

# Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.  
"Keeping the memories alive" Newsletter 220

**Back In The Day**



## A SNAPSHOT IN TIME

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9 Aug - SECURITY IDEAS LEAD TO BRONZE STAR



## 2 Aug - NEW CHAPEL TO OPEN SUNDAY

Base Chaplain (Lt. Col.) Theodore J. Kleinhans, has announced that the first services are scheduled to be held in the brand new base chapel on Sunday, the chaplain said these plans are 90 per cent definite.

The catholic Mass will be held at 6:30 a.m., and Protestant Services will be held at 8:30 a.m. The regular chapel program will be in effect, except for the switching of the hours for the Lutheran and general Protestant Services. The Lutheran Services, formerly held at 10:30, will be held at 9:30 a.m.

Chaplain Kleinhans noted that pews and alter furnishing for the handsome new structure are due in from Taiwan in about a month.

He added that the chapel annex now under construction should be completed within a month.

"Everybody appreciates the fine work that has been done," said the chaplain as he praised the 554<sup>th</sup> Red Horse Civil Engineering Sq. personnel who designed and built the new chapel. Singled out for special praise were: Colonel Potter, the squadron commander; Lieutenant Bruehler, the designer; and TSgt. Johnson, construction supervisor. Formal dedication is planned for November.

## 2 Aug - NEW AIRMEN'S CLUB TO OPEN NEXT WEEK

The new airmen's club building will open at about 6 p.m. next Friday, Aug, 11, according to airmen's club secretary MSgt. Bobby G. Wolfe.

The \$25,000 facility, located alongside the present home of the airmen's club, will have a built-

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in snack bar, modern restrooms conveniences, a barber shop, and a green playwood interior.

The opening festivities will include the presence of a band. More details may be available in next week's Phan Fare.

The present home of the airmen club will remain open as a recreation area replete with a pair of pool tables.

Sergeant Wolfe congratulated SSgt. Harold Windslow of the 35<sup>th</sup> Civil Engineering Sq. for spearheading the creation of the new facility over a period of five weeks. The new club has a patio and a three-tone beverage counter.

## **2 Aug - SHOPPING CENTER OPENS FOR BUSINESS**

They say the new facility which opened near the dispensary on Tuesday is a base exchange, but it has all of the earmarks of a modern suburban shopping center.

MSgt. Henry L. Laws, 41, from Union S.C. NCOIC of the handsome facility, stated flatly that “this will be one of the largest, if not the largest, and most modern base exchanges in Vietnam.”

Featured are a diamond concession, a tailor shop, a separate beverage shop, the presence of three automobile salesmen, and service via eight cash registers.

On hand is at least a half-million dollar stock ranging from food items, three styles of refrigerators. Grooming up will be in a modern six-chair barbershop and a gift shop. A public address system is being installed so that music can be piped in to the spacious new facility.

An airline ticket agency will be set up soon on the premises. The Red Horse Sq. (554<sup>th</sup> CES) and 35<sup>th</sup> Civil Engineering Sq. created the new facility, which has about double the shelf space of the old base exchange, and tiled ceiling and a shaded walkways.

## **2 Aug - ‘RED HORSE’ MEN ‘MOVE MOUNTAIN’ TO BUILD ‘PARKING LOT’ FOR C-123’S**

By MSgt. Gabby Moran

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When a construction problem arises at Phan Rang, a call to the 554<sup>th</sup> (Red Horse) Civil Engineering Squadron will inevitably lead to the solution....even if it means moving a mountain!



The arrival of the 315<sup>th</sup> Air Commando Wing on base was preceded by a Herculean effort to build a parking ramp for this unit's many C-123 Provider transports.

A short time ago the 554<sup>th</sup> built revetments for the base's F-100 Super Sabre fighters, B-57 jet bombers, and Australian Canberra bombers on the west side of the Phan Rang Runways.

This left space for the arriving C-123's on the east side of the runways. The vacated parking ramp was covered with about one million square feet of aluminum matting, better known as 'AM-2'.

This matting had become rough and wavy because of constant use by the F-100;s and B-57;s. The area needed a more substantial base and a smoother surface if it was to be converted into a C-123 parking facility.

There just wasn't enough time, money, or manpower to lay the one million square feet of concrete needed for the conversion. The next best thing, it was decided, would be a three-inch layer of asphalt over a 20-inch base of crushed rock.

