the side of the plane and gasoline spread dangerously throughout the interior. It was here that the major was injured.

The pilot desperately pulled the C123 back into the air and headed out over the South China Sea, ordering the troops to toss overboard all their explosive equipment. (Source: *Panama City News, Panama City, Florida, February 3, 1967.*)

PACKS INJURED MAJOR FROM CRASH

Carpenter Scores in End Run

SAIGON (UPI) — Capt. **William S. Carpenter Jr.**, Army's all-American footballer-turned war hero, played a star role again Wednesday to rescue soldier injured in the crash landing of a transport plane they both were riding, it was learned Thursday.

In the instant that the crippled C-123 made a belly landing at Saigon's busy Tan Son Nhut Airport, Carpenter took up where he left off.

Carpenter hoisted the one man injured in the accident-ridden day, an Army major with a broken ankle, and carried him on his shoulders to safety through the foam that was spread over the runway, informed sources told United Press International.

Carpenter, who already has been nominated for the Medal of Honor in this war, was uninjured.

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It was the climax of a harrowing day when Carpenter and the other 27 men of the 101st Airborne Div. on the plane must have wondered whether they would make it.

The transport plane twice narrowly averted a disastrous crash.

The C-123 had taken off from Phan Rang to take Carpenter, who has just been reassigned after serving a half-year as aide to General William C. Westmoreland, commander of U.S. forces in Vietnam, to an undisclosed location.

But something went wrong on the first attempted landing at the base. The craft bounced hard on the runway. One wheel was torn off, a hole was ripped in the side and gasoline spread throughout the interior.

The pilot desperately pulled the C-123 back into the air and radioed Tan Son Nhut for an emergency landing.

The major suffered the broken ankle in that first bounce — the only injury aboard.

Foam was spread over the runway. As the plane descended, the pilot told his passengers that he would drop the tail door, and that they were to dash through it to safety the instant the C-123 stopped moving.

But the major could not walk, let alone run.

Carpenter hoisted the injured major onto his shoulders and scampered through the doorway to safety. (Source: *Pacific Stars And Stripes, Tokyo, February 4, 1967.*)

NATIONAL HERO

Capt. William Carpenter became a national hero in June of 1966 when he called for an air strike on his own position near Tuo Morong. West Point’s former **“Lonesome End,”** Capt. Carpenter was recommended for the Congressional Medal of Honor and received other decorations for his distinguished valor in combat.

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Capt. Carpenter called for the napalm air attack over a field radio in order to kill Viet Cong troops and prevent them from overrunning his position. His heroic action was described by President Lyndon B. Johnson as "an inspiring chapter in the Vietnam story."

Behind the winner of the Congressional Medal of Honor was an entire group of county war heroes who were awarded some of the nation's highest decorations. They received the Distinguished Service Cross, Distinguished Service Cross, Silver Star and a host various other medals awarded by appreciative governments of the United States and the Republic of Vietnam. (Source: *Chester Delaware County Daily Times, Chester, Pennsylvania, January 24, 1973*)

"One of the greatest puzzles is how the fool and his money got together in the first place"

(Phan Fare February 28, 1968)



SPARE A THOUGHT FOR THE RADIO OPERATOR

Much has been written about the Forward Scouts and the Machine Gunners of a Platoon, after all, they were the 'eyes and ears' and the firepower of the Section/Platoon. We all remember that the GPMG M60 weighed 23 lbs (10.4 kg) and that each linked belt of 100 rounds weighed 7 lbs (3.2 kg). The Machine Gunner usually had one link belt loaded on the gun and another two which were worn bandolier fashion across the shoulders. Additional link belts were distributed among the Section.

Without demeaning the vital roles of the Forward Scout and the Machine Gunner, we need to spare a thought for the equally vital role of Radio Operator. The operator carried the AN/PRC-25 radio set in addition to his personal weapon (7.62mm SLR or 5.56mm M16), rations and water supply as well as spare batteries for the radio.

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The AN/PRC-25 Radio weighed 23.5 lbs (10.6 kg), heavier than the GPMG M60. It was however a very robust piece of equipment which was virtually shock proof as well as being water proof.

The radio's weakness however was the handset. The handset was similar to a telephone handset, with a "push to talk" bar. A hook on the back allowed the Radio Operator to hang the handset off his webbing. Importantly, the handset could simply not be allowed to get wet.

In a wet, humid, country like South Vietnam, this was a serious issue, one that could prove disastrous if the handset were to fail. The common way to deal with this inadequacy was to put the handset inside the clear plastic bag (usually the one from the radio battery's packaging or a ration pack) and fasten it in place with a rubber band. Despite its susceptibility to damp, the microphone in the handset was very sensitive; one could whisper into it and still be clearly heard.

