

Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.
"Keeping the memories alive" Newsletter 227

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- C-47/02B Bullshit Bomber



The data for this extensive list of aircraft is compiled by Kirk Minet by various means, from photographs, news stories, publications including "Vietnam Air Losses" by Chris Hobson, The Vietnam Memorial Wall, The Coffelt Database of Vietnam Casualties, and from members of

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the Phan Rang Vietnam Veterans group which includes our RAAF No. 2 Squadron allies.

As far as we know, there is no other data base that includes all the aircraft that at one time or another might have been assigned to an organization at Phan Rang Air Base.

F-100 Super Sabres



MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100C	54-1746	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1748	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1759	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1761	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1810	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1830	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1836	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1838	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1897	VS	35 TFW	120 TFS	CO. ANG	3/27/1969 ¹
F-100C	54-1955	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-1956	VS	35 TFW	120 TFS	CO. ANG	1/26/1969 ²
F-100C	54-1973	VS	35 TFW	120 TFS	CO. ANG	12/29/1968 ³

¹ Although the 120th TFS had lost an aircraft on 29 December, it had not lost a pilot since its deployment from Colorado in April 1968. However, on 27 March the Squadron's run of good fortune came to an end when Maj Seiler was killed when he was shot down during a close air support mission near Song Be City. The Squadron flew its last combat mission on 8 April before returning to Buckley ANG Base at Denver. The 120th had flown 6,127 sorties in the year spent at Phan Rang. It had dropped 14.3 million pounds of bombs, 5.6 million pounds of napalm, 227,070 pounds of cluster munitions, and had fired 423,000 rockets and 1.8 million rounds of 20mm ammunition. The Squadron had lost only two aircraft and one pilot on operations and had another aircraft destroyed during a VC attack on Phan Rang.

² Two Super Sabres, including one from the Colorado ANG squadron, were destroyed during an attack by the NVA's H-13 Sapper Company on the night of the 25/26th at Phan Rang. A total of 74 rounds of 82mm mortars and 107mm rockets were fired at the base and 11 other aircraft were damaged and 15 men wounded. Fourteen of the enemy soldiers were killed and one captured during the raid. The damage might have been even worse had a sapper attack, using satchel charges and grenades, not been discovered and turned back by base security police.

³ The last aircraft to be lost during 1968 was another F-100 that was shot down during a close air support mission

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100C	54-1990	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-2031	VS	35 TFW	120 TFS	Mumble Machine	
F-100C	54-2056	VS	35 TFW	120 TFS	CO. ANG	
F-100C	54-2066	VS	35 TFW	120 TFS	CO. ANG	
F-100D	55-2793	VZ	35 TFW	615 TFS		
F-100D	55-2855	VS	35 TFW	612 TFS		
F-100D	55-2860	VS	35 TFW	612 TFS		
F-100D	55-2863 ⁴	VS	35 TFW	612 TFS		
F-100D	55-2863 ⁵	VP	35 TFW	614 TFS	Lethiferous Lola	
F-100D	55-2870	VP	35 TFW	614 TFS		
F-100D	55-2873	VP	35 TFW	614 TFS		
F-100D	55-2873	VM	35 TFW	352 TFS		
F-100D	55-2873	VP	35 TFW	614 TFS		
F-100D	55-2873	VM	35 TFW	352 TFS		
F-100D	55-2877	VP	35 TFW	614 TFS		
F-100D	55-2879	VP	35 TFW			
F-100D	55-2881		35 TFW			
F-100D	55-2881			614 TFS		
F-100D	55-2883		35 TFW			
F-100D	55-2883			615 TFS		
F-100D	55-2884		35 TFW			Static Display ⁶

over South Vietnam. Capt Joe O’Neill was making his third pass on a target near Vi Thanh in the extreme southwest of the country when his aircraft was damaged by ground fire. Capt O’Neill attempted to fly back to Phan Rang but was forced to eject when the aircraft became uncontrollable. An Army helicopter quickly picked him up. Joe added this information: “When the fire light and hydraulic flight control lights came on I turned towards Bien Hoa. In the turn the rudder failed and at that point my plan was to make it to Can Tho and eject close to the base. I made about 3 miles out of target area according to my wingman. Ejected when all flight controls locked up. I was picked up by Outlaw 15, WO Don Isenburn and WO Mike Haley. Made it back to Phan Rang by dusk. Not a scratch on me. Little dirt on left knee of flight suit as a result of the landing fall.”

⁴ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

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⁶ Jackson Barracks Military Museum, Louisiana ANG, 6400 St. Claude Ave, Mansfield, LA

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	55-2884			612 TFS		
F-100D	55-2889		35 TFW			
F-100D	55-2889			612 TFS		
F-100D	55-2890	VM	35 TFW	352 TFS		3/9/1970 ⁷
F-100D	55-2895	VS	35 TFW	612 TFS		8/23/1969 ⁸
F-100D	55-2900	VM	35 TFW	352 TFS		7/4/1968 ⁹
F-100D	55-2901	VZ	35 TFW	612 TFS		2/11/1971 ¹⁰
F-100D	55-2911	VZ	35 TFW	615 TFS		4/6/1968 ¹¹
F-100D	55-2911 ¹²		35 TFW	612 TFS		1/26/1967 ¹³
F-100D	55-2912		35 TFW	614 TFS		3/19/1967 ¹⁴
F-100D	55-2912		35 TFW	614 TFS		3/19/1967 ¹⁵

⁷ A Super Sabre was lost during a landing zone preparation mission near Duc Phong, 20 miles west of Song Be City. Capt Clay was pulling up from his second pass when his aircraft was hit by ground fire causing the engine to fail. He ejected immediately and was soon picked up by an Army helicopter.

⁸ A pair of F-100s was dropping napalm in an effort to burn Viet Cong food crops about 55 miles southwest of Phan Rang when one of the aircraft was lost. Capt Wanless was making his second pass when his aircraft was badly damaged by the blast from one of his napalm canisters. He ejected a few miles to the north of the target and was rescued by an Army helicopter.

⁹ As a Super Sabre was climbing away from Phan Rang on a night mission it was hit by small arms fire. However, it seems that Maj Ellard was unaware of this fact as he continued with his mission. Later he noticed a rapid loss of fuel and tried to make an emergency landing at Binh Thuy in the Mekong Delta. The aircraft crashed during the landing and Maj Ellard was badly injured.

¹⁰ Pilot Michael McGovern was killed landing at Pleiku.

¹¹ Capt Morgan was taking part in an attack on VC buildings in the hills 30 miles west of Nha Trang when his aircraft was seen to be trailing smoke as it pulled off the target. The aircraft then burst into flames and broke in half before the pilot could escape. Attempts to find Capt Morgan's remains in 1967 and 1968 were unsuccessful but in 1994 a joint US/Vietnamese recovery team excavated the crash site and discovered human remains and recovered personal effects that had been scavenged by a local villager. Microcristrial testing of the remains was performed at the US Army Central Identification Laboratory in Hawaii and on 28 July 1997 it was announced that the mortal remains of Thomas Morgan had at last been found and identified. The serial number of this F-100D is also quoted for an aircraft that was shot down on 6 April 1968.

¹² Multiple listings for the same aircraft with different 'tail codes' or 'squadron designator' indicates that researchers found photographs to support that data.

¹³ The serial number of this F-100D is also quoted for an aircraft that was shot down on 26 Jan 1967.

¹⁴ A Super Sabre was shot down during a close air support mission near Lai Khe north of Saigon. Capt Delphin was making his first pass over the target when his aircraft was struck by automatic weapons fire and crashed in flames before he could eject.

¹⁵ A Super Sabre was shot down during a close air support mission near Lai Khe north of Saigon. Capt Delphin was making his first pass over the target when his aircraft was struck by automatic weapons fire and crashed in flames before he could eject.

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	55-2914	VZ	35 TFW	615 TFS		6/8/1968 ¹⁶
F-100D	55-2920		35 TFW			
F-100D	55-2920		366 TFW	612 TFS		
F-100D	55-2921	VP	35 TFW	614 TFS	Mortok	
F-100D	55-2923	VZ	35 TFW	615 TFS	Blonde 111	4/23/1968 ¹⁷
F-100D	55-2925		35 TFW	612 TFS		
F-100D	55-2925 ¹⁸		366 TFW			
F-100D	55-2925 ¹⁹		35 TFW			
F-100D	55-2929	VZ	35 TFW	615 TFS		10/17/1968 ²⁰
F-100D	55-2935	VZ	35 TFW	615 TFS		
F-100D	55-2937	VP	35 TFW	614 TFS		
F-100D	55-2937	VZ	35 TFW	615 TFS	Capod Skip Lolly Pop	
F-100D	55-2942	VM	35 TFW	352 TFS		
F-100D	55-2942	VS	35 TFW	612 TFS		
F-100D	55-2943	VP	35 TFW	614 TFS		7/8/1970 ²¹
F-100D	55-2944	VZ	35 TFW	615 TFS		
F-100D	55-2945		35 TFW			
F-100D	55-2945			352 TFS		
F-100D	55-2949 ²²	VS	35 TFW	612 TFS	Super Sabre ²³	

¹⁶ The vulnerability of the US air bases in South Vietnam was illustrated once more on the 18th. A Super Sabre was hit by small arms fire just moments after taking off from Phan Rang. With his aircraft burning fiercely, Maj Butler ejected 10 miles southwest of the air base and was soon recovered.

¹⁷ An F-100 crashed into a ridge of high ground near Phan Rang when it was forced to make a missed approach as it was returning from a close air support mission.

¹⁸ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

¹⁹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

²⁰ A Super Sabre pilot dies when he aborted his take off from Phan Rang and overran the runway and crashed.

²¹ A Super Sabre (call sign Blade 1) was shot down during an attack on an enemy position 10 miles northeast of Phan Thiet. The aircraft was on its third pass over the target when it was hit by ground fire. 1Lt Egelston headed back to base but was forced to eject over the sea about 35 miles south of Phan Rang and was picked up by a HH-43B helicopter from the 38th ARRS.

²² Bob Ward contacted some USAF departments and found that this plane finished service with the 163rd Tactical Fighter Squadron, 122nd Tactical Fighter Group, with the Fort Wayne, Indiana Air National Guard. After

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	55-2952	VM	35 TFW	352 TFS		
F-100D	55-2952	VZ	35 TFW	615 TFS		
F-100D	55-3505		35 TFW			
F-100D	55-3508	VP	35 TFW	352 TFS		
F-100D	55-3508	VZ	35 TFW	615 TFS		
F-100D	55-3512	VS	35 TFW	612 TFS		9/12/1969 ²⁴
F-100D	55-3513		35 TFW			
F-100D	55-3513		366 TFW	615 TFS		
F-100D	55-3513		35 TFW	615 TFS		
F-100D	55-3516	VP	35 TFW	614 TFS	Cherry Girl	6/26/1969 ²⁵
F-100D	55-3521	VP	35 TFW	614 TFS		
F-100D	55-3545		35 TFW	614 TFS		
F-100D	55-3550	VZ	35 TFW	615 TFS		4/28/1971 ²⁶

finishing its service life with the Air National Guard, it was sent to the Air force "bone-yard" at Tucson, AZ. It arrived at AMARG (Aerospace Maintenance & Regeneration Group) in Tucson on November 20, 1978. He continued his search and in December of 2013, contacted Gene McCormick with the 82nd Aerial Targets Squadron at Tyndall AFB, Florida. He was 80 years old and about to retire from the drone conversion program. He flew A-1 Sky Raiders in Vietnam in 1968. Gene had the records for 55-2949, my F-100 in Vietnam. After being retrieved from the Air Force long-term storage facility in Tucson (the “boneyard”), she went through the drone conversion program that was done by Sperry Corp in Litchfield Park, AZ, Production No. AF-146. She was then flown down to Tyndall AFB, Florida and made one unmanned flight on October 19, 1984, when she was shot down by an AIM-7F missile fired by an F-15 from the 18th Tactical Fighter Wing. The AIM-7F, which entered service in 1976, had a dual-stage rocket motor for longer range, solid-state electronics for greatly improved reliability, and a larger warhead.

²³ Bob Ward penned the name ‘Super Sabre’ and actually made the stencil that he gave to his crew chief to use when painting that name on the aircraft.

²⁴ A flight of F-100s was dispatched to bomb a bunker complex that had been discovered just three miles northeast of Bien Hoa. These bunkers were probably being used by the VC to store supplies for their frequent night attacks on the airbase. Maj Steinhaus was pulling up from his attack on the target when his aircraft was hit by ground fire. He ejected almost immediately from his burning aircraft but was soon rescued without a scratch by a US Army helicopter.

²⁵ An F-100 was damaged by ground fire during a close air support mission in South Vietnam. Capt Casper flew his burning aircraft out over the coast near Phan Rang and ejected about five miles out to sea. During the rescue attempt one of Phan Rang’s local base rescue HH-43s (call sign Pedro 92) crashed, quite probably shot down by ground fire. None of the crew suffered any major injuries and they and Capt Casper were then rescued by another of Phan Rang’s Huskies.

²⁶ A flight of F-100s was scrambled from Phan Rang to bomb a VC position in South Vietnam on the night of the 28th. As the aircraft were returning to the airfield, one of the Super Sabres was hit by ground fire near Ap Vinh Hoa on the coast about 20 miles southwest of Phan Rang. 1Lt Lang was killed when the aircraft crashed. This aircraft was the last of 242 F-100 Super Sabres to be lost during the wars in Southeast Asia. The F-100 had been the

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F-100D	55-3552	VM	35 TFW	352 TFS		
F-100D	55-3557	VP	35 TFW	614 TFS		
F-100D	55-3561	VM	35 TFW	352 TFS	Battle Damaged	
F-100D	55-3567	VP	35 TFW	614 TFS		
F-100D	55-3570 ²⁷	VP	35 TFW	614 TFS		
F-100D	55-3570 ²⁸	VZ	35 TFW	615 TFS		
F-100D	55-3574	VZ	35 TFW	615 TFS		1/26/1970 ²⁹
F-100D	55-3576	VS	35 TFW	612 TFS		
F-100D	55-3577	VP	35 TFW	614 TFS		
F-100D	55-3578	VZ	35 TFW	615 TFS	Monster Mouth	
F-100D	55-3580	VZ	35 TFW	615 TFS		
F-100D	55-3585	VS	35 TFW	612 TFS		2/10/1970 ³⁰
F-100D	55-3591	VM	35 TFW	352 TFS		
F-100D	55-3593 ³¹	VP	35 TFW	614 TFS		
F-100D	55-3593 ³²	VZ	35 TFW	615 TFS		
F-100D	55-3604	VP	35 TFW	614 TFS		
F-100D	55-3610	VP	35 TFW	614 TFS		
F-100D	55-3612	VS	35 TFW	612 TFS		

workhorse of the air war in South Vietnam since the escalation of the conflict in 1965 and had also flown missions over North Vietnam, Laos and Cambodia. The peak years for losses were 1968 and 1969 with a total of 116 aircraft lost. According to USAF figures the F-100 had flown 360,283 combat sorties during the war.