Capt. David D. Currin, 26, of Oxford, N.C., holder of a master's degree in civil engineering from Oklahoma State University, was appointed project officer for this task by Col. Robert H. Carey, the squadron commander.

“The first thing I found out about this project,” said the captain, “was that the 554<sup>th</sup> had never tried a construction job of this size and scope before.

“Our problem was this: move a mountain, crush the mountain into small rocks.....five inch in diameter and smaller for the base materials and one inch and smaller for the asphalt.....add heated tar.....mix well.....transport the product three miles from the asphalt plant....lay the asphalt over the rock base....roll and level....and you have a parking ramp for the C-123's.

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“We had a mountain and the men and equipment to do the job. When you say it this way the job seems smaller.....but when you do it that is another thing.

“since no one in the 554<sup>th</sup> had any experience in an operation of this size, we knew that we would need some technical advice...so we contacted the contractor, RMK, who had laid the concrete runways at Phan Rang, and arranged for the loan of Mr. A.B. Julian of Seattle, Wash.

“Mr. Julian has spent the past 36 year in the construction field, and was well qualified to become our technical advisor. CMSgt. Richard G. Hogevar, 40, of Cleveland, Ohio, was appointed chief construction supervisor, and we went to work.

***(Please see the continuation of this story “How They Moved That Mountain” 9 Aug. 1967)***

## **2 Aug - Welcome, Sue and Camilla!**

Maggie Neitzey, popular Red Cross recreation center assistant left the base a few days ago for a new assignment at Pleiku. She was reported to be sad about leaving. On Sunday, a new girl, Sue White, from Tulare, Calif, arrived for duty at the center, and a second girl, Camilla Meyerson, was due in yesterday. “I feel like I’m in the States,” commented Sue upon arrival at Phan Rang.

## **2 Aug - 8<sup>th</sup> TBS FINDS HAPPY HUNTING**

*(Phan Fare Editor’s note: It is with great pride that PHANFARE prints the following account of an actual bombing mission in North Vietnam, as written by B-57 jet bomber navigator Maj.*

*Ernest L. Carlton of the 8<sup>th</sup> Tactical Bombardment Sq. We believe this account will give readers a unique insight into the operations of combat pilots in Vietnam.)*

*(Code names below are fictitious)*

A short time ago I flew a typical night interdiction mission into North Vietnam. My pilot was Lt. Col. Robert S. Stedman, the squadron commander.

At 4 p.m. all the night interdiction crews were briefed by weather and intelligence personnel.

Targets were assigned, code words were distributed, and crews were told what to expect in the

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way of defensive reactions.

Then, while later-mission crews sought a few minutes; shut-eye, the early-mission crews pre-flighted their aircraft and checked their personal equipment.

As the sun dipped below the horizon, we were winging our way north. The lush fields below us turned a deep green in the approaching darkness, and pretty soon the lights of Da Nang and Hue appeared before us.

Heading out over the water at Hue to by-pass the DMA (De-militarized Zone), we called our airborne control center.

Brown Dog, Orange Pony 22...Confirm One Toot, Green Toad (code words). Also request permission to enter the pack (North Vietnam panhandle) at base plus 2 (altitude). Orange Pony is feet wet (over the water).

We were cleared to hit our primary target, which was anything moving on certain roads. Plum, an airplane with sophisticated electronic equipment, was going to help.

“How’s business tonight?”

“Orange Pony, we’ve got 20 ‘movers’ (trucks) just south of Bravo 21 (reference point).”

“Roger...we’ll be there in three minutes”.

In a matter of seconds, the white surf of North Vietnamese coast line passed under our wings.....”plum, we’ve got the lights.....rolling in now!”.....Diving in, we hit the first set of light with bombs. A fireball appeared where the lights had been. Then, as if someone had pulled a switch, the other lights on the road went out.

Coming around on another pass, we kicked out four flares. “Ground fire on the right...Break left!”, I told the pilot. I tried to spot the origin of the ground fire, but couldn’t. However, the flares revealed three trucks stopped dead in the middle of the road. Making several passes, we dropped our remaining bombs on the trucks, varying our heading and breakaway to keep the

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gunners on the ground confused.

As we left the pack, we checked out with Brown Dog. “Orange Pny leaving the pack at base plus 18....We destroyed three trucks, saw seven secondary explosions, and started eight secondary fires just two miles southeast of Bravo 21.”