The AN/PRC-25 radio came with two antennae; the 3 foot (91.4 cm) AT-892 and the 10 foot (205 cm) AT-271. The short or regular radio antenna resembled a metal tape measure. The lower third or so was a round flexible tube that screwed onto the radio. The long-range antenna was carried in a canvas bag strapped to the side of the set. The radio had a transmission range, with the short antenna, of about 3-4 miles (6.5 kilometres); adverse terrain factors could influence this range. The long-range antenna was supposed to be good for up to 18 miles (29 kilometers).



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The battery life was good for a couple of days at most on operations, depending upon the frequency (no pun intended) of communications, so spare batteries were always distributed within the Platoon to ensure that radio communication was possible at all times. Additional batteries always formed part of the Maintenance Demands (MAINTDEMs) at resupply. When expended, the battery pack had to be physically destroyed. Inside were flashlight-type batteries which the Viet Cong could reuse in booby traps and the like.

And here is the crux of the matter. The Radio Operator was carefully chosen from within the Platoon numbers. He had to be someone with wide experience, be proficient in radio procedures including encoding and decoding messages and who would not get rattled in contact when under fire. If something happened to the Platoon Commander, the Radio Operator effectively was in control of the Platoon until the Platoon Sergeant could assume command.

An experienced Radio Operator was akin to a personal assistant to the Platoon Commander. The operator needed to anticipate what may be required, preparing it in advance. At night, during ambushes and tactical harbours, the Radio Operator and the Platoon Medic slept in proximity to the Platoon Commander; this enabled the radio watch to be shared throughout the night.

Being the Radio Operator was also a very dangerous job. While no one wore rank insignia on operations, the radio antenna would single out the operator; it was like a red rag to a bull, indicating the operator's important role to the enemy. The operator may as well have carried a sign reading “Hit Me First”!

I take my hat off to all the Charlie Company Radio Operators and those of the Battalion. Our Forward Scouts as well as the Machine Gunners formed a special bond within the Platoon and Company. I'm sure that the Radio Operators did as well.

Article by Lieutenant Colonel (retired) Roger A. Lambert; Platoon Commander, 9 Platoon, C Company, 5th Battalion, the Royal Australian Regiment 1969-70

Extraordinary Display of Airmanship

By Tom Mix

*This story has been told before in Phan Rang Newsletter 79 “USAF Crew Came Back On One-And-A-Half Wing” and Phan Rang Newsletter 183, “The Story of 883” but the retelling of a good story from another person's perspective exemplifies the heroics that were displayed by the entire crew that day. **These are stories that help keep the memories alive.***

The night of May 8, 1970 witnessed an extraordinary display of airmanship when a Stinger crew

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Stinger 21 operating over Ban Ban, Laos, brought back a gunship despite extensive anti-aircraft artillery (triple-A) damage. Captain Alan D. Milacek and his nine-man crew had been reconnoitering a heavily defended road section near Ban Ban, Laos, when they discovered, attacked and destroyed two trucks.

Captain James A. Russell and Captain Ronald C. Jones, the sensor operators, located three more trucks. As the aircraft banked into attack orbit, six enemy positions opened up with a barrage of triple-A fire.

The copilot, Captain Brent C. O'Brien, cleared the fighter escort for attack and the gunship circled as the F-4's worked to suppress the triple-A fire.

Amid the heavy enemy fire Captain Milacek resumed the attack and killed another truck.

At 0100, just about 2 hours into the mission, "the whole cargo compartment lit up" as enemy rounds tore into the Stinger's right wing. A "sickening right dive of the aircraft" ensued and Milacek called "Mayday, Mayday, Mayday, we're going in." He shouted orders to SSgt Adolpho Lopez, Jr., the IO (Illuminator Operator), to jettison the flare launcher.

Captain Milacek directed the entire crew to get ready for instant bailout. As the gunship dropped about 1,000 feet within a few seconds,

Captains Milacek and O'Brien pooled their strength to pull the aircraft out of its dive. By using full-left rudder, full-left aileron, and maximum power on the two right engines, they regained stabilized flight.

The full-engine power fueled 2 to 3 foot flames-torchlights for enemy gunners as the crippled Stinger desperately headed for friendly territory. The navigator, Captain Roger E. Clancy, gave the correct heading but warned they were too low to clear a range of mountains towering between them and safety. What's more, the crew discovered that the fuel consumption would likely mean dry tanks before reaching base.

The crew tossed out every possible item to lighten the load and the aircraft slowly climbed to 10,000 feet.

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TSgt Albert A. Nash, the flight engineer, reported the fuel-consumption rate had fallen. Capt. Milacek elected to land the damaged plane and when he approached the base area he ran a careful check of the controls.