²⁷ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

²⁸ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

²⁹ A Super Sabre pilot lost control of his aircraft as he was making a low-level pass to drop napalm on a target in South Vietnam. The aircraft hit several trees and the pilot ejected before the aircraft crashed. He was rescued by one of Phan Rang’s HH-43B helicopters shortly afterwards. 1Lt Stephen J Shook (Survived)

³⁰ An F-100 was damaged during a mission near Katum. 1Lt Phillips was attacking enemy bunkers when his aircraft was hit by small arms fire on his fourth pass. He flew across South Vietnam, crossed the coast and ejected about 10 miles from Phan Ly Cham. He was rescued from the sea by a HH-43B helicopter. Lt Phillips was shot down again on 16 September 1970 and survived.

³¹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

³² Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	55-3619		35 TFW			
F-100D	55-3619		35 TFW	612 TFS		
F-100D	55-3619		35 TFW	612 TFS		
F-100D	55-3621	VP	35 TFW	614 TFS		
F-100D	55-3622	VS	35 TFW	612 TFS		
F-100D	55-3630	VZ	35 TFW	615 TFS		
F-100D	55-3634	VP	35 TFW	614 TFS		
F-100D	55-3641		35 TFW			
F-100D	55-3641	VP	35 TFW	614 TFS		
F-100D	55-3653	VZ	35 TFW	615 TFS		11/16/1968 ³³
F-100D	55-3658 ³⁴	VZ	35 TFW	352 TFS	Lethiferous Lola	10/4/1974 ³⁵
F-100D	55-3658 ³⁶	VZ	35 TFW	615 TFS		
F-100D	55-3661	VM	35 TFW	352 TFS		10/2/1968 ³⁷
F-100D	55-3674	VZ	35 TFW	615 TFS	Capod Skip Lolly Pop	
F-100D	55-3674	VZ	35 TFW	615 TFS	Blonde 111	
F-100D	55-3674	VZ	35 TFW	615 TFS	Blonde 111	
F-100D	55-3704	VZ	35 TFW	615 TFS		1/20/1969 ³⁸

³³ A Super Sabre crashed off the coast during a mission in South Vietnam. It was concluded that the pilot had probably suffered from spatial disorientation during a maneuver and lost control of the aircraft.

³⁴ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

³⁵ On October 4, 1974, while with Massachusetts ANG’s 131st TFS, the aircraft was damaged beyond repair in a tragic accident. On landing at the unit’s base at Barnes Field, the plane’s brake chute malfunctioned. The plane overshot the runway and crashed into a car on the road.

³⁶ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

³⁷ On the night of the 2nd a flight of F-100s was scrambled from Phan Rang to bomb enemy troops and bunkers near That Son in the extreme southwestern corner of South Vietnam. Maj Barron’s aircraft was damaged by small arms fire but it must have appeared not to have been serious as, instead of landing at Bien Hoa or Tan Son Nhut, he flew over 250 miles across South Vietnam, by-passed Phan Rang and attempted to land at Cam Ranh Bay. However, he had to eject over the sea close to the airfield and was rescued by a Navy boat.

³⁸ Five USAF F-100s were lost in separate incidents within three days from 20 January. 1Lt James was dropping napalm on a target five miles south of Vinh Long in the Mekong Delta when he was shot down by ground fire. The Super Sabre’s wing caught fire and the pilot ejected near his target but was later rescued by a HH-43F of Detachment 10, 38th ARRS from Binh Thuy.

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F-100D	55-3705	VP	35 TFW	614 TFS		
F-100D	55-3709	VZ	35 TFW	615 TFS		
F-100D	55-3722	VS	35 TFW	612 TFS		
F-100D	55-3724	VS	35 TFW	612 TFS		
F-100D	55-3726	VP	35 TFW	614 TFS		
F-100D	55-3737	VP	35 TFW	614 TFS		9/24/1969 ³⁹
F-100D	55-3739		366 TFW	615 TFS		7/25/1966 ⁴⁰
F-100D	55-3740	VS	35 TFW	612 TFS		4/13/1971 ⁴¹
F-100D	55-3741	VZ	35 TFW	615 TFS		
F-100D	55-3744	VS	35 TFW	612 TFS		
F-100D	55-3749	VZ	35 TFW	614 TFS		4/13/1971 ⁴²
F-100D	55-3757	VZ	35 TFW	615 TFS		
F-100D	55-3758		35 TFW			
F-100D	55-3759		35 TFW			
F-100D	55-3769	VZ	35 TFW	615 TFS		
F-100D	55-3774	VZ	35 TFW	615 TFS		
F-100D	55-3775	VM	35 TFW	352 TFS		
F-100D	55-3777	VZ	35 TFW	615 TFS		1/13/1970 ⁴³
F-100D	55-3784	VS	35 TFW	612 TFS		
F-100D	55-3790 ⁴⁴	VP	35 TFW	614 TFS		6/3/1969

³⁹ A Super Sabre crashed near Phan Rang through pilot error while on an attack mission. The pilot was picked up by a HH-43 Huskie from Phan Rang’s Detachment 1 of the 38th ARRS. This particular F-100 had been flown by the Thunderbirds aerobatic team in the mid-1960s before the aircraft was transferred to Southeast Asia.

⁴⁰ Capt Farrell was making his second strafing run his aircraft was hit in the fuselage by small arms fire. He headed towards Bien Hoa but was forced to eject near Long Thanh, 10 miles southeast of the airfield, from where he was recover by helicopter.

⁴¹ F-100D 56-3740 was shot down in Cambodia. The pilot was Lt. Col. Henderson, 614th TFS squadron commander. He survived, it was his second shoot down, the first was in an F-85 in Korea. He was a rotund individual and weighted over 260 pounds according to Ron Deyhle who served with him.

⁴² Another 614th TFS aircraft from Phan Rang was lost during a raid in Cambodia. The aircraft was hit by 37mm AAA as it was pulling up from an attack and crashed just inside Cambodia, about 25 miles west of Katum, after the pilot ejected. His call sign was ‘Blade 5’ and the pilot is speculated to be John LeBarre, per Charles Sublett.

⁴³ An F-100 had to be abandoned when it lost engine oil pressure causing complete engine failure during a close air support mission, the pilot survived.

⁴⁴ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

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F-100D	55-3790 ⁴⁵	VM	35 TFW	352 TFS		6/3/1969 ⁴⁶
F-100D	55-3793	VZ	35 TFW	615 TFS		
F-100D	55-3797	VZ	35 TFW	615 TFS		
F-100D	55-3803	VP	35 TFW	614 TFS	Pig Pen	5/29/1970 ⁴⁷
F-100D	55-3806	VS	35 TFW	612 TFS		9/16/1970 ⁴⁸
F-100D	55-3813	VP	35 TFW	614 TFS		
F-100D	56-2910	VP	35 TFW	614 TFS		
F-100D	56-2911	VZ	35 TFW	615 TFS		
F-100D	56-2917	VP	35 TFW	614 TFS		
F-100D	56-2921 ⁴⁹	VP	35 TFW	614 TFS		
F-100D	56-2924 ⁵⁰	VP	35 TFW	614 TFS		
F-100D	56-2924 ⁵¹	VM	35 TFW	352 TFS		
F-100D	56-2927	VP	35 TFW	614 TFS		2/19/1967 ⁵²
F-100D	56-2935	VZ	35 TFW	615 TFS		11/16/1968 ⁵³

⁴⁵ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

⁴⁶ A Super Sabre was lost during a close air support mission 10 miles southwest of Quan Long in the extreme southern tip of South Vietnam. 1Lt Ginart was making his second strafing pass against VC structures when his F-100 was hit by automatic weapons fire. He may have been wounded as he was unable to eject before the aircraft crashed close to the target. An Army helicopter later visited the crash site and recovered his body.

⁴⁷ Another Super Sabre was lost later the same day during a Steel Tiger strike on the border between South Vietnam and Laos, about 21 miles west of Kham Duc. Capt Cowell (call sign Bobcat 72) was making his second dive bombing attack on an intersection point when his aircraft was hit by AAA and burst into flames. He ejected and was recovered by a HH-3E from the 37th ARRS but he died of his injuries the following day.

⁴⁸ The Cambodian incursion continued and a Super Sabre was lost in that country on the 16th. 1Lt Phillips (call sign Blade 5) was bombing boats and a storage area five miles southeast of the town of Kratie when he was shot down as he pulled up from his seventh pass. He ejected safely and was picked up by a HH-3E helicopter from the 37th ARRS. Lt Phillips had been shot down earlier in the year on 10 February.

⁴⁹ Aircraft was hit with a 107mm rocket in the area of the cockpit. It is believed that this aircraft was then scrapped for parts.

⁵⁰ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

⁵¹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

⁵² A flight of aircraft took off from Phan Rang to attack the target near Xom Moi, which was just 10 miles south of the airfield. Capt Couch’s F-100 was hit by small arms fire as he was leaving the target. He turned out to sea and ejected just off the coast from where he was picked up by an HH-43 from Tuy Hoa.

⁵³ A night-time close air support mission near the town of Vi Thanh in the southwestern tip of South Vietnam was badly affected by poor weather. Maj Hollis was dropping napalm on his second pass when his Super Sabre was

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-2937	VP	35 TFW	614 TFS		4/11/1971 ⁵⁴
F-100D	56-2942 ⁵⁵	VM	35 TFW	352 TFS		
F-100D	56-2942 ⁵⁶	VP	35 TFW	614 TFS		
F-100D	56-2943	VP	35 TFW			
F-100D	56-2943		35 TFW	614 TFS		
F-100D	56-2944	VZ	35 TFW	615 TFS		
F-100D	56-2947	VZ	35 TFW	615 TFS		
F-100D	56-2949	VS	35 TFW	612 TFS		
F-100D	56-2950 ⁵⁷	VM	35 TFW	352 TFS		
F-100D	56-2950 ⁵⁸	VS	35 TFW	612 TFS		
F-100D	56-2952 ⁵⁹	VP	35 TFW	614 TFS		
F-100D	56-2952 ⁶⁰	VS	35 TFW	612 TFS		
F-100D	56-2952 ⁶¹	VZ	35-TFW	615 TFS		
F-100D	56-2952 ⁶²	VZ	35-TFW	615 TFS		
F-100D	56-2953	VS	35 TFW	612 TFS		
F-100D	56-2955	VM	35 TFW	352 TFS		4/15/1971 ⁶³

struck by automatic weapons fire. The aircraft burst into flames and the pilot ejected safely to be picked up later by an Army helicopter.

⁵⁴ A flight of F-100s was flying a close air support mission a few miles to the southwest of Dak To when one of the aircraft was shot down. Capt Buerk was making his first pass on a target when he was shot down and killed before he could escape from his aircraft. Capt William Carl Buerk (KIA)

⁵⁵ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁵⁶ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁵⁷ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁵⁸ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁵⁹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁶⁰ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁶¹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁶² Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁶³ The 35th TFW was going through a rough patch during April 1971. The Wing lost its fourth aircraft of the month

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-2956		366 TFW	615 TFS		7/26/1966 ⁶⁴
F-100D	56-2958	VP	35 TFW	614 TFS		
F-100D	56-2959	VM	35 TFW	352 TFS		
F-100D	56-2960		35 TFW	615 TFS		3/25/69 ⁶⁵
F-100D	56-2965		35 TFW			
F-100D	56-2965		366 TFW	615 TFS		
F-100D	56-2965		35 TFW	615 TFS		
F-100D	56-2989 ⁶⁶	VM	35 TFW	352 TFS		
F-100D	56-2989 ⁶⁷	VP	35TFW	614 TFS		
F-100D	56-3020		35 TFW			Static Display ⁶⁸
F-100D	56-3020		366 TFW	352 TFS		
F-100D	56-3020		35 TFW	352 TFS		
F-100D	56-3020 ⁶⁹		35 TFW			
F-100D	56-3024	VM	35 TFW	352 TFS		
F-100D	56-3024		35 TFW	615 TFS		
F-100D	56-3025 ⁷⁰	VM	35 TFW	352 TFS	Proud Mary	Static Display ⁷¹
F-100D	56-3025 ⁷²	VP	35 TFW	614 TFS		

during a strike on suspected enemy positions four miles southwest of Ben Het, near Dak To. Capt Hauck’s aircraft was pulling up from its second pass when it was hit by small arms fire at 1,000 feet. Capt Hauck headed southeast and ejected close to Kontum and was recovered by an Army unit.

⁶⁴ Capt Gower was making his fifth strafing run against a Viet Cong target 25 miles west of Saigon when his aircraft was either hit by small arms fire or simply flew into the ground.

⁶⁵ While flying F-100D (#562960) out of Phan Rang, Major W.R. Chaffer “Blade O” was part of a flight scrambled to provide night close air support for troops in contact with the enemy 20 miles northeast of Bien Hoa. His Super Sabre was hit by automatic weapons fire on the second napalm run and he ejected from the doomed aircraft. An Army helo was able to outrace the Vietcong to MAJOR CHAFFER’s position and rescue him. Chaffer suffers minor injuries.