By midnight we were back at Phan Rang, debriefing intelligence (section) on the mission. It’s not every night that you get some trucks. Some nights it’s storage areas, ferry crossings, or defensive positions, but never a night goes by that the North Vietnamese do not feel the **sting of the B-57’s of the 8<sup>th</sup> TBS.**

The squadron is nearing completion of its most successful deployment to Vietnam. The 8<sup>th</sup>, oldest squadron in the Air Force rotates to Vietnam every two months from Clark Air Base in the Philippines. During the current combat tour, the 8<sup>th</sup> flew its first night interdiction mission over North Vietnam from Phan Rang. The ability of the B-57 to carry up to eight tons of bombs and remain airborne over three hours makes it a truck killer.

## **2 Aug - MUNITIONS MEN PUT STING IN WING**

Millions of pounds of bombs, rockets, and cannon shells are expended by the tactical fighters and bombers of this base each week, and the 435<sup>th</sup> Munitions Maintenance Squadron handles every single pound of them.

“We’ve got to meet that daily ‘frag’,” said CMSgt Paul N. Thiebaud, 43, from Pittsburgh, Pa., the squadron’s maintenance superintendent. “That’s our daily existence, and they haven’t missed one yet.”

He was referring to the planned mix (frags) of the F-100 Super Sabres and bombers which are the business end of the 35<sup>th</sup> TFW.

Each aircraft is assigned a specified figuration of bombs, rockets, and shells for every combat missions, and the munitions men supply the specific ordnance required for each mission many hours before the aircraft are scheduled to take off.

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Commanded by Lt. Col. Frank Martinjak, 50, the squadron has close to 200 enlisted men, a handful of officers, and more than 70 Vietnamese workers.

They assemble bombs and rockets, store vast amounts of munitions in the squadron bomb storage area, and deliver all ordnance to the flightline.

“You don’t see any fat ones (munitions specialists),” Sergeant Thiebaud commented. “They really get in shape here...They stay in shape too.”

The munitions maintenance and storage area is in the hands of “the hardest workers I’ve seen in a long, long while,” said their boss, CMSgt. John R. Patterson, 46, from Philadelphia, Pa.

Eleven crews of enlisted men work in the area, and each crew is determined to outdo all the other crews in the speed and efficiency with which it builds up and handles the ordnance.

Recently the crew of A1C Earl Bootier, a former squadron airman of the month, was selected as the 435<sup>th</sup> MMS Munitions Maintenance Crew of the Month. This crew includes A1C Steven V. Mitchelson, A2C John Asher, A2C **James H. Kucipec**, A2C Harold O. Otwell, A2C George R. Howell, A2C Stephen J. Stubits, A2C Robert G. Wells, A2C Walter Wiener, and A3C Richard A. Conner.

Safety briefings and inspections are held daily, said Sergeant Thiebaud.

***(Continued next week, 9 August 1967)***

## **2 Aug - THEY CALL HIM LEE**

Lee, the popular young Vietnamese mascot of American personnel who go out to the beach, is actually name Su Xin Thiet.

It seems nobody can pronounce that name, according to beach club secretary MSgt. Milton Corry, and that’s how the 11-year-old youngster acquired the nickname of Lee.

Sergeant Corry said Lee is the youngest employee at the beach house, where he works as a busboy and is kept busy clearing huge piles of soda cans from the tables.



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“If he’s not here”, said the sergeant, “every G.I. wonders where he’s at.”

As tall as a G.I.’s belt buckle, Lee likes to clown around with mock karate fights, and the G.I.’s belt buckle, Lee likes to clown around with mock karate fights, and the G.I.’s kid right back.

### 2 Aug - THEIR 200TH MISSION

Capt. Charles R. Rasnic, 8<sup>th</sup> TBS pilot, flew his 200<sup>th</sup> combat mission in Vietnam on Sunday. Lt. Col. Nathaniel Gallagher, the 8<sup>th</sup> TBS operations officer, turned the same trick on Monday. Both are completing their third two-month rotational combat tour in Vietnam, averaging a combat mission per day.



### 9 Aug - BASE COMMANDER HAILS OPENING

Col. Lewis R. Riley, base commander, sees August as the turning point in the long-range construction program of the base. Within the last week three major new facilities were opened...a base exchange, a dining hall, a chapel....and two more will open before the month is over. The airmen’s open mess will open its new building on Friday and a new group headquarters building is due to go into operation on Aug. 24.