He found that almost full-left rudder and aileron would allow him to keep control. With uncertain flap damage, Milacek chose a no-flap landing approach at 150 knots (normally 117 knots).

Utilizing every bit of pilot skill he landed the plane. Upon leaving the Stinger, the crew saw about one-third of the right wing (a 14-foot section and aileron) had been torn off. The Air Force Chief of Staff later presented Captain Milacek and crew with the 1970 Mackay Trophy "for the most meritorious flight of the year."

Fortunately, aircraft and crewmember losses in the AC-119 gunship program were few. A fact directly attributed to the superb airmanship of the gunship aircrews and fighter escort. The AC-119s were every bit as versatile as the AC-130, just not as heavily armed. They operated in every normal gunship role; night TIC support, day TIC support, base defense, night FAC, night-armed reconnaissance, flareship, etc. But another era had come to an end.

On September 30, 1971, the 14th SOW was deactivated, and by late 1972, the war was winding down for the Shadow/Stinger squadrons. The AC-130s were coming on line in growing numbers and except for the few AC-119Gs, and fewer AC-119Ks, turned over to the VNAF, the AC-119 gunship would fight no more. They had been a very effective fighting force for the short time they were involved in the war. The 18th SOS had some 2206 disabled trucks to their credit by September of 1970 alone.

As Colonel Michael Haas pointed out in his book, *Apollo's Warriors*: "The thing about Air Commandos is that you don't need them very often. But when you do, you tend to need them very badly." The hunting prowess of the AC-119K and her crews, even while barraged by heavy anti-aircraft artillery, was evident in the hundreds of burned-out Soviet-built trucks littered across Indochina's landscape and the thousands of allied lives saved by the AC-119K Stinger gunship crews who were always there when needed the most.

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Pat Nugent Training In Vietnam As Cargo Plane Loadmaster

PHAN RANG, Vietnam (AP) —Airman 1C , Patrick J. Nugent, President Johnson’s son in law, is in training for a new job that should let him see a good deal of South Vietnam, including where the action is.

Nugent, who arrived in Vietnam April 13 for a one-year tour, is stationed at the U.S. Air Force Base at Phan Rang, on the central coast. 175 miles northeast of Saigon.

He’s a member of the 309th Special Operations Squadron, in training to be a loadmaster on the Air Force’s C123, a twin-engine prop plane that carries cargo and men to all parts of the country.

The second phase of his training, called on job training or OJT by the military, began in the middle of July. Nugent is flying as an apprentice loadmaster on C123s making hops all over Vietnam, and possibly to Thailand and Laos.

A fully qualified loadmaster accompanies him on each of the trips until mid September, when Nugent will be fully qualified.

Information about Nugent’s exact whereabouts on the base, and about his flights, is classified. At his request, the Air Force has kept newsmen away.

This is Nugent’s second job in Vietnam. His reserve unit, the 113th Tactical Fighter Wing, was called to active duty last February during the crisis over North Korea’s seizure of the USS Pueblo. Nugent applied for duty in Vietnam, where the President’s other son-in-law, Marine Capt. Charles Robb, also is serving.

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Pat Nugent front, the other person unidentified. Photo by Kirk Minert.

His first assignment was as a bomb loader at Cam Ranh Bay air base. But Nugent asked for a transfer to the potentially more dangerous assignment as a C123 loadmaster.

After he is qualified, Nugent could be transferred to any of four other airbases where C123s are stationed, he could remain with one of the two C123 squadrons at Phan Rang, or he could be sent to Da Nang, near where Capt. Robb is stationed, or to Saigon’s Tan Son Nhut airport, or Phu Cat air base, 300 miles up the coast from Saigon, or to Bien Hoa air base, 20 miles north east of Saigon.

The C123s flying out of Bien Hoa are used in the military’s defoliation program.

As a loadmaster, Nugent will average one and a half days on the job and one and a half days off. When he’s not flying, Nugent will pull all the duties of any enlisted man, including overnight charge of quarters, collecting money for meals at the mess hall, and cleaning the bar racks.

As a loadmaster, Nugent will earn his \$343.60 monthly salary. The C-123s do everything from carrying Montagnard tribesmen, allied troops and other passengers from one airstrip to another, to ferrying loads of vegetables from Dalat, in the central highlands, to U.S. bases.

Nugent will be due for one week’s R & R (rest and recuperation) in mid-October, and can go to one of six Asian countries or Honolulu, possibly for a reunion with wife Luci and their year-old son, Lynn. (Source: Fort Walton Beach Playground Daily News, Fort Walton Beach, Florida, August 13, 1968)

Note: Other Phan Rang Newsletters that have featured stories about Pat Nugent are Phan

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Rang News 14 “Pat Nugent Training”; Phan Rang News 75 “Patrick Nugent Receives the Distinguished Flying Cross”; Phan Rang News 99 “3-Month Course Completed By Pat Nugent”; Phan Rang News 101 “LBJ Says A Prayer For Pat (Nugent)”; Phan Rang News 113 “Nugent Flies Viet Missions” and Phan Rang News 141 “Pat Nugent Flying Missions”.