⁶⁶ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁶⁷ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁶⁸ Jackson Barracks Military Museum, Louisiana ANG, 6400 St. Claude Ave, Mansfield, LA

⁶⁹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁷⁰ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

⁷¹ South Dakota ANG, 1201 W Algonquin St., Sioux Falls, SD

⁷² Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-3028	VP	35 TFW	614 TFS		
F-100D	56-3031		35 TFW			
F-100D	56-3033		35 TFW			
F-100D	56-3034	VM	35 TFW	352 TFS		
F-100D	56-3049		35 TFW			
F-100D	56-3053	VZ	35 TFW	615 TFS		
F-100D	56-3066	VS	35 TFW	612 TFS		
F-100D	56-3069	VP	35 TFW	614 TFS		10/14/1969 ⁷³
F-100D	56-3070	VP	35 TFW	614 TFS	Gunsmoke	
F-100D	56-3071		366 TFW	615 TFS		9/11/1966 ⁷⁴
F-100D	56-3072	VM	35 TFW	352 TFS		
F-100D	56-3073 ⁷⁵	VM	35 TFW	352 TFS	Super Wet Back GTX	
F-100D	56-3073 ⁷⁶	VP	35 TFW	614 TFS		
F-100D	56-3073 ⁷⁷	VM	35 TFW	352 TFS		
F-100D	56-3081		35 TFW			
F-100D	56-3081		35 TFW	614 TFS		
F-100D	56-3082 ⁷⁸	VS	35 TFW	612 TFS		
F-100D	56-3082 ⁷⁹	VZ	35 TFW	615 TFS		
F-100D	56-3087	VS	35 TFW	612 TFS		

found photographs to support that data.

⁷³ During a close air support mission a flight of F-100s attacked an enemy sampan near Thuy Dong, about 30 miles west of Saigon. Capt Andrews came in low to drop his ordnance but his aircraft was hit by ground fire and crashed. He may have been wounded by the enemy fire as he did not eject. Capt George Robert Andrews (KIA)

⁷⁴ The aircraft was hit by ground fire as it pulled up to 4,000 feet and the pilot may have been hit as he apparently made no attempt to eject.

⁷⁵ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

⁷⁶ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

⁷⁷ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

⁷⁸ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

⁷⁹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-3101	VS	35 TFW	612 TFS		
F-100D	56-3109	VP	35 TFW	614 TFS		
F-100D	56-3113	VM	35 TFW	352 TFS		1/21/1969 ⁸⁰
F-100D	56-3117	VZ	35 TFW	615 TFS		
F-100D	56-3119	VM	35 TFW	352 TFS		5/25/1969 ⁸¹
F-100D	56-3120	VM	35 TFW	352 TFS		4/4/1971 ⁸²
F-100D	56-3123	VZ	35 TFW	615 TFS		
F-100D	56-3130	VP	35 TFW	614 TFS		
F-100D	56-3132 ⁸³	VP	35 TFW	614 TFS	Miss Dial	12/17/1970 ⁸⁴
F-100D	56-3132 ⁸⁵	VM	35 TFW	352 TFS		
F-100D	56-3147	VP	35 TFW	614 TFS		2/17/1970 ⁸⁶
F-100D	56-3150	VP	35 TFW	614 TFS		
F-100D	56-3152	VP	35 TFW	614 TFS		3/24/1968 ⁸⁷

⁸⁰ A Super Sabre was damaged by ground fire during a close air support mission in South Vietnam. Capt Davis ejected just off the coast 10 miles south of Phan Thiet and was rescued by a Navy vessel. This pilot was the same guy who was who shot down with the 352nd TFS on 30 June 1968.

⁸¹ The last of four F-100s shot down during May was lost during a close air support mission in South Vietnam. The target was VC troops in the open near the Saigon River, about 10 miles southwest of Lai Khe. 1Lt Stanford had completed his attack and was leaving the target area at low level when his aircraft was damaged by small arms fire. The aircraft must have been too badly damaged to permit a safe landing so 1Lt Stanford flew southeast and crossed the coast to eject over the sea about 30 miles east of the city of Vung Tau. He was rescued by a US Navy ship that had been notified to look out for the pilot.

⁸² Another aircraft was lost in Cambodia when a flight of two Super Sabres attacked a storage area about 30 miles north of Kampong Cham. 1Lt Joseph Stanley Smith, the flight leader, was strafing the target on his fifth pass when ground fire was seen to hit the aircraft’s port wing. The aircraft crashed half a mile from the target before the pilot could eject. Between 1996 and 2016 joint US/Cambodian teams recovered wreckage and human remains from the crash site. The remains were identified as being those of 1Lt Smith in 2017. MSgt Jon Alexander, Tower Chief supplied these remarks: Joe and I both are from Illinois and we have had a few beers swapping flying stories. Before Vietnam, I worked part time as a Regional Airline Captain. I told Joe that I would be in the Tower the next day. The only transmission received by the Control Tower was "Jon, I am not going to make it." A few days later, I was honored to be the Air Traffic Controller handling the final missing man formation for Joseph Stanley Smith.

⁸³ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

⁸⁴ A Super Sabre was lost near Kampong Cham, 40 miles north of Phnom Penh, during a strike on a target in Cambodia. The pilot ejected and was later rescued.

⁸⁵ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

⁸⁶ During a close air support mission an F-100 lost oil pressure resulting an engine failure. The pilot ejected and was subsequently rescued.

⁸⁷ A flight of F-100s was making an attack on Viet Cong buildings near An Nhon, eight miles southeast of the airfield

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-3155 ⁸⁸		35 TFW	352 TFS		
F-100D	56-3155 ⁸⁹	VP	35 TFW	614 TFS	Mama's Boy ⁹⁰	
F-100D	56-3158	VP	35 TFW	614 TFS		1/21/1969 ⁹¹
F-100D	56-3163		35 TFW			
F-100D	56-3167	VP	35 TFW	614 TFS		10/26/1967 ⁹²
F-100D	56-3173 ⁹³	VM	35 TFW	352 TFS		
F-100D	56-3173 ⁹⁴	VZ	35 TFW	615 TFS		
F-100D	56-3177		35 TFW	352 TFS		
F-100D	56-3179	VM	35 TFW	352 TFS		
F-100D	56-3180	VP	35 TFW	614 TFS		3/22/1971 ⁹⁵
F-100D	56-3181	WM	35 TFW	352 TFS		8/11/1971 ⁹⁶
F-100D	56-3181	VP	35 TFW	614 TFS		3/11/1971 ⁹⁷
F-100D	56-3181	VZ	35 TFW	615 TFS		3/11/1971 ⁹⁸

at Phu Cat, when one of the aircraft was lost. Capt McKinney was pulling up from his fourth attack when his aircraft was hit by ground fire and crashed. An Army helicopter quickly arrived at the scene and confirmed that Capt McKinney had died in the aircraft.

⁸⁸ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

⁸⁹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

⁹⁰ Aircraft number 56-3155 ‘Mama’s Boy’ was flown by Col. Frank L.Gailer Jr., 35th Tactical Fighter Wing Commander, for the 75,000 missions of the 35th TFW.

⁹¹ A Super Sabre pilot was killed during a close air support mission 10 miles southeast of Katum near the Cambodian border. His aircraft was damaged by ground fire during a napalm run. Capt Maahs then flew south and reached Bien Hoa but he was badly injured when his aircraft crashed on the approach to the airfield. Although rescued by a HH-43F from the base Capt Maahs died from his injuries.

⁹² The aircraft was hit by ground fire and crashed.

⁹³ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

⁹⁴ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researchers found photographs to support that data.

⁹⁵ F-100D 56-3180 attacking tanks on Hwy QL-9, 22 KM West of Khe Sanh. Sightings of tanks in southern Laos were becoming a more regular occurrence as the NVA became bolder. However, when caught in the open tanks became priority targets and every effort was made to destroy them wherever they were found. A flight of F-100s was sent on a raid to attack a group of four tanks that had been seen just inside Laos, about 10 miles to the west of Khe Sanh. Capt Moriarty was making his first pass when his aircraft was hit by 12.5mm ground fire and burst into flames. The aircraft crashed before the pilot could eject.

⁹⁶ Multiple listings for the same aircraft indicates that researchers found photographs supporting the data.

⁹⁷ Multiple listings for the same aircraft indicates that researchers found photographs supporting the data.

⁹⁸ The engine of a Super Sabre caught fire during a combat mission and the pilot was forced to abandon the

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-3186		35 TFW			
F-100D	56-3187 ⁹⁹	VM	35 TFW	352 TFS		Static Display ¹⁰⁰
F-100D	56-3187 ¹⁰¹	VP	35 TFW	614 TFS		
F-100D	56-3187 ¹⁰²	VS	35 TFW	612 TFS		
F-100D	56-3197 ¹⁰³	VP	35 TFW	614 TFS		
F-100D	56-3197 ¹⁰⁴	VZ	35 TFW	615 TFS		
F-100D	56-3197 ¹⁰⁵	VM	35 TFW	352 TFS		1/27/1971 ¹⁰⁶
F-100D	56-3197 ¹⁰⁷	VS	35 TFW	612 TFS		
F-100D	56-3198	VZ	35 TFW	615 TFS		
F-100D	56-3201	VP	35 TFW	614 TFS		
F-100D	56-3220	VS	35 TFW	612 TFS	Acc 1971	
F-100D	56-3224	VS	35 TFW	612 TFS		
F-100D	56-3232		35 TFW			
F-100D	56-3234	VS	35 TFW	612 TFS		
F-100D	56-3237	VM	35 TFW	352 TFS		11/29/1968 ¹⁰⁸

aircraft. The cause of the engine problem was thought to have been a mechanical failure rather than combat damage.

⁹⁹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹⁰⁰ South Dakota ANG, 1201 W Algonquin St., Sioux Falls, SD

¹⁰¹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹⁰² Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹⁰³ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹⁰⁴ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹⁰⁵ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.¹⁰⁶ Pilot John Mautz Neill, KIA, 352 TFS

¹⁰⁷ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹⁰⁸ A Super Sabre was lost during a close air support mission near Phu Hiep, 45 miles west of Phan Rang. A flight of F-100s was attacking enemy troops in a mountainous region that overlooked Phu Hiep and Dalat. 1Lt Cook’s aircraft was hit by small arms fire during the attack causing him to eject. He was rescued by a USAF helicopter before the enemy troops could find him.

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-3263		35 TFW			
F-100D	56-3265	VP	35 TFW	614 TFS	Water Can Willie	
F-100D	56-3276	VS	35 TFW	612 TFS		
F-100D	56-3277	VM	35 TFW	352 TFS		
F-100D	56-3279 ¹⁰⁹	VM	35 TFW	352 TFS		
F-100D	56-3279 ¹¹⁰	VS	35 TFW	612 TFS		
F-100D	56-3301	VP	35 TFW	614 TFS		1/26/1969 ¹¹¹
F-100D	56-3307 ¹¹²	VS	35 TFW	612 TFS		
F-100D	56-3307 ¹¹³	VZ	35 TFW	615 TFS		
F-100D	56-3314	VP	35 TFW	614 TFS		
F-100D	56-3320 ¹¹⁴	VM	35 TFW	352 TFS		
F-100D	56-3320 ¹¹⁵	VS	35 TFW	612 TFS		
F-100D	56-3320 ¹¹⁶	VP	35 TFW	614 TFS		
F-100D	56-3331	VZ	35 TFW	615 TFS		
F-100D	56-3333	VM	35 TFW	352 TFS		
F-100D	56-3337	VZ	35 TFW	615 TFS		
F-100D	56-3361	VM	35 TFW	352 TFS	The Lemon	
F-100D	56-3365	VP	35 TFW	614 TFS		

¹⁰⁹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹¹⁰ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹¹¹ Two Super Sabres, including one from the Colorado ANG squadron, were destroyed during an attack by the NVA’s H-13 Sapper Company on the night of the 25/26th at Phan Rang. A total of 74 rounds of 82mm mortars and 107mm rockets were fired at the base and 11 other aircraft were damaged and 15 men wounded. Fourteen of the enemy soldiers were killed and one captured during the raid. The damage might have been even worse had a sapper attack, using satchel charges and grenades, not been discovered and turned back by base security police.

¹¹² Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹¹³ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹¹⁴ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹¹⁵ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹¹⁶ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-3372	VM	35 TFW	352 TFS		6/30/1968 ¹¹⁷
F-100D	56-3379	VM	35 TFW	352 TFS		
F-100D	56-3380	VM	35 TFW	352 TFS		
F-100D	56-3381 ¹¹⁸	VM	35 TFW	352 TFS		
F-100D	56-3381 ¹¹⁹	VZ	35 TFW	615 TFS		
F-100D	56-3383	VZ	35 TFW	614 TFS	Thunder Chicken	10/26/1970 ¹²⁰
F-100D	56-3384 ¹²¹	VM	35 TFW	352 TFS		3/9/1970 ¹²²
F-100D	56-3384 ¹²³	VP	35 TFW	614 TFS		
F-100D	56-3384 ¹²⁴	VZ	35 TFW	615 TFS		3/9/1970 ¹²⁵
F-100D	56-3393 ¹²⁶	VP	35 TFW	614 TFS		

¹¹⁷ The fourth F-100 to be lost in combat during June was shot down on a close air support mission near Tan An, 18 Miles southwest of Tan Son Nhut. Capt Davis was pulling up from an attack on enemy bunkers when his aircraft was hit by ground fire. The port wing caught fire and Capt Davis ejected two miles to the north and was picked up by an Army helicopter.

¹¹⁸ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹¹⁹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹²⁰ An F-100 was returning from a strike mission when it crashed short of Phan Rang’s runway and was destroyed. The pilot {Fred Tomlin} survived the accident. MSgt Jon Alexander, Tower Chief adds these comments: I had relieved one of my supervisors so he could go on R&R and was working his night shift. Landing aircraft were taking ground fire on short final, so Thunder Chicken was landing with no lights. I noted flashing runway lights which meant he had landed, proceeding about 1,000 feet before there was no more flashing runway lights. I immediately activated the Crash Alarm that Thunder Chicken was on the ground in the infield. The Rescue Helicopter Pedro, located the aircraft and directed the response team accordingly. The pilot was reported as unconscious upon extract.