The base commander described the new BX as “one of the finest base exchanges in all of Vietnam.” He noted that over \$50,000 worth of merchandise was sold on the first day as close to 5,000 people surged through the doors.

The new dining hall, which opened the same day, served 2,100 personnel in its first day of operation. “I think it’s one of the greatest dining halls in Southeast Asia today,” commented the hall’s supervisor, TSgt. Rice. “We have attempted to make this a Stateside-appearing base,” said colonel Riley. “It doesn’t cost much more to go first class....**This is our home.**”

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### 9 Aug - WHO WAS FIRST?

“The food is just great!” said A3C Roy P. Youngblood Jr., 19, a B-57 phase mechanic in the 8<sup>th</sup> TBS who was the first airman to eat in the new dining hall.

“It’s beautiful inside...It’s very decorative and real modern design....I really like it,” said MSgt. James Jump of the 35<sup>th</sup> CES, first man to enter the new base exchange.

A2C Bill Westerberg claimed he was the first man to make a purchase...a pack of cigarettes, at the new facility. He’s assigned to the machine room of CBPO.

### 9 Aug - SHOW BIZ IS OLD HAT FOR ‘THADS’



THE IMPRESSIONS HARVEY AND THE MOONGLOWS THE MIRACLES THE HORNETS

By A2C Jim Perrin, 35<sup>th</sup> SPS

The ‘Thads’ a vocal group comprised of five airmen and a sergeant are far from being amateurs. Most of them have had a great deal of experience in the field of rhythm ‘n blues, pop music, and the ‘soul sound’.

The lead singer, A1C Jimmy A. Thompson, 25, from Denver, Co., is a member of the 35<sup>th</sup> Supply Sq., and will move up to the rank of staff sergeant on Sept. 1. While attending high school in New York City, Jimmy auditioned and was accepted by ‘Frankie Lymon and the Teenagers.’ Unfortunately he dropped out of the group because of his youth. Undiscouraged, he again auditioned and was readily accepted by a group called “The School Boys”, with Leslie Martin.

His first record was cut while singing with the ‘Concords’ in New York. Since the beginning of his service career in 1959, he has sung with groups in England and the U.S.

Bass singer for the Thads is A2C Herman ‘Dave’ Davis, 22, from Cleveland, Ohio, who is assigned to the 35<sup>th</sup> Security Police Squadron.

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Dave can also handle tenor and baritone roles because of his unusual voice range. He has probably had more professional experience than any other member of the group.

While singing with the ‘Gents’ in Cleveland, he made his debut on Radio Station WABQ. Later he appeared with “the Sounds Four” from Griffiss AFB, N.Y., on another radio station.

Station WRNY of New York State featured the group on a weekly program.



During Dave’s travels through the musical world, he has become acquainted with and received advice from such groups as ‘Ruby and the Romantics’...‘Harvey and the Moonglows’...‘The Impressions’...‘The miracles’ and ‘The Hornets’.

Dave is apt at writing lyrics as well as singing, and is anxious to present his works to some professionals for their critiques.

Another member of the group, A1C Hubart H. Hill, 23, from Newark, N.J., did his first singing as a child to wheedle a cookie from his parents!

Currently assigned to the 35<sup>th</sup> SPS, this young musician has sung with groups from the cities of Newark, Abilene and Norfolk.

A new addition to the ‘Thads’ is SSgt. Manassa W. Harris, from Chicago, Ill. In 1957 Sergeant Harris sang with a group called ‘The Tramps: at George AFB, Calif. This group won a base talent contest and then placed second in another Air Force talent contest. In 1962-63 Sergeant Harris sang with the ‘Corvairs’ at Alconbury, England, and history repeats itself. That is, the Corvairs won a base talent contest but had to settle for the runner-up slot in that year’s Air Force talent contest.

Later, at Bolling AFB, Wash., the sergeant teamed up with a former Corvair to form the ‘Sparks’. This group cut two records for Van McCoy of New York. Sergeant Harris has a standing offer

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from Mirwood Recording Studios in Hollywood, Calif. to record for them upon his return to civilian life in September, 1969. He is 33, and is in 35<sup>th</sup> Supply Sq.