Sgt. Butch T. Dog

Vincent Fairbrother commented:

Does anyone remember the dog that would jump on a flight to Cam Ran Bay then fly back to Phan Rang? He was the dog that Sgt. Nugent, President Johnson son in law had at Phan Rang? The dog was still there in Dec 1969 and after that who knows.

Robert Chappelle replied: Sgt **Butch T. Dog** USAF We think he used to whiz on all the 309th aircraft tires so that he knew which one to get on to get home. Pat Nugent took the dog home with him when Pat's tour was up. Actually Pat flew the dog down to Tan Son Nhut and shipped the dog via Pan Am a couple of days before he flew home via MATS (old MAC). Yeah I was 309th and SGT Butch flew with me several times. Oh yeah, Sgt Nugent was my crewed loadmaster and we flew together often.



THANK YOU

Hi Doug,

I just finished reading my copy of today's issue of the Phan Rang News 199, and just wanted to say thank you for including the article about 1st Lt. Lee R. Howard, who just happens to be not only one of my best friends in the entire world, but who is also a cousin. Lee's mother was one of my Dad's sisters and Lee and I spent our childhood years as neighbors on our respective farms/ranches on Sarpy Creek in Treasure County, Montana, where Lee and his beautiful wife Linda still reside today. I am one of many of Lee's extended family members who are very proud of him, and what he accomplished during the time he served as

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an F-100 pilot in the Vietnam War. Because he is naturally humble and doesn't often blow his own horn, I was not aware of the story you told about him in this issue of Phan Rang News 199. Thanks for publishing the story so that I've now got something else to brag about him.

I preceded Lee in going to Phan Rang. I was an enlisted man (E-4 and E-5) stationed there from October 67 to October 68. I went to Phan Rang thinking I was going to be an F-100 Crew Chief inasmuch as that is what I had been at Cannon AFB, New Mexico, prior to getting the orders to Vietnam. However, when I got there I was assigned to the Wing and started my tour working in Maintenance Control. Shortly thereafter, I became the Base PMEL monitor where I worked in Work Order Control and took care of preparing and shipping Precision Measuring Equipment to Cam Rahn Bay as it became due for calibration. I then received it back from Cam Rahn Bay after calibration and distributed it back to the various shops on base that used the equipment for testing aircraft systems, etc.

Obviously, my tour at Phan Rang did not include doing anything that I ever believed was as important as that of being an F-100 Crew Chief, but I was happy to do whatever the Air Force needed me to do while I was there. Unbeknownst to me at the time, it turns out that I was the family member who went to Vietnam to “soften” the place up for the arrival of Cousin Lee a few years later. He was the family's hero fighter pilot. I was the fighter mechanic who didn't get to do the job I had been trained for and had done for the five previous years of my twenty-year Air Force career.

After leaving Phan Rang, I went back to aircraft maintenance, which included a one-year tour at Udorn RTAFB, in Thailand, where I worked on the RF-4C Phantom in 1973 and 1974, but still working in support of the Vietnam War effort. So, I got to use my mechanical skills during the war after all.

After leaving Udorn, I once again went to Cannon AFB, New Mexico, where I worked on the F-111 for a little over a year before I applied for and was accepted for duty as a Special Agent with the Air Force Office of Special Investigations (OSI). Seven years later I retired after serving 20 years in the greatest branch of military service – the United States Air Force. I am very proud. I'm just not anybody's war hero.

Dale R. Gamble

East Helena, Montana

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Doug's Comments: The Phan Rang News has never been date specific with most issues containing stories from all the time the base was in existence, but beginning soon some issues will only have stories from a specific month and year. I hope that works out well.

Recently I received 31 Phan Fares that cover most of 1967 and 6 from early 1968. I don't know yet if there were any duplicates from what I already had, but the only possibility would have been for 1968 as I didn't have a single Phan Fare from 1967. Thank you Van Digby for preserving them for 50 some years and for sharing them with me. I know they contain a wealth of information and I've really just been busy scanning of them and haven't had time to digest any of them yet.

Just a little information about our reunion hotel the Lodge of the Ozarks that I should have mentioned earlier, but the hotel does not have a full service restaurant. As promised they do have a wonderful buffet breakfast which is included, but no food service at other times, however there are many restaurants close by.

Many Facebook members, including myself, are gradually transitioning to our Phan Rang group on MeWe. [Click here to join](#). 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.