¹²¹ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹²² Another Super Sabre was lost later the same day during a Steel Tiger strike on the border between South Vietnam and Laos, about 21 miles west of Kham Duc. Capt Cowell (call sign Bobcat 72) was making his second dive bombing attack on an intersection point when his aircraft was hit by AAA and burst into flames. He ejected and was recovered by a HH-3E from the 37th ARRS but he died of his injuries the following day.

¹²³ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹²⁴ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researches found photographs to support that data.

¹²⁵ Another Super Sabre was lost later the same day during a Steel Tiger strike on the border between South Vietnam and Laos, about 21 miles west of Kham Duc. Capt Cowell (call sign Bobcat 72) was making his second dive bombing attack on an intersection point when his aircraft was hit by AAA and burst into flames. He ejected and was recovered by a HH-3E from the 37th ARRS but he died of his injuries the following day.

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100D	56-3393 ¹²⁷	VS	35 TFW	612 TFS		
F-100D	56-3400	VS	35 TFW	612 TFS		
F-100D	56-3405	VP	35 TFW	614 TFS		
F-100D	56-3413	VM	35TFW	352 TFS		
F-100D	56-3415 ¹²⁸	VM	35 TFW	352 TFS		3/12/1971 ¹²⁹
F-100D	56-3415 ¹³⁰	VP	35 TFW	614 TFS		3/12/1971 ¹³¹
F-100D	56-3426	VP	35 TFW	614 TFS		
F-100D	56-3431		35 TFW	614 TFS		11/16/1966 ¹³²
F-100D	56-3435 ¹³³	VM	35 TFW	352 TFS		
F-100D	56-3435 ¹³⁴	VS	35 TFW	612 TFS		8/21/1970 ¹³⁵
F-100D	56-3436 ¹³⁶	VM	35 TFW	352 TFS		
F-100D	56-3436 ¹³⁷	VS	35 TFW	612 TFS		

¹²⁶ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

¹²⁷ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

¹²⁸ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

¹²⁹ This aircraft obviously was assigned to different organization, because pictures are available to support both organization.

¹³⁰ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

¹³¹ F-100D 56-3415 ENGINE FLAMED OUT, EJECTED 52 KM W-SW OF DUC MY Airfield. Clive Garth Jeffs body was never recovered. A flight of Super Sabres was dispatched from Phan Rang to attack an enemy position in Khang Ilea province of South Vietnam. One of the aircraft was shot down in flames about 40 miles northwest of Nha Trang and its pilot was posted missing. Other aircraft nearby heard a good beeper signal after 1Lt Jeffs ejected but could not make voice contact with him. A 10-day search failed to find any trace of the pilot. The crash site of an F-100 was discovered in 1974 and investigated by the JTF -FA in 1990 but so far there is no new information on the fate of 1Lt Jeffs. 56-3415 also saw service with the 31st TFW at Tuy Hoa during its time in Vietnam.

¹³² The aircraft was hit by ground fire as it came down to 300 feet for a napalm run.

¹³³ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

¹³⁴ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

¹³⁵ 1Lt McLeish had recently arrived at Phan Rang and was flying an orientation flight in company with another aircraft in order to familiarize himself with the Wing’s operational area. As the aircraft approached Ben Het 1Lt McLeish’s aircraft was shot down by ground fire and he was killed. 1Lt Charles Edward McLeish (KIA)

¹³⁶ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

¹³⁷ Multiple listings for the same aircraft with different ‘tail codes’ or ‘squadron designator’ indicates that researcher found photographs to support that data.

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F-100D	56-3446	VZ	35 TFW	615 TFS		11/9/1968 ¹³⁸
F-100D	56-3448		35 TFW	352 TFS		1/13/1967 ¹³⁹
F-100D	56-3462	VZ	35 TFW	615 TFS		
F-100D	56-3581		35 TFW	614 TFS		8/8/1969 ¹⁴⁰
F-100D	56-3734		366 TFW	614 TFS		
F-100D	56-3734		35 TFW	614 TFS		
F-100D	56-3885	VM	35 TFW	352 TFS		
F-100D	56-3888	VZ	35 TFW	615 TFS		
F-100D	56-3908	VP	35 TFW	614 TFS		
F-100D	56-3975		35 TFW	614 TFS		
F-100F	56-3583	VM	35 TFW	352 TFS		
F-100F	56-3731	VP	35 TFW	614 TFS		1/24/1969 ¹⁴¹
F-100F	56-3734		35 TFW			
F-100F	56-3750	VP	35 TFW	614 TFS		
F-100F	56-3751	VZ	35 TFW	615 TFS		
F-100F	56-3762	VM	35 TFW	352 TFS		
F-100F	56-3774		35 TFW			
F-100F	56-3775	VM	35 TFW	352 TFS		
F-100F	56-3803	VP	35 TFW	614 TFS		

¹³⁸ A flight of F-100s was returning to Phan Rang from a close air support mission when one of the aircraft was hit by ground fire near the village of Thon Vu Bon, 10 miles southwest of the airfield. Capt Wichman tried to reach Phan Rang but the aircraft caught fire and although he appears to have ejected north of the airfield, he was killed during the incident.

¹³⁹ A VC supply area on the coast 25 miles northwest of Vung Tau was the target for a flight of F-100s from Phan Rang on the 13th. Capt Turley dropped his load of napalm just as his aircraft was hit by small arms fire. The aircraft caught fire and crashed a few miles from the target killing Capt Turley.

¹⁴⁰ Another Super Sabre was lost during an attack on a Viet Cong weapons cache that was thought to include rockets and mortars. 1Lt Daniel had just finished making his fourth run over the target when his aircraft was hit by ground fire about 15 miles southeast of Song Be City. He flew all the way back to Phan Rang but was forced to eject about five miles from the airfield and was picked up by a HH-43B helicopter of Detachment 1 of the 38th ARRS from the airfield.

¹⁴¹ One of Phan Rang’s two-seat Super Sabres was taking part in a close air support mission near Truc Giang in the Mekong Delta, 40 miles southwest of Saigon. 1Lt Muller was diving at a target when his aircraft was hit by ground fire. The crew ejected a few miles to the south and 1Lt Muller was rescued by an Army helicopter while Capt Potter was picked up by a USAF HH-43.

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100F	56-3813		35 TFW			
F-100F	56-3826		35 TFW			
F-100F	56-3835		35 TFW	614TFS		
F-100F	56-3836	VP	35 TFW	614 TFS		
F-100F	56-3837		35 TFW			
F-100F	56-3854	VZ	35 TFW	615 TFS		
F-100F	56-3860	VZ	35 TFW	615 TFS		
F-100F	56-3868	VZ	35 TFW	615 TFS		
F-100F	56-3870	VS	35 TFW	612 TFS		Static Display ¹⁴²
F-100F	56-3874	VM	35 TFW	352 TFS		Static Display ¹⁴³
F-100F	56-3882	VS	35 TFW	612 TFS		
F-100F	56-3888	VZ	35 TFW	615 TFS		
F-100F	56-3894	VS	35 TFW	612 TFS		
F-100F	56-3908		35 TFW			
F-100F	56-3945		35 TFW			
F-100F	56-3951	VP	35 TFW	614 TFS		
F-100F	56-3954	VS	35 TFW	612 TFS		
F-100F	56-3959	VP	35 TFW	614 TFS		2/17/1968 ¹⁴⁴
F-100F	56-3975		35 TFW			
F-100F	56-3980		35 TFW	352 TFS		5/2/1967 ¹⁴⁵

¹⁴² Skrydstrup Air Base, Fuselage is from 55-2739 Denmark

¹⁴³ Royal Danish Air Force, Tjorring, Hernyjling, Midtojyland

¹⁴⁴ The Mekong Delta area was always regarded as a Viet Cong stronghold and fighting was particularly heavy in the region during the Tet Offensive. All the F-100 uits were very busy providing close air support during the offensive. LtCol Fields and Capt Canup were flying a mission in a two-seat F-100F to bomb enemy troops five miles southwest of Can Tho in the Delta. On their second pass their aircraft was hit by small arms fire forcing the pair to eject. LtCol Fields was rescued by VNAF arircraft and Capt Canup by a US Army aircraft or helicopter. Capt Canup was killed in an F-100 a few weeks later on 6 April.

¹⁴⁵ Maj Howard was taking part in a close air support mission near Cam Ranh Bay and was carrying SSgt Kulick who was going to take photographs of a napalm delivery. The mission turned out to be even more spectacular than planned as the two-seat Super Sabre was hit by ground fire as it approached the target at 750 feet. Maj Howard turned the aircraft out over the coast and the two airmen ejected over the sea. They were both picked up safely by an Army helicopter. Sergeant Kulick, reports he made an un-scheduled jump when the F-100 in which he was flying developed engine trouble believed to have been caused by enemy ground fire. The incident occurred in the middle of an air strike, “right between the time we dropped our heavy ordnance and thye time we were lining up to strafe.” “We started to get smoke and fume and rumbles,” said the sergeant, “and the lead (pilot) pulled up and

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MODEL	SERIAL #	TAIL CODE	WING	SQDN	NAME	DISPOSITION
F-100F	56-4002	VZ	35 TFW	615 TFS		7/1/1976 ¹⁴⁶
F-100F	58-1213	VM	35 TFW	352 TFS		
F-100F	58-1213	VP	35 TFW	614 TFS		
F-100F	58-1222	VP	35 TFW	614 TFS		
F-100F	58-1223	VP	35 TFW	614 TFS		
F-100F	58-1226	VP	35 TFW	614 TFS		7/5/1968 ¹⁴⁷
F-100F	58-1232	VM	35 TFW	352 TFS		

The North American F-100 Super Sabre was a supersonic jet fighter aircraft that served with the United States Air Force (USAF) from 1954 to 1971 and with the Air National Guard (ANG) until 1979. The first of the Century Series collection of USAF jet fighters, it was the first USAF fighter capable of supersonic speed in level flight. The F-100 was originally designed by North American Aviation as a higher performance follow-on to the F-86 Sabre air superiority fighter.

Adapted as a fighter bomber, the F-100 would be supplanted by the Mach 2 class F-105 Thunderchief for strike missions over North Vietnam. The F-100 flew extensively over South Vietnam as the Air Force's primary close air support jet until replaced by the more efficient subsonic LTV A-7 Corsair II. The F-100 also served in other NATO air forces and with other U.S. allies. In its later life, it was often referred to as "the Hun," a shortened version of "one hundred."

Vietnam War

said we were on fire.”

¹⁴⁶ 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 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.

¹⁴⁷ The destruction of a SAM on its transporter on the 1st confirmed that the SAM sites just north of the DMZ were active. A misty FAC led a strike mission against a SAM battery near Thach Ban, 10 miles north of the DMZ. Col Hardy was flying over the target at 4,000 feet when his aircraft was hit in the tail by 37mm flak. He coaxed the crippled aircraft back across the DMZ before he and Capt Jenny had to abandon the F-100. Col Hardy was rescued by a USAF helicopter while Capt Jenny was picked up by a Marine Corps helicopter.

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On 16 April 1961 six Super Sabres were deployed from Clark Air Base in the Philippines to Don Muang Airfield in Thailand for air defense purposes; the first F-100s to enter combat in Southeast Asia. From that date until their redeployment in 1971, the F-100s would be the longest serving U.S. jet fighter-bomber to fight in the Vietnam War. Serving as MiG CAP escorts for F-105 Thunderchiefs, MISTY FACs, and Wild Weasels over North Vietnam, and then relegated to close air support and ground attacks within South Vietnam.

On 18 August 1964, the first F-100D to be shot down by ground fire was piloted by 1st Lt Colin A. Clarke, of the 428th TFS; Clarke ejected and survived. On 4 April 1965, as escorts protecting F-105s attacking the Thanh Hoa Bridge, F-100 Super Sabres fought the USAF's first air-to-air jet combat duel in the Vietnam War, in which an F-100 piloted by Capt Donald W. Kilgus shot down a North Vietnamese Air Force MiG-17, using cannon fire, while another fired Sidewinder missiles. The surviving North Vietnamese pilot confirmed three of the MiG-17s had been shot down. Although recorded by the U.S. Air Force as a probable kill, this represented the first aerial victory by the U.S. Air Force in Vietnam. However, the small force of four MiG-17s had penetrated the escorting F-100s to claim two F-105s. The F-100 was soon replaced by the F-4C for MiG CAP which pilots noted suffered for lacking built-in guns for dogfights.

The Vietnam War was not known for utilizing activated Army National Guard, Air National Guard or other U.S. Reserve units; but rather, had a reputation for conscription (military draft) during the course of the war. During a confirmation hearing before Congress in 1973, USAF General George S. Brown, who had commanded the 7th Air Force (7 AF) during the war, stated that five of the best Super Sabre squadrons in Vietnam were from the ANG. This included the **120th Tactical Fighter Squadron (120 TFS)** of the Colorado Air National Guard, the 136 TFS of the New York Air National Guard TFS, the 174 TFS of the Iowa Air National Guard and the 188 TFS of the New Mexico Air National Guard. The fifth unit was a regular AF squadron manned by mostly Air National Guardsmen.

The Air National Guard F-100 Squadrons increased the regular USAF by nearly 100 Super Sabres in theater, averaging, for the Colorado ANG F-100s, 24 missions a day, delivering ordnance and munitions with a 99.5% reliability rate. From May 1968 to April 1969, the ANG Super Sabres flew more than 38,000 combat hours and more than 24,000 sorties. Between them, at the cost of seven F-100 Air Guard pilots killed (plus one staff officer) and the loss of 14 Super Sabres to enemy action, the squadrons expended over four million rounds of 20mm cannon, 30 million

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pounds of bombs and over 10 million pounds of napalm against the enemy.