Another ‘Thad’, A2C Gladstone S. ‘Tony’ Alleyne, 25, from the Bronx, N.Y., is assigned to the 35<sup>th</sup> Armaments Electronics Maintenance Sq. While attending Cheyney State College, he became the college choir’s leading soloist. Accompanying the group on lead guitar is A2C Roy Brown, 22, from Nashville, Tenn., who is in the 35<sup>th</sup> SPS.

The ‘Thads’ will appear at the Red Horse Club on Aug. 21, and her is a chance for everyone on base who hasn’t heard them to ‘catch the act’. As far as Tony Alleyne is concerned, “the group has unlimited potential....Every member is readily capable of handling the lead...This versatility enables us to vary our style.

## **9 Aug - THESE MEN PUT STING IN THE WING**

(Continued from last week)

Cranes, Rough-terrain forklifts, ten-ton tractors, and 25 and 40-foot trailers are the “bread and butter” of the wing’s munitions handler as they assemble ordnance and rush it to the flightline.

The ordnance is delivered directly to the fighter aircraft six to ten hours before take-off time, and bomber ordnance is delivered to a special storage area for the bombers 10 hours before their take-off time.

Sergeant Thiebaud could recall no instance of a munitions accident at Phan Rang, accenting the 435<sup>th</sup> MMS mission of providing “safe and reliable munitions” for the wing’s aircraft.

The munitions men work at their exacting jobs on a round-the-clock schedule, and munitions convoys are constantly on the move, shuttling between the bomb dump and the flightline, which is seven miles away. The ordnance is delivered to the bomb storage area by Army vehicles, and from there on it is the munitions workers’ ‘baby’.



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They take bombs out of crates and add fins and boosters to bombs ranging from 250 to 1,000-pounds.

They put rockets together by attaching the rocket heads to motors and then inserting the products into rocket launchers made of cardboard and metal.

It takes a lot of time and muscle to do all this. Twenty tons of trash consisting of such things as bomb crates and fin protectors are removed from the bomb storage area each day as the ordnance is put into shape for action.

Fighter aircraft pylons have to be cleaned and inspected and repaired. Those pylons serve as the fighters’ bomb racks.

Maj. Felix E. Elliott Jr., 46, is the unit’s popular maintenance supervisor and “he makes the whole thing go,” according to Sergeant Thiebaud, who has been in service for 25 years and flew 12 combat missions as a B-24 bomber gunner in World War II. TSgt. Charles E. Haskins, 37, from Panama City, Fla., is the enlisted supervisor of munitions services, which includes the gun shop, pylon shop, and weapons release section.

The long hours of toil at the bomb storage area are relieved by a weekly visit by Red Cross recreation center assistants. The girls bring kool-aid, start group quiz games, and deliver ‘puzzler’ pamphlets filled with quizzes and brain-teasers of all kinds.

Two bomb dump mascots, a pair of dogs named Bullet and Ammo, also help in keeping up the moral of the tireless men who maintain **put the sting in the 35<sup>th</sup> Tactical Fighter Wing**.

## **9 Aug - HOW THEY MOVED THAT MOUNTAIN**

*(Note: This is a wrap-up of the story of how the 554<sup>th</sup> ‘Red Horse’ Civil Engineering Sq. ‘moved a mountain’ to build a parking ramp for the C-123’s of the 315<sup>th</sup> Air Command Wing).*

First we removed the aluminum matting and began from scratch. This matting was salvaged for use as an expeditionary runway for some other infant air base in Vietnam.

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“Seventy men of the Red Horse squadron working in two shifts, worked around the clock, seven days a week, to prepare a new base for the asphalt ramp.

“We stripped off the surface of the old base materials and used a Paddle Foot Roller to vibrate the base materials into a denser state and reduce moisture content...and then built up the sub-base until it was 20 inches deep over-all.

“Our survey of the ramp area told us that we would need 200,000 cubic yards of crushed rock for the sub-base and 18,000 tons of tar for making the asphalt.

“This meant that our rock-crusher and asphalt plant would have to work at full capacity to satisfy our needs.

“After 107 days and nights of hard labor under the broiling hot sun and the monsoon showers, the first C-123 was parked on the ramp, and we had only hours to spare in order to have the ramp ready for the first arrival of the C-123’s.

“Part of the ramp was hardly cool, but we made it on time!”