The Hun was also deployed as a two-seat F-100F model which saw service as a "Fast FAC" or Misty FAC (forward air controller) in North Vietnam and Laos, spotting targets for other fighter-bomber aircraft, performing road reconnaissance, and conducting SAR (Search and Rescue) missions as part of the top-secret project Commando Sabre, based out of Phu Cat and Tuy Hoa Air Bases. It was also the first Wild Weasel SEAD (air defense suppression) aircraft whose specially trained crews were tasked with locating and destroying enemy air defenses. Four F-100F Wild Weasel Is were fitted with an APR-25 vector radar homing and warning (RHAW) receivers, IR-133 panoramic receivers with greater detection range, and KA-60 panoramic cameras. The APR-25 could detect early-warning radars and, more importantly, emissions from SA-2 Guideline tracking and guidance systems. These aircraft deployed to Korat Royal Thai Air Force Base, Thailand in November 1965, and began flying combat missions with the 388th Tactical Fighter Wing in December. They were joined by three more aircraft in February 1966. All Wild Weasel F-100Fs were eventually modified to fire the AGM-45 Shrike anti-radiation missile.

By war's end, 242 F-100 Super Sabres had been lost in Vietnam, as the F-100 was progressively replaced by the F-4 Phantom II and the F-105 Thunderchief. The Hun had logged 360,283 combat sorties during the war and its wartime operations came to end on 31 July 1971.

F-4C Phantom



Tail Number	Disposition
63-7425	
63-7706	
64-0657	9--14-66 ¹⁴⁸
64-0663	12-2-66 ¹⁴⁹

¹⁴⁸ A Phantom crashed in Ninh Thuan province, South Vietnam due to a flight control failure. One crewman ejected and was rescued by a HH-43 from Phan Rang but 1Lt Knudsen was killed. Military Unit: 389 TFS, 366 TFW.

¹⁴⁹ A major strike on Phuc Yen airfield's POL storage facility claimed three Air Force aircraft. The first to fall was an F-105 that was hit by 37mm AAA as it dived on the target from about 6,000 feet. The aircraft's rear fuselage was

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64-0667	
64-0669	
64-0670	
64-0671	6-7-66 ¹⁵⁰
64-0748	Static Display ¹⁵¹
64-0749	
64-0776	Static Display ¹⁵²
64-0777	Static Display ¹⁵³
64-0797	
64-0807	
64-0834	

Source: Forgotten Fighters

seen to be on fire and the pilot may have been hit as he was not seen to eject before the aircraft crashed about 15 miles west of the airfield. Capt Moorberg’s remains were returned by the Vietnamese government in 1985.

Next over the target were several flights from the 366th TFW headed by a flight from the 480th TFS, which was providing a CAP at 14,000 feet over the target. As the aircraft were maneuvering about 10 miles northeast of Phuc Yen to cut off a flight of MiG-21s, Capt Flesher’s aircraft was hit by an SA-2 and immediately disintegrated. Both crew ejected but 1Lt Berger suffered a spinal compression, a broken arm and concussion, the latter from an old peasant who beat him over the head. James Berger, like many POWs, was incarcerated in five different prisons during his years of captivity. The longest stay in one place was three years spent in Hanoi’s Citadel prison known to the prisoners as the Plantation. Flesher and Berger were both released on 18 February 1973. Hubert Flesher was the first Air Force POW to return to flying following his release, eventually flying F-106s with the 84th FIS at Castle AFB. James Berger also returned to flying after his release and served at the Air Force Survival School where he was able to pass on his experiences as a POW to teach a new generation of USAF aircrew.

A SAM also accounted for a Phantom that was flying as part of the strike force during the Phuc Yen raid. A flight of aircraft were returning from the raid and had headed northwest to the northern edge of Thud Ridge, about 40 miles northwest of Phuc Yen, when they ran into another SAM site. The flight was at about 19,000 feet when an SA-2 struck one of the aircraft. Maj Burns and 1Lt Ducat both ejected but Bruce Ducat died in captivity. His body was returned to the USA on 18 March 1977. Donald Burns was released on 4 March 1973 and eventually retired as a Colonel.

¹⁵⁰ A Phantom that caught fire on take off from Phan Rang and had to be abandoned by its crew. The 366th TFW had arrived at Phan Rang from Holloman AFB on 20 March with three squadrons and added a fourth Phantom squadron later in the month.

¹⁵¹ On static display at Langley Air Force Base, Virginia.

¹⁵² On static display at Museum of Flight, Seattle, Washington

¹⁵³ On static display at Cavanaugh Flight Museum, Addison, Texas.

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B-57 Canberras



MODEL TYPE	SERIAL #	TAIL CODE	WING	SQDN	Disposition
B-57B	52-1498		35 TFW		9/21/1968 ¹⁵⁴
B-57B	52-1499		35 TFW		
B-57B	52-1507		35 TFW		
B-57B	52-1508		35 TFW		3/27/1969 ¹⁵⁵
B-57B	52-1510		35 TFW		8/14/1967 ¹⁵⁶
B-57B	52-1512		35 TFW	13 TBS	DUAL FLAMEOUT
B-57B	52-1518		35 TFW		10/8/1966
B-57B	52-1519		35 TFW	8 TBS	Static Display ¹⁵⁷

¹⁵⁴ A Canberra on a night strike on a truck park near Ban Loumpoum in southern Laos was making its fifth dive on the target when it was hit by 37mm flak. The aircraft's port engine was put out of action but LtCol Klein managed to fly almost 100 miles towards a Navy SAR destroyer off Hue. The crew ejected and were quickly picked up by the vessel. Built in August 1954, 52-1498 was the sixth B-57B and had been used as a development aircraft by the manufacturers and at Edwards AFB, California.

¹⁵⁵ A Canberra (call sign Yellowbird 40) was damaged by AAA during a dawn strike on a river ford near the town of Tavouac in southern Laos, 20 miles southwest of the A Shau Valley. As the aircraft was pulling up from its second pass, it was struck by 37mm flak causing a fire in the fuselage. Lt Col Burkholder nursed the crippled aircraft for as long as he could but he and his navigator were forced to eject near Phu Cat where they were rescued by two HH-43s from the 38th ARRS. This aircraft was the last B-57B lost in Southeast Asia. A total of 54 B-57Bs, two B-57Es and a B-57C had been lost in Southeast Asia since the first aircraft arrived at Bien Hoa in August 1964. By June 1969 there were only six B-57s left at Phan Rang and these were operating almost exclusively at night by then. The 8th TBS started to run down in September and left Phan Rang at the end of October 1969 after five years in Southeast Asia. However, this was not the end of the Canberra's contribution to the war in Southeast Asia.

¹⁵⁶ The elderly B-57 were still being used over North Vietnam at night, especially in the less well-defended southern provinces although even here the defenses were becoming more and more efficient. Maj Overly was on a night armed reconnaissance mission when he spotted an oil tanker on a road about eight miles northwest of Dong Hoi. He put the aircraft into a dive but it was hit in the starboard engine by AAA. Both crew ejected but only Maj Overly survived to reach captivity. While in the Plantation prison in Hanoi, Maj Overly nursed fellow POW's 'Bud' Day and John McCain back from the brink of death. On 16 February 1968 Norris Overly was one of three POWs who were released into the hands of peach activists in order to obtain useful propaganda for the North Vietnamese cause. This early release caused a great deal of consternation amongst the remaining POWs but Overly and the other two men were able to give useful information on other prisoners and the location, layout and occupants of the camps they had been in.

¹⁵⁷ March Field Air Museum, March ARB (former March AFB), Riverside, California

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B-57B	52-1532		35 TFW	8 TBS	2/22/1969 ¹⁵⁸
B-57B	52-1541		35 TFW	13 TBS	9/18/1968
B-57B	52-1550		35 TFW	13 TBS	8/19/1967 ¹⁵⁹
B-57B	52-1555		35 TFW	8-13 TBS	
B-57B	52-1557		35 TFW		1/2/1967 ¹⁶⁰
B-57B	52-1557		35 TFW	13 TBS	1/21/1967 ¹⁶¹
B-57B	52-1561		35 TFW		1/13/1969 ¹⁶²
B-57B	52-1567		35 TFW	8 TBS	3-15-69 ¹⁶³

¹⁵⁸ Although the Canberras from Phan Rang were operating over the Trail primarily at night by this date, the aircraft did make occasional daylight raids as well. Lt Col Paxton and Maj Macko were bombing trucks on a road seven miles southeast of Ban Kate when their aircraft was shot down by ground fire. Neither of the crew were thought to have ejected from the aircraft before it crashed on a slope close to the road. The remains of the crew were recovered from the crash site in Laos in November 1996 and positively identified in August 2000.

¹⁵⁹ A Canberra was shot down with the loss of both crew during a close air support mission 25 miles north of Saigon. The aircraft was orbiting near its target, a VC storage area five miles west of Lai Khe, when it was hit by ground fire and crashed immediately before either of the crew could escape. Like many of the early B-57Bs and Cs, 52-1550 was originally used by the 3510th OCTW at Randolph AFB, Texas to convert pilots and navigators to the Canberra before posting to operational units. Maj Richard Michael Secanti (KIA) and Maj Martin Weigner Andersen (KIA).

¹⁶⁰ The risk involved in making multiple passes on the same target were once more illustrated on the 21st when a B-57 was lost while attacking a bridge 11 miles west of Kontum. Capt Cooper was on his fifth pass dropping napalm on the target when his aircraft was hit by ground fire in the port wing. Neither of the crew was observed to escape from the aircraft before it hit the ground. Crewmembers: Capt George Grady Cooper (KIA) and Maj George Lowe.

¹⁶¹ The risk involved in making multiple passes on the same target were once more illustrated on the 21st when a B-57 was lost while attacking a bridge 11 miles west of Kontum. Capt Cooper was on his fifth pass dropping napalm on the target when his aircraft was hit by ground fire in the port wing. Neither of the crew was observed to escape from the aircraft before it hit the ground. 13 TBS, 405 FW attached to 35 TFW Capt George Grady Cooper (KIA) and Maj George Lowe (KIA)

¹⁶² A B-57B failed to return from a Steel Tiger night interdiction mission over southern Laos. The target area was illuminated by flares dropped by a C-130 flare ship. After the last flare had dimmed the B-57B began its third bombing run and reported having cleared the target but was then seen to explode as it hit the ground about 10 miles south of the A Shau Valley. Although no ejection or parachutes were seen, a faint emergency beeper was heard briefly by a FAC pilot in the area. However, a search the next day revealed no sign of the two crew members, who were presumed to have perished in the incident. The crash site was located in 1995 and an excavation in 2003 recovered Lt Col Eaton’s ID tag. Five more excavations over the next two years recovered Capt Getchell’s ID tag as well as human remains which were confirmed as being those of the crew and were subsequently buried in Arlington National Cemetery.

¹⁶³ A Canberra was hit by ground fire and damaged during an attack on a North Vietnamese rocket launching position near the A Shau Valley. Lt Col Tiddy flew all the way back to Phan Rang but had to crash-land the aircraft close to the airfield when both engines flamed out. Both men were recovered by one of the base’s HH-43B

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B-57B	52-1568		35 TFW	8 TBS	10/5/1968 ¹⁶⁴
B-57B	52-1570		35 TFW		10/5/1968 ¹⁶⁵
B-57B	52-1571		35 TFW	8 TBS	
B-57B	52-1578		35 TFW	8 TBS	
B-57B	52-1580		35 TFW		
B-57B	52-1582		35 TFW	8 TBS	
B-57B	52-1584	PQ	35 TFW	8 TBS	Static Display ¹⁶⁶
B-57B	52-1586		35 TFW		4/3/1968 ¹⁶⁷
B-57B	52-1588		35 TFW	8 TBS	
B-57B	52-1589		35 TFW		
B-57B	52-1590		35 TFW		12/8/1966
B-57B	52-1592		35 TFW		3/25/1968 ¹⁶⁸
B-57B	53-3859		35 TFW		4/22/1967 ¹⁶⁹
B-57B	53-3860		35 TFW		6/3/1967
B-57B	53-3862		35 TFW		6/3/1967 ¹⁷⁰

Huskies. B-57B 52-1567 had seen service with the 38th TBG at Laon AB in France, the Nevada ANG, the Kentucky ANG and the 405th FW before transfer to the 35th TFW.

¹⁶⁴ One of Phan Rang’s Canberras crashed during a combat mission due to an accidental engine failure. This B-57 was yet another of its type that had served with the 38th TBG at Laon AB in France but it had also been flown by the Nevada ANG before transfer to Southeast Asia.

¹⁶⁵ One of Phan Rang’s Canberras crashed during a combat mission due to an accidental engine failure. This B-57 was yet another of its type that had served with the 38th TBG at Laon AB in France but it had also been flown by the Nevada ANG before transfer to Southeast Asia.

¹⁶⁶ Kalamazoo Aviation History Museum, Kalamazoo, Michigan

¹⁶⁷ A Canberra was damaged by 37mm ground fire as it pulled up from its second pass over a ford at Ban Te Bang in southern Laos, about 20 miles southwest of the A Shau Valley. Although the left wing was damaged the pilot managed to fly the Canberra back to Phan Rang to make an emergency landing. Unfortunately the aircraft was damaged beyond repair during the landing. Like 52-1592 that crashed on 25 March, 51-1586 and ex-38th TBG aircraft.

¹⁶⁸ A Canberra on an armed reconnaissance mission was damaged by small arms fire as it was making its second bombing run on a ford at Ban Te Bang in southern Laos, about 20 miles southwest of the A Shau Valley. The aircraft’s port engine was damaged but Capt Hopper managed to fly the crippled aircraft back to Da Nang. Unfortunately the aircraft became uncontrollable during the single engined landing at Da Nang and crashed with the loss of both crew. This B-57 had originally flown with the 38th TBG at Laon AB in France.

¹⁶⁹ A Canberra was lost during a close air support mission 15 miles southwest of Tan Son Nhut. Maj Oxley’s aircraft was on its fourth run strafing the target in support of friendly troops when it was hit by small arms fire in the port wing and crashed less than a mile from the target. Both crew ejected but only the navigator survived.