### **9 Aug - A FATHERLY TOUCH**

Things looked grim for Thich Trong Truong, a 17-year-old Vietnamese boy, when his father was killed more than a year ago in a motor cycle accident in Thap Cham.

The boy’s mother dropped from sight, and he began hanging around the beach site near the base.

Then a sergeant who worked at the beach house ‘adopted’ him. Thich Trong Truong became a permanent fixture at the place. Last August, when MSgt. Milton Corry, 38, from Port Huron, Mich., arrived at Phan Rang and became beach club secretary, he “inherited” the boy from his initial ‘foster parent’, who rotated back to the U.S.

Sergeant Corry, who has a wife and five children back in Port Huron, fitted naturally into his

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new role as the boy’s unofficial guardian:

“I try to guide him the best I can.” Called ‘Fuke’ by the many Americans who visit the beach, the Vietnamese teenager lives in a little room near the snack bar at the beach house, where he works alongside his ‘dad’ serving soft drinks.

Fuke speaks English now, and “many G.I.’s use him as an interpreter,” the sergeant stated.

He said Fuke has two ambitions: the purchase of a motorbike and the role of interpreter in the Vietnamese Air Force, which he hopes to join next year.

Sergeant Corry takes Fuke to nearby towns to buy shirts and other items for the slender boy, and sometimes, like any father, he sits down with the teenager to iron out problems with a man-to-man talk.

Soon Sergeant Corry will complete his tour at Phan Rang and Fuke, a sky youngster with a big smile, is grimly apprehensive about the day he’ll be parted from his American ‘dad’.

“He’s being Americanized,” Sergeant Corry insisted, pointing to pin-ups on the wall in Fuke’s room.

The warmhearted American sergeant makes no bones about the fact that he too dreads the moment of separation.

## **9 Aug - SENTRY DOGS KEEP THEIR NIGHTLY VIGIL**

Snarling, four-footed ‘detectives’ with fangs an inch and one-quarter long form the first line of defense for this huge base.

under ideal wind conditions, these detectives, the sentry dog section of the 35<sup>th</sup> Security Police Sq., can fetter out an intruder 600 yards away.

TSgt. Rodney G. Arnold, enlisted supervisor of the section, credits the dogs and their handlers with total success in their nightly patrol of the base perimeter.

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“We’ve never had a penetration by the enemy,” the 35-year-old native of Tucson, Ariz. pointed out. He feels that the sentry dogs’ patrolling of the perimeter has been “a deciding factor” in preventing major attacks on the base.

On their nightly rounds with the dogs, handlers are armed with sub-machine guns and the knowledge that their dogs will obey their every command without hesitation.

“I wouldn’t be anything but a dog handler,” said A1C Joel P. Turbeville, 23, from Dickson, Tenn. “You’ve got somebody you can depend on”.

His dog is named, fittingly enough, ‘Diablo’ which is Spanish for ‘devil’.

The handlers and their dogs sleep by day and guard by night. Their staggered schedule of patrolling “affords us maximum security at the crucial period,” said Sergeant Arnold, who has been in the sentry dog business for 12 of his almost 17 years of Air Force service.

Qualified as marksmen with their sub-machine guns, the handlers are equipped with two-way radios so as to keep in constant touch with the central security control station of the securityh police network on base.

Several months ago, when enemy intruders tried to penetrate the perimeter, a pair of sentry dogs and their handlers detected them and then helped beat them back in the fire fight with followed.

Officials of 7<sup>th</sup> Air Force and Pacific Air Forces have labeled the Phan Rang sentry dog section as the best in Vietnam, Sergeant Arnold observed.

His men teach their dogs tricks to nail down dog obedience, and compete with one another in an attempt to make their own dogs the most aggressive in the kennels. The canines constant go through a 300-yard obstacle course to maintain their toughness, and they are frequently tested in exercises in which they hunt down a handler acting as a decoy.



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### 9 Aug - 'THAT'S FANTASTIC'

"That's fantastic", said Maj. William G. Hartlin Jr., new operations officer for the 352<sup>nd</sup> Tactical Fighter Sq., as he enthused over the many Vietnam combat missions of a real 'Pro' in the F-100 unit, Capt. Ronald F. Miller.

As a forward air controller for a one-year period at Pleiku in 1964-65, the captain rang up 568 combat missions for a grand total of 1,144 combat hours.

Captain Miller has flown 58 combat missions in the Super sabres of the 352<sup>nd</sup> TFS, since coming to Phan Rang two months ago.