¹⁷⁰ A B-57 disappeared on an armed reconnaissance mission over the southern provinces of North Vietnam. To this

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MODEL TYPE	SERIAL #	TAIL CODE	WING	SQDN	Disposition
B-57B	53-3865		35 TFW	8 TBS	
				8-13	
B-57B	53-3867		35 TFW	TBS	
B-57B	53-3877		35 TFW	8 TBS	
B-57B	53-3878		35 TFW		
B-57B	53-3879		35 TFW	8 TBS	
B-57B	53-3886		35 TFW	13 TBS	
B-57B	53-3888		35 TFW	8 TBS	
B-57B	53-3889		35 TFW	8 TBS	
B-57B	53-3898		35 TFW	8 TBS	
B-57B	53-3905		35 TFW		
B-57B	53-3908		35 TFW		6/9/1967 ¹⁷¹
B-57B	53-3914		35 TFW		
B-57B	53-3924		35 TFW		
B-57B	53-3928		35 TFW		
B-57B	53-3929		35 TFW		
B-57B	53-3931		35 TFW	8 TBS	
B-57C	53-3827		35 TFW	8 TBS	
B-57C	53-3828		35 TFW		
B-57C	53-3831		35 TFW		
B-57C	53-3833		35 TFW		4/17/1966
B-57C	53-3839		35 TFW		
				8-13	
B-57C	53-3840		35 TFW	TBS	
B-57C	53-3856		35 TFW	8 TBS	

day nothing appears to be known of the circumstances of this loss. B-57B 53-3862 originally served with the 3rd TFB at Johnson AB in Japan. 8 TBS, 405 FW attached to 35 TFW Maj Theodore Springston (KIA) and Capt Joseph Thomas Kearns (KIA)

¹⁷¹ In another bizarre coincidence two airmen with the same surname¹⁷¹ were lost on the same day when Capt Busch and his navigator, 1Lt Morrison were shot down. They were on a night armed reconnaissance mission when their Canberra was hit by small arms fire near the 4, 761 feet Hao Chu Hi mountain which lay just 10 miles north of their own airfield. 8 TBS, 405 FW attached to 35 TFW Capt Elwin Harry Busch (KIA) and 1Lt Peter Whitcomb Morrison (KIA)

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MODEL TYPE	SERIAL #	TAIL CODE	WING	SQDN	Disposition
B-57E	55-4269		35 TFW		
B-57E	55-4274		35 TFW		Static Display ¹⁷²
B-57E	55-4284		35 TFW		12/13/68 w C- 123 ¹⁷³

The Martin B-57 Canberra is an American-built, twinjet tactical bomber and reconnaissance aircraft that entered service with the United States Air Force (USAF) in 1953. The B-57 is a license-built version of the British English Electric Canberra, manufactured by the Glenn L. Martin Company. Initial Martin-built models were virtually identical to their British-built counterparts; Martin later modified the design to incorporate larger quantities of US-sourced components and produced the aircraft in several different variants.

The B-57 Canberra holds the distinction of being the first jet bomber in U.S. service to drop bombs during combat. The Canberra was used extensively during the Vietnam War in a bombing capacity; dedicated versions of the type were also produced and served as high-altitude aerial reconnaissance platforms (the Martin RB-57D Canberra), and as electronic warfare aircraft. The B-57 Canberra was also sold to export customers abroad; further combat use was seen by the Pakistani Air Force during the Indo-Pakistani War of 1965 and the Indo-Pakistani War of 1971.

¹⁷² Pima Air and Space Museum, adjacent to Davis-Monthan AFB in Tucson, Arizona.

¹⁷³ The tactical fighter-bombers that worked over the Ho Chi Minh Trail at night often relied on the light of flares provided by Candlestick C-123s from the 606th SOSs. These aircraft would patrol the trail all night often working in conjunction with the B-57s from Phan Rang as well as A-1s, A-26s, F-4s and T-28s from Thailand. The Candlestick C-123 was both a FAC and a flareship combined. Using Starlight Scopes the C-123s did much to find and mark targets in the northern sector of the Steel Tiger area, while the Blind Bat C-130s concentrated on the southern sector. However, the mission had its dangers, not just from the enemy but from the operational hazards of flying at night with few precision navigational aids over mountainous terrain. At 3:30 in the morning of the 13th a C-123K (call sign Candlestick 44) spotted a target near Ban Nampakhon, 20 miles southwest of the Ban Karai Pass in southern Laos. A pair of B-57s was called in to hit the target but during the bomb run one of the Canberras collided with the C-123. The Canberra crashed immediately, killing both the crew, and the Provider started a slow spin towards the ground. The Provider's pilot, Lt Turner, was temporarily knocked unconscious, and when he came to he saw that the other flight deck crew had already gone. Lt Turner bailed out and landed in a tree where he stayed until he was rescued at dawn by a HH-3E flown by Capt Harwood and his crew of the 40th ARRS from Nakhon Phanom. As Lt Turner floated down he saw at least one other parachute below him, but no more men were rescued from the aircraft. Information received since the war lends credence to claims that the navigator, 1Lt Donahue, may have survived the crash and been captured. As late as 1987 1Lt Donahue's family received seemingly credible information that indicated he was still being held captive in Laos. However, there have been no new developments since then and, officially at least, he remains listed as killed in action.

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In 1983, the USAF opted to retire the type; the B-57 Canberra's retirement marked the ending of the era of the tactical bomber. The three remaining flightworthy WB-57Fs are technically assigned to the NASA Johnson Space Center, next to Ellington Field in Houston, as high-altitude scientific research aircraft, but have also been used for testing and communications in the U.S. and Afghanistan.

Operational History

The B-57A was not considered combat-ready by the USAF and the aircraft were used solely for testing and development. One of the aircraft was given to the U.S. Weather Bureau which fitted it with a new nose radome and used it to track hurricanes. The aircraft was placed into limited production. Particularly contentious were the cockpit arrangement and the lack of guns, the Canberra having been designed as a high-speed, high altitude bomber rather than for close air support. The definitive B-57B, which introduced numerous improvements, made its first flight on 18 June 1954. The aircraft initially suffered from the same engine malfunctions as the RB-57As and several were lost in high-speed low-level operations due to a faulty tailplane actuator which caused the aircraft to dive into the ground. The USAF came to consider the B-57B as being inadequate for the night intruder role and thus Martin put all aircraft through an extensive avionics upgrade in response. Regardless, by the end of 1957, the USAF tactical squadrons were being re-equipped with supersonic North American F-100 Super Sabres. The complete retirement was delayed, however, by the start of the Vietnam War.

Although intended as a bomber and never before deployed by the USAF to a combat zone, the first B-57s to be deployed to South Vietnam were not operated in an offensive role. The need for additional reconnaissance assets, especially those capable of operating at night, led to the deployment of two RB-57E aircraft on 15 April 1963. The USAF had awarded General Dynamics a contract to modify two B-57E Canberras (55-4243, 55-4245) as all-weather high-altitude strategic reconnaissance aircraft. Under project Patricia Lynn these aircraft provided infrared coverage using their Reconofax VI cameras.

The 2nd Air Division was desperate for tactical intelligence and on arrival the pilots that ferried in the RB-57Es were immediately assigned to the Division as combat crews and briefed on missions by Divisional intelligence officers on the reconnaissance flights they would make.

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The first mission was flown on 7 May 1963 by the highly classified Patricia Lynn squadron (Detachment 1, 33d Tactical Group, later 6250th Combat Support Group, later 460th Tactical Reconnaissance Wing) operating from Tan Son Nhut AB. The Detachment flew nighttime reconnaissance missions to identify Viet Cong (VC) base camps, small arms factories, and storage and training areas. The sorties yielded results that heretofore only had been wished for. The nighttime imagery showed VC training and base camps; small, hidden factories and storage dumps that RF-101 Voodoo crews had flown over during the day and had been unable to locate from the air. The existing RF-101s in 1963 could only photograph a few kilometers (they had to fly very low) per flight with their cameras. The RB-57Es could image the whole border with Cambodia in 2 1/2 flights at 16,000 to 17,000 feet with superior results.

From then on, Patricia Lynn crews flew both night and day missions over South Vietnam, Laos, Cambodia and areas of North Vietnam until 1971, being some of the last USAF tactical aircraft to be withdrawn from the country. The RB-57Es carried the call-sign "Moonglow". Some missions were flown at low-level over single targets, others consisted of 4–6 specific targets. At night RB-57Es flew the canals and rivers in the Mekong Delta and southern part of South Vietnam. The sampans were easy to spot with the "real time" IR if the crew could keep watch over the canal which was difficult in the darkness.

The United States began Operation Steel Tiger over the Laos Panhandle and the DMZ on 3 April 1965, to locate and destroy enemy forces and materiel being moved southward at night into South Vietnam, and to fly bomb damage assessment reconnaissance runs over targets attacked in the secret war the United States fought there. These flights teamed with B-57B bombers operating out of Bien Hoa Air Base and a C-130 Hercules flare ship. Three more aircraft were subsequently modified in 1964/65 bringing the number of aircraft to five.

Two RB-57Es were lost in combat operations. The first (S/N 55-4243) was lost as a result of a fuselage fire caused by small arms while on a low level reconnaissance mission in August 1965. The crew ejected safely when near Tan Son Nhut Air Base. The second aircraft (S/N 55-4264) was lost on 21 October 1968, after an engine fire started by ground fire forced the crew to eject.

Bombing and interdiction

The deployment of actual combat capable B-57Bs from 8th and 13th Bomb Squadrons to Bien

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Hoa Air Base in August 1964 began with two aircraft lost and one damaged in collisions on arrival.[25] An additional five aircraft were destroyed with another 15 damaged by a Viet Cong mortar attack in November of the same year. Low level sorties designated as training flights were conducted with the hope of it having a psychological effect. As a result, the first combat mission was only flown on 19 February 1965.[26] The first excursion into North Vietnam took place on 2 March as part of Operation Rolling Thunder. The aircraft typically carried nine 500 lb (227 kg) bombs in the bomb bay and four 750 lb (340 kg) bombs under the wings. In April, Canberras began flying night intruder missions supported by USAF's Fairchild C-123 Provider or Lockheed C-130 Hercules flare ships and USN's EF-10B Skyknight electronic warfare aircraft.

U.S. B-57 Canberras were primarily used for dive bombing and strafing, with the early models mounting eight .50 caliber machine guns, four per wing. Later models mounted four 20mm cannons, two per wing, for strafing. These weapons combined with their bomb loads and four hours of flight time made them excellent ground support aircraft, as well as exceptional truck killers along the Ho Chi Minh trail. Deployed along the notorious "trail" for much of their eight years in Vietnam, Canberras participated in truck hunting campaigns during operations Barrel Roll, Steel Tiger, and Tiger Hound, gaining reputations with their "Centurion Club" which consisted of Canberra crews which attained 100 truck kills.

On 16 May 1965, an armed B-57B exploded on the runway at Biên Hòa, setting off a chain reaction that destroyed 10 other Canberras, 11 Douglas A-1 Skyraiders, and one Vought F-8 Crusader. Due to combat attrition, in October 1966, B-57Bs were transferred to **Phan Rang** where they supported operations in the Iron Triangle along with Australian-built Canberra B.20s of No. 2 Squadron RAAF. The aircraft also continued to fly night interdiction missions against the Ho Chi Minh trail. Of the 94 B-57Bs deployed to Southeast Asia, 51 were lost in combat and seven other Canberras were lost to other causes. Only nine were still flying by 1969.

B-57s returned to Southeast Asia in the form of the Tropic Moon III B-57G, deployed to Thailand during the fall of 1970.[30] Intended as a night intruder to help combat movement along the Ho Chi Minh trail, these aircraft were equipped with a variety of new sensors and other equipment, and were capable of dropping laser guided munitions.[31] The relative kill rates per sortie during Operation Commando Hunt V between the B-57G and the AC-130A/E showed that the former was not as suited to the role of truck hunter.[32] An attempt to combine both led to one B-57G being modified to house a special bomb bay installation of one Emerson TAT-161 turret

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with a single M61 20mm cannon as a gunship under project Pave Gat. After delays in testing at Eglin AFB, Florida, due to competition for mission time from the Tropic Moon III B-57Gs, Pave Gat tests proved "that the B-57G could hit stationary or moving targets with its 20mm gun, day or night. Loaded with 4,000 rounds of ammunition, the Pave Gat B-57G could hit as many as 20 targets, three times as many as the bomb-carrying B-57G. The Pave Gat aircraft could avoid antiaircraft fire by firing from offset positions, while the bomb carrier had to pass directly over the target." Deployment to SEA was resisted, however, by the Seventh and Thirteenth Air Forces and others as the decision had been made in August 1971 to return the B-57G squadron to the U.S. in early 1972, leaving insufficient evaluation time. Project Pave Gat was terminated 21 December 1971.[33] The B-57G was removed from Thailand in May 1972. Plans remained for the continuation of the B-57G program but post-conflict spending cuts forced the abandonment of these plans.[34]

Operation Shed Light

For a short period Republic of Vietnam Air Force (RVNAF) personnel operated four B-57B aircraft. The RVNAF never officially took control of the aircraft, and, after accidents and other problems, including apparent claims by RVNAF pilots that the B-57 was beyond their physical capabilities, the program was terminated in April 1966, and the aircraft were returned to their original USAF units.

A total of 58 B-57 Canberras were recorded as having been lost during the Vietnam War; of these, 26 were lost to ground fire, 5 were lost to mortar fire and ground attack, 4 were lost to mid-air collision, 10 were lost to airfield accidental bomb explosion, 7 were lost to operational causes, and 6 were lost due to unknown causes. These figures include two B-57E Canberras from the 1st Det 33rd Tactical Group.

RAAF CANBERRA



TAIL #	SERVICE	ORG.	LOSS CAUSE	ASSIGNED
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TAIL #	SERVICE	ORG.	LOSS CAUSE	ASSIGNED
A84-228	RAAF	# 2 SQ	2/71 Shot Down by SAM	5/67 - 6/71 ¹⁷⁴
A84-230	RAAF	# 2 SQ		4/67 - 6/71
A84-231	RAAF	# 2 SQ	Crashed	4/67 - 11/70 ¹⁷⁵
A84-232	RAAF	# 2 SQ		8/67 - 6/71
A84-233	RAAF	# 2 SQ		9/67 - 6/71
A84-234	RAAF	# 2 SQ		4/67 - 5/71
A84-235	RAAF	# 2 SQ		5/67 - 8/70
A84-236	RAAF	# 2 SQ		4/67 - 6/71
A84-237	RAAF	# 2 SQ		4/67 - 3/71
A84-238	RAAF	# 2 SQ		7/69 - 2/71
A84-240	RAAF	# 2 SQ		4/67 - 6/70
A84-241	RAAF	# 2 SQ		6/68 - 7/70
A84-242	RAAF	# 2 SQ		4/67 - 7/71
A84-244	RAAF	# 2 SQ		5/68 - 6/71
A84-245	RAAF	# 2 SQ		4/67 - 6/71
A84-246	RAAF	# 2 SQ		7/67 - 6/71
A84-247	RAAF	# 2 SQ		7/69 - 2/71
A84-248	RAAF	# 2 SQ		7/69 - 2/71

The Canberra's first public flying display was at Farnborough in September 1949 and it stole the show. The aircraft met with immediate success and about 1400 were built in UK, USA and Australia.

The Canberra set many speed and performance records throughout the world and has proven itself in many conflicts. With its low wing loading and power, the aircraft could outperform many of the jet fighters at the time.

¹⁷⁴ Canberra A84-228 shot down by two SA-2 SAM missiles on 14 March 1971; Wing Commander F. J. L. Downing and Flight Lieutenant A.J. Pinches were both rescued. Both airmen safely ejected from their stricken aircraft after it was hit by a ground-launched SA-2 surface-to-air missile, while also flying a Combat Sky Spot bombing mission in daylight conditions over the Quang Tri region of South Vietnam on 14 March 1971

¹⁷⁵ Canberra A84-231 (MAGPIE 91) disappeared on 3 November 1970 on a night bombing mission in the northern 1st Corps Tactical Zone region of South Vietnam after dropping its bombs near Da Nang. Pilot Officer Robert Charles Carver and Flying Officer Michael Patrick John Herbert, were both MIA until 30 July 2009 when their remains were positively identified. RAAF PLTOFF (Bombaimer) Robert Charles Carver, (KIA) and FLGOFF Michael Patrick John Herbert (KIA)

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The RAAF operated 52 Canberras – bombers and trainers. Early versions of the B2 variant (called the Mk 20 & Mk 21 in the RAAF) had Rolls Royce Avon Mk1 engines, while later versions had the more powerful Mk109 engine. The bomb load was significant for its day – the Canberra could carry 6 x 1000lb (455Kg) bombs at speeds up to 450KTAS (840Kmh) at low and high altitudes. It had a ferry range in excess of 2500 n miles (4600km). Click here for the technical specifications – as used at No 2 Squadron at the time the Canberra was retired from service in 1982.

Following re-equipment, No 2 Squadron deployed to Butterworth, Malaysia, in July 1958, serving with the Far East Air Force, Royal Air Force. The squadron deployed to Phan Rang, Republic of South Vietnam, in April 1967, serving with the USAF 35th Tactical Fighter Wing until 1971.

After 15 years in RAAF service, the Canberra reached the peak of its service life during operations in South Vietnam. It was a very accurate low level tactical bomber, had a large bomb load and could remain airborne for 3 – 4 hours. While flying 5 % of the 35TFW sorties, it was credited with 16% of the Wing’s bomb damage assessment. It filled a gap in the USAF capability inventory.

The Canberra was retired from service in Nos 1 and 6 Squadrons in 1971, when the F-4E Phantom was introduced, and finally from No 2 Squadron in 1982. It was the “**Queen of the Skies**” during its service in the RAAF.

C-123K PROVIDER



MODEL TYPE	SERIAL #	TAIL CODE	WING	SQDN	NAME	YEARS	DEPL	Disposition
C-123B	54-0667	WM	315 ACW	310 ACS		66-67		10/25/1967 ¹⁷⁶

¹⁷⁶ A Provider from Phan Rang landed at Tan Son Nhut as its penultimate port of call during a long day shuttling around South Vietnam airfields. As the aircraft was about to take off for its return flight to Phan Rang, the pilot

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C-123B	56-4367	WM	315 ACW	311 ACS		66		
C-123J	54-0582		315 ACW	310 ACS				12/8/1967 ¹⁷⁷
C-123K	54-0536	WV	315 ACW	311 ACS				
C-123K	54-0551		315 SOW					
C-123K	54-0579	WV	315 TAW	311 TAS		67-72		
C-123K	54-0580	WV	315 ACW	311 ACS				Static Display ¹⁷⁸
C-123K	54-0582		315 ACW	310 ACS		67		3/6/1968 ¹⁷⁹
C-123K	54-0583		315 SOW			69		
C-123K	54-0585		315 TAW			69-70		
C-123K	54-0590		315 ACW	311 ACS		66-68		3/6/1968 ¹⁸⁰
C-123K	54-0593	WM	315 TAW	310 TAS		67-72		Static Display ¹⁸¹
C-123K	54-0594	WV	315 ACW	311 ACS		67-72		3/11/1968 ¹⁸²

saw a huge thunderstorm directly in its path and decided to abort the flight. He was ordered to taxi along the runway to return to the parking area and had covered about 2,000 feet when the tower warned him to clear the runway immediately as an F-105 had been inadvertently cleared to land. However, before the Provider could turn off the runway it was hit by the Thunderchief as it landed in poor visibility. The F-105's starboard wing sliced through the port side of the C-123's fuselage and the jet's fuselage tore off the Provider's engine from its port wing. The Thunderchief pilot died in the collision and the burning aircraft tumbled down the runway for another 5,000 feet. All the C-123 crew escaped with burns, although SSgt Stieferman died from his injuries on 4 November. Apparently, Maj Britt had been ordered to Tan Son Nhut to take part in a special ceremony to celebrate his 100th mission. F-105D 59-1737 was painted as 'Cherry Boy' during its time with the 469th. Capt Jack M Dole (Survived)

SSgt Curtis Edward Stieferman (KWF) 2 other crew, names unknown (Survived)

¹⁷⁷ A Provider crashed in South Vietnam and was destroyed. The accident was attributed to pilot error.

¹⁷⁸ Pima Air and Space Museum (adjacent to Davis-Monthan AFB), Tucson, Arizona, C-123(B)K (On loan from US Forest Service)

¹⁷⁹ A Provider crashed in South Vietnam and was destroyed. The accident was attributed to pilot error.

¹⁸⁰ A provider was hit by ground fire as it approached Khe Sanh. The aircraft was delivering troops and spare parts from Hue Phu Bai to Khe Sanh. The aircraft was forced to go around from its first approach to the airfield as a VNAF light aircraft was obstructing the runway. The Provider circled at low altitude to make another approach but it was hit by ground fire in the port jet engine. The pilot radioed that he was turning back to Da Nang but the aircraft spiraled into the ground minutes later. All 49 on board, including the five crew, 44 US Marines¹⁸⁰ and a civilian photographer, were killed in the crash. The aircraft crashed about a mile south east of the runway. Sgts Anselmo and Rios were from the 15th Aerial Port Squadron.

¹⁸¹ Wilford Hall Medical Center, Lackland AFB, Texas

¹⁸² Shortly after LtCol Hampton's aircraft was shot down at Khe Sanh on the 6th, another Provider had its tail damaged by mortar fire as it was taxiing on the airfield. The aircraft was reparable but further mortar fire on the 7th completed its destruction. Following the loss of three 311th ACS Providers at Khe Sanh within the last seven days, the 315th ACW started to rotate aircraft from their squadrons into Da Nang to share the burden of

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C-123K	54-0595	WM	315 TAW	310 TAS				6/25/1968 ¹⁸³
C-123K	54-0598	WH	315 TAW	309 TAS		67-72		
C-123K	54-0599	WH	315 TAW	309 TAS		66-68		
C-123K	54-0600		315 TAW			68		
C-123K	54-0601		315 SOW			68, 70		
C-123K	54-0603		315 SOW			69		
C-123K	54-0608		315 SOW			66-71		
C-123K	54-0613		315 SOW			70-71		
C-123K	54-0616		315 SOW			67-72		
C-123K	54-0617		315 SOW			69-72		
C-123K	54-0620	WE	315 TAW	310 TAS		67-71		
C-123K	54-0621	WE	315 ACW	19 ACS		67	TSN	9/4/1967 ¹⁸⁴
C-123K	54-0622		315 SOW			67-71		
C-123K	54-0623	WV	315 TAW	311 TAS				
C-123K	54-0624	WH	315 TAW	309 TAS		67-72		Static Display ¹⁸⁵
C-123K	54-0625		315 TAW			69		
C-123K	54-0626		315 TAW			66-71		
C-123K	54-0627		315 TAW			66-71		
C-123K	54-0629	WE	315 ACW	19 ACS				Static Display ¹⁸⁶
C-123K	54-0630		315 SOW			66-72		
C-123K	54-0632		315 TAW			67-72		
C-123K	54-0634		315 TAW			66-71		
C-123K	54-0636	WE	315 TAW	19 SOS		66-72		
C-123K	54-0637	WM	315 TAW	310 TAS		67-72		
C-123K	54-0639	WM	315 SOW	310 SOS		66-69		5/8/1969 ¹⁸⁷

resupplying Khe Sanh.

¹⁸³ A provider was landing at an airfield in South Vietnam when it veered off the runway and hit a parked helicopter.

¹⁸⁴ A Provider captained by the CO of the 19 ACS, disappeared in South Vietnam during a flight from Bien Hoa to Nha Trang with the loss of all aboard. The wreckage of the aircraft was found two days later near Bao Loc, its first scheduled stop. The cause of the accident was attributed to pilot error. Four of the passengers, Capt W B Mahone, Capt V K Kelly, TSgt J M Boatwright and MSgt H C Cook were a Ranch Hand crew on their way to Nha Trang to collect one of their aircraft that had been under repair for battle damage.

¹⁸⁵ Benito Ebuena AFB, Mactan Island, Philippines, PAF

¹⁸⁶ McGuire AFB, Trenton, New Jersey

¹⁸⁷ A Provider on an airlift sortie had its port engine damaged by 12.7mm ground fire near Tanh Linh, 50 miles east

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C-123K	54-0642	WE	315 SOW	19 SOS		67-69		10/10/1969 ¹⁸⁸
C-123K	54-0643		315 SOW			69		
C-123K	54-0645		315 TAW			66-71		
C-123K	54-0648		315 TAW			66-72		
C-123K	54-0649	WM	315 SOW	310 SOS		67-70		11/29/1970 ¹⁸⁹
C-123K	54-0650	WE	315 TAW	19 TAS		67-71		3/19/1971 ¹⁹⁰
C-123K	54-0651	WH	315 TAW	309 TAS		66-71		
C-123K	54-0653		315 SOW			67-68		
C-123K	54-0654		315 TAW			66-71		
C-123K	54-0656		315 TAW			67-70		
C-123K	54-0660	WM	315 TAW	310 TAS		67-72		
C-123K	54-0662		315 TAW			67-71		
C-123K	54-0665		315 SOW			66-68		
C-123K	54-0667		315 ACW					10/25/1967 ¹⁹¹

of Bien Hoa. The crew struggled to keep the burning aircraft airborne and headed for Bien Hoa to try to make an emergency landing. Tragically, the aircraft crashed just six miles northeast of the airfield killing all on board. 1Lt Neil William Hayden (KIA), 1Lt Douglas McArthur Evans (KIA), MSgt Duane Leland Hartenhoff (KIA), TSgt Kermit Bruce Roberts (KIA), SSgt Carl Joseph Wanner (KIA) and Sgt Milton Jackson Bush (KIA).

¹⁸⁸ As a Provider was taking off from Rach Ghia airfield in Kien Giang province of South Vietnam it suddenly banked sharply to the left and crashed. All five crew were killed in the accident. It has been suggested that the cause of the accident was fuel starvation to one of the engines. Capt William F Unckrich (KWF), 1Lt Charles Franklin Burrell (KWF), TSgt Harry Clifton Shepard (KWF), SSgt Lavoyne Augustus Jones (KWF) and A1C Leland Craig Johnson (KWF).

¹⁸⁹ In a repeat of the incident just two days previous, a Provider (call sign Bookie 540) disappeared on a trooping flight. The aircraft crashed about 15 miles southwest of Cam Ranh Bay while on a troop deployment flight from Phan Rang. The aircraft took off from Phan Rang in low cloud, high winds and poor visibility and was last seen flying through a valley with high ridges on both sides. The aircraft crashed into high ground at 2,700 feet while in thick cloud. The wreckage was found five days later with only two men still alive who were rescued by a helicopter from the 37th ARRS on 4 December. Eleven USAF personnel are recorded as being killed in the accident along with about 10 ARVN troops. Capt Cecil Gerald Moyer (KWF), Capt Norbert Albert Podhajsky (KWF), 1Lt James Francis Saxby (KWF), SSgt Grayson Henry Newberry (KWF), SSgt Harry Allen Watson (KWF), Sgt Vincent Fairbrother and (Survived), Sgt Gary Aldredge (Survived) also About 39 US and ARVN troops, names unknown (KWF).

¹⁹⁰ A Provider caught fire after the nose gear oleo strut collapsed on landing at an airstrip at Thein Ngon in South Vietnam. All the crew escaped without injury. This was the last of 54 C-123 Providers to be lost by the USAF in Southeast Asia, 20 of them due to enemy action. In June 1972 the last Air Force Providers in Southeast Asia were handed over to the VNAF, which operated three squadrons until their replacement by C-130s in 1973. The rugged and reliable C-123, along with the smaller C-7, performed much of the resupply of Special Forces camps and other units at remote locations throughout South Vietnam. Its rough field capability enabled it to operate from the uneven runway surfaces often found at the up-country strips. Despite its age, the aircraft was one of the mainstays of the ground war in Southeast Asia.