### 9 Aug - 'TIME HOGS' AID 'YELLOW JACKETS'

Maj. William G. Hartlin Jr., 39 from Wooster, Mass., credited 'time hogs; with playing an important part in the 352<sup>nd</sup> Tactical Fighter Squadron's recent achievement of 10,000 accident-free flying hours in Vietnam in F-100 Super Sabres.



Assigned as the operations officer for the squadron, the major said these 'time hogs' will take on any mission....Whenever you need a volunteer, there they are."

A veteran of 18 years; military service, he said the 'time hogs; simply "Fly, Fly all the time," and then he listed six of them:

Maj. Warren Sams, Maj., Wilber Stevenson, Maj. Charles Zeitner, Capt. Myron Castine, Capt. Robert Edney, and Capt. James Lehtonan.

Major Hartlin came to Vietnam over two months ago and recently took on the duties of operations officer for the 352<sup>nd</sup> "Yellow Jacket' Squadron.

A Veteran of 100 combat missions in the Korean Conflict, the major proudly noted that the 'Yellow Jackets' flew in Vietnam last year "Under the most demanding of conditions...new to the theater (of operations)....a new base....a new war....tents (as living quarters)....temporary aluminum runway....dirt roads."

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Nothing could stop the ‘yellow Jackets’, as they met their combat commitments.

### **9 Aug - SECURITY IDEAS LEAD TO BRONZE STAR**

Capt. Gerald W. Magoon, 31, from Miami, Ariz., security operations officer of the 35<sup>th</sup> Security Police Squadron for most of his tour at Phan Rang, is slated to receive the Bronze Star for initiating and carrying out a wide range of improvements in the complex operations which protect this base against enemy attacks.

Because of his success in developing new security techniques, the captain received a new job recently as special assistant for security. Enemy probes of the base perimeter have been consistently repelled under the security program developed by the imaginative officer, and this multi-million-dollar installation has never been subjected to a major enemy attack.

Holder of a degree in criminology from Arizona State College, the captain came to Phan Rang last September.

He has been praised by the commander of the security police squadron, Lt. Col. James A. Carr Jr., 44, from El Paso, Tex., for rising to the challenge of “one of the most important...positions on the base.”

Here are the captain’s achievements, as described in the Bronze Star recommendation written by Colonel Carr;

Captain Magoon strategically relocated all sentry towers “so that maximum surveillance and security...could be maintained” in the midst of the rapid expansion of the base.

He developed close liaison with officials of nearby Vietnamese, American, and Korean Army units and gained their “outstanding support and coordination” in security matters.

Captain Magoon developed an effective light concentration plan utilizing four high-intensity light beams which enabled tower sentries and sentry-dog handlers to request artillery and searchlight illumination “accurately and concisely.”

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“During several probes of the base perimeter by enemy forces,” wrote Colonel Carr, “this plan was given a true test and proved to be highly effective and efficient, and was undoubtedly responsible for saving lives and property of U.S. Forces.”

Colonel Carr cited the captain’s courage and “dynamic leadership” as the security forces rallied to repel the probes.

Captain Magoon set up sentry emplacements within aircraft revetments on base to afford sentries better protection and more advantageous fields of fire.

It was Captain Magoon also who created Phan Rang’s scout patrols, roving units of security policemen to act as a back-up force for the sentry-dog teams on the perimeter, and ‘this system has been adopted by the U.S. Army at this installation.”

Appraising the hundreds of security policemen who protect the base, the captain said, “The senior NCO’s are outstanding...Our airmen act just like professionals when the going gets tough.”

Singled out for individual praise were MSgt. Harvey M. Foster and MSgt. Walter J. Wielkiewisc. The former is NCOIC of security and the latter is his assistant.

MSgt. Peder Breibik, NCOIC of the Panther Flight, helps direct night operations.

**Doug’s Comments:** This issue is a snapshot in time as it contains all of the significant stories from The Phan Fares for the two weeks in August. Originally I had thought that I could do a whole month in one issue, but when I started putting it together using just two-weeks of news it was about the length of a normal issue (under 20 pages). If I included the whole month it would probably be more than doubled that length and I didn’t want to omit some articles because I thought they were all important and relevant, but it would have been too long. This was all made possible by Van Digby who sent me practically all of the issues for 1967. What a treasure!

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:

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