¹⁹¹ A Provider from Phan Rang landed at Tan Son Nhut as its penultimate port of call during a long day shuttling around South Vietnam airfields. As the aircraft was about to take off for its return flight to Phan Rang, the pilot

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C-123K	54-0670	WM	315 TAW	310 TAS		67-71		
C-123K	54-0673	WV	315 TAW	311 TAS		67-71		
C-123K	54-0675		315 SOW			69		
C-123K	54-0682		315 TAW			67-71		
C-123K	54-0684		315 TAW			67-71		
C-123K	54-0686	WE	315 TAW	19 TAS		67-71		
C-123K	54-0687		315 TAW			67-72		Static Display ¹⁹²
C-123K	54-0688	WE	315 TAW	19 TAS		67-70		1/3/1970 ¹⁹³
C-123K	54-0690		315 TAW			66-71		
C-123K	54-0693		315 TAW			67-70		
C-123K	54-0694	WV	315 TAW	311 TAS		66-68		3/1/1968 ¹⁹⁴
C-123K	54-0696	WE	315 TAW	19 SOS		67-71		
C-123K	54-0697		315 SOW			67-69		
C-123K	54-0699		315 SOW			67-71		
C-123K	54-0704					68-69		
C-123K	54-0708	WH	315 SOW	309 SOS		66-68		12/17/1968 ¹⁹⁵
C-123K	54-0714	WE	315 SOW	19 SOS		67-68		9/12/1968 ¹⁹⁶

saw a huge thunderstorm directly in its path and decided to abort the flight. He was ordered to taxi along the runway to return to the parking area and had covered about 2,000 feet when the tower warned him to clear the runway immediately as an F-105 had been inadvertently cleared to land. However, before the Provider could turn off the runway it was hit by the Thunderchief as it landed in poor visibility. The F-105's starboard wing sliced through the port side of the C-123's fuselage and the jet's fuselage tore off the Provider's engine from its port wing. The Thunderchief pilot died in the collision and the burning aircraft tumbled down the runway for another 5,000 feet. All the C-123 crew escaped with burns, although SSgt Stieferman died from his injuries on 4 November. Apparently, Maj Britt had been ordered to Tan Son Nhut to take part in a special ceremony to celebrate his 100th mission. F-105D 59-1737 was painted as 'Cherry Boy' during its time with the 469th.

¹⁹² Muan International Airport, South Korea

¹⁹³ A Provider was damaged beyond repair at Binh Thuy when it hit part of the runway arresting gear and veered off into a rice paddy. On 1 January the 315th SOS was redesignated as the 315th TAW, reflecting its primary role of in-theatre tactical airlift.

¹⁹⁴ A Provider was hit by fragments from the explosion of a mortar shell just as it was lifting off from Khe Sanh following a resupply flight. One engine was put out of action and the pilot quickly forced the aircraft back on the ground. The aircraft veered off the runway and caught fire. All the occupants escaped six of them with injuries and enemy mortar fire then hit the aircraft again.

¹⁹⁵ During a ferry flight a Provider crashed due to a fuel transfer problem that eventually led to engine failure. Three of the four crewmen were killed in the accident. The names of the crew are assumed from the Vietnam Wall database as being the only USAF personnel killed while flying in Military Region 1 on this day.

¹⁹⁶ As a Provider was landing at an airfield in South Vietnam one of the propellers went into reverse due to a malfunction. The aircraft veered off the runway and was damaged beyond repair.

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C-123K	55-4506		315 TAW			66-72		
C-123K	55-4508		315 SOW			68-69		
C-123K	55-4509		315 TAW			67-71		Static Display ¹⁹⁷
C-123K	55-4510	WM	315 TAW	310 TAS		67-71		
C-123K	55-4514		315 TAW			67-71		
C-123K	55-4515		315 TAW			67-71		
C-123K	55-4521	WM	315 TAW	310 TAS				
C-123K	55-4523	WE	315 TAW	19 SOS		67-71		
C-123K	55-4524	WH	315 TAW	309 TAS		67-73		
C-123K	55-4525		315 TAW			66-72		
C-123K	55-4527	WM	315 TAW	310 TAS		67-70		8/10/1970 ¹⁹⁸
C-123K	55-4528		315 SOW			68-69		
C-123K	55-4533	WH	315 TAW	309 TAS		67-72		Static Display ¹⁹⁹
C-123K	55-4535		315 TAW			depl 66-67	depl 67-72	
C-123K	55-4536		315 TAW			67-71		
C-123K	55-4542		315 TAW			67-72		
C-123K	55-4543		315 SOW			69		
C-123K	55-4544	WM	315 ACW	310 ACS				
C-123K	55-4545		315 TAW	319 TAS		68-72		
C-123K	55-4546		315 TAW			67-71		
C-123K	55-4548					66-72		
C-123K	55-4554	WH	309 TAS	319 SOS		66-71		
C-123K	55-4555					68-72		
C-123K	55-4556					66-68 & 69-73		
C-123K	55-4557		315 SOW			66-68		
C-123K	55-4559		315 TAW			depl 70		

¹⁹⁷ Jeju Aerospace Museum, South Korea

¹⁹⁸ During a practice assault landing at Cam Ranh Bay a Provider crashed on the approach when a flap hinge broke causing the aircraft to roll uncontrollably. The aircraft fell into the sea just short of Cam Ranh Bay’s runway and only the loadmaster survived the accident. Maj Grant Reed Waugh (KWF), Capt Dwaine Elbyrne Mattox (KWF), TSgt Bernard Francis Morrill (KWF) and Sgt Robert Agrifoglio (survived).

(Survived)

¹⁹⁹ Hurlburt Field, Florida, Hurlburt Field Memorial Air Park, C-123K (on loan from NMUSAF)

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C-123K	55-4561	VM	315 TAW	310 SOS		68-71		
C-123K	55-4562	VM	315 TAW	310 SOS		67-69		12/17/1969 ²⁰⁰
C-123K	55-4564		315 TAW			67-72		
C-123K	55-4565		315 TAW			depl 67, 68-71		
C-123K	55-4566	VW	315 TAW	311 TAS		depl 70		
C-123K	55-4568	VM	315 TAW	310 TAS		68-71		
C-123K	55-4569	VW	315 TAW	311 TAS		68-70		
C-123K	55-4570		315 TAW			68-71		
C-123K	55-4574		315 TAW			67-70		11/27/1970 ²⁰¹
C-123K	55-4575		315 TAW			depl 70		
C-123K	55-4576		315 TAW			68-72		
C-123K	56-4359		315 TAW			67-71		
C-123K	56-4360		315 TAW			67-71		Static Display ²⁰²
C-123K	56-4363		315 TAW			66-71		
C-123K	56-4365		315 TAW			67-71		
C-123K	56-4372		315 TAW			66-77		
C-123K	56-4374		315 TAW			70-72		
C-123K	56-4375		315 TAW		Great White Whale	depl 70		Static Display ²⁰³
C-123K	56-4377		315 TAW			66-71		

²⁰⁰ A Provider undershot the runway at Gia Nghia, a Special Forces camp 90 miles northeast of Saigon, during a combat resupply mission, and crashed killing one of the five men on board. SSgt Clark was serving with the 14th Field Maintenance Squadron, 14th SOW at the time of his death. The aircraft broke up and was destroyed by fire.

²⁰¹ A Provider on a flight from Tan Son Nhut to Nha Trang crashed into a mountain in Khanh Hoa province while in thick low cloud about 15 miles southwest of its destination. The aircraft (call sign Bookie 102) crashed at an elevation of 4,600 feet, some 500 feet below the top of a ridge. All six crew and 73 ARVN troops on board died in the accident. The aircraft's burnt out wreckage was not found until nine days later. 1Lt Marvin S Arthington (KWF), Maj Robert Lee Baker (KWF), 1Lt Frederick Merchant Rader (KWF), TSgt William Brandon O'Kieff (KWF), Sgt Allen James Bodin (KWF), A1C Frederick Richard Neff (KWF), 73 ARVN troops, names unknown (KWF).

²⁰² Jinpo maritime Theme park, Gunsan, South Korea

²⁰³ Ilopango International Airport, El Salvador, C-123K with serial FAS-122 is on static display, this is one of the original aircraft provided by the United States Air Force to the Salvadorean Air Force during the Salvadoran Civil War. When was in service with the USAF, it was used, by General William Westmoreland, during the Vietnam War conflict, back then was called "The White Whale" VC-123B 56-4375 (AF 56-4375) which were used as VIP transports.

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C-123K	56-4386	WM	315 TAW	310 TAS		66-72		Static Display ²⁰⁴
C-123K	56-4387		315 TAW			67-71		
C-123K	56-4396	WM	315 TAW	310 TAS				
C-123K	57-6290		315 TAW			66-69, depl70		
C-123K	57-6293		315 TAW			68-72		
C-123K	57-6294	WH	309 TAS			67-70		
UC-123B	56-4378	WM	315 SOW	310 SOS				Crashed 1966
UC-123K	54-0570		315 SOW	12 SOS				
UC-123K	54-0575		315 SOW	12 SOS				
UC-123K	54-0576		315 SOW	12 SOS		66-69	70	
UC-123K	54-0577		315 TAW	12 SOS		69-72		
UC-123K	54-0578		315 TAW	12 SOS		69-70		
UC-123K	54-0584		315 TAW	12 SOS		68-69	70	
UC-123K	54-0586		315 TAW	12 SOS		67-70		
UC-123K	54-0588		315 SOW	12 SOS		66-68		1962
UC-123K	54-0589		315 SOW	12 SOS		69		
UC-123K	54-0591		315 TAW	12 ACS		66-71		
UC-123K	54-0597		315 ACW	12 SOS				5/19/1966
UC-123K	54-0605	WH	315 TAW	12 SOS	309 TAS	66-70		
UC-123K	54-0607		315 ACW	12 SOS		66-69		1967
UC-123K	54-0611		315 TAW	12 ACS		70-71		
UC-123K	54-0618		315 TAW	12 SOS		66-70		
UC-123K	54-0628		315 SOW	12 SOS		66-70		
UC-123K	54-0633		315 SOW	12 SOS		66-70		
UC-123K	54-0658	WM	315 TAW	310 TAS	& 12 SOS	67-70 ²⁰⁵		
UC-123K	54-0671		315 TAW	12 SOS		67-71		
UC-123K	54-0685		315 TAW	12 SOS				
UC-123K	54-0701		315 TAW	12 SOS		68-70		
UC-123K	55-4511		315 TAW	12 SOS		66-72		

²⁰⁴ War Memorial of Korea, Seoul, South Korea

²⁰⁵ WM 658 is at the Dover Air Museum per Stu Handler

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UC-123K	55-4520		315 TAW	12 SOS	310 SOS	66-70,71		
UC-123K	55-4532		315 TAW	12 SOS	310 SOS	67-70		
UC-123K	55-4547		315 ACW	12 SOS	310 SOS	68-70		
UC-123K	55-4571		315 TAW	12 SOS		68-70		
UC-123K	55-4577	WH	315 TAW	309 TAS	12 SOS	67-70	310 SOS	
UC-123K	56-4362	Patches	315 TAW	12 SOS		66-67	OPERATION FLYSWATTER	
UC-123K	56-4371		315 TAW	12 SOS		66-70		
UC-123K	56-4373		315 TAW	310 TAS		66-71		2/10/1971 ²⁰⁶
UC-123K	56-4384	WH	315 SOW	12 SOS	310 SOW	67-71	Crashed 1969	
UC-123K	57-6289		315 TAW	12 SOS		66-71		
UC-123K	57-6291		315 TAW	12 SOS		66-70		

Some interesting facts about the C-123's stationed at Phan Rang AB

C-123 Provider

The rugged C-123 Provider, one of USAF's most-used tactical transports, was a workhorse of the long US war in Southeast Asia. The Fairchild airlifter many times proved its worth in Vietnam, where it carried troops and supplies into combat zones as hot as the encircled US Marine base at Khe Sanh in 1968 and provided the capability for Operation Ranch Hand, the US program of defoliant-spraying to eliminate jungle cover and thus unmask enemy troop movements.

Strangely enough, the C-123 began life as a glider, although designers drew it up with every expectation that, eventually, it would be powered. Russian expatriate engineer Michael Stroukoff, who had built a series of wooden gliders, shifted to metal in 1946, ultimately building

²⁰⁶ The Ranch Hand defoliation programme was drawing to a close and the last herbicide mission had been flown in South Vietnam on 7 January. The 12th ACS had been inactivated on 31 July 1970 and the Ranch Hand crews had been posted to A Flight of the 310th TAS. On 28 January the six Providers and the crews of A Flight were absorbed into the rest of the Squadron to take up conventional transport duties. However two aircraft were retained for insecticide spraying in an attempt to combat the malaria-carrying mosquitoes that thrived in the swampy regions of South Vietnam. On 10 February one of the two insecticide sprayers crashed at Phan Rang killing all five crew on board. The flight was 1Lt Deas's last mission before returning to the USA and he had asked several squadron members to take photographs of his aircraft as he made low passes over the airfield. No evidence of damage from enemy action was found and the crash was determined to have been caused by pilot error. Insecticide spraying continued for another year until the last Ranch Hand aircraft left Vietnam in February 1972. 1Lt Charles Milton Deas (KWF), 1Lt Richard William O'Keefe (KWF), Lt Col Daniel Harrison Tate (KWF), MSgt Donald Louis Dunn (KWF) and TSgt Clyde Wendell Hanson (KWF).

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the XG-20A. He added two radial engines to create the XC-123 Avitruc, following this with the XC-123A, powered by four turbojets. Eventually This aircraft: C-123K Provider-#55-4542 Flown by Lt. Col. Joe Jackson in Kham Duc rescue flight, for which Jackson was awarded the Medal of Honor.

In Brief Designed by Stroukoff, built by Fairchild

- ✓ **first flight Sept. 1,1954**
- ✓ **crew of four (two pilots, flight engineer, navigator)**
- ✓ **number built 304**
- ✓ **no armament**
- ✓ **capacity 61 troops or 50 stretchers, six seated patients, six medics**

Specific to C-123B: two Pratt & Whitney R-2800 engines * max speed 245 mph * cruise speed 205 mph * max range 1,450 mi * weight (loaded) 60,000 lb * span 110ft * length 75 ft 9 in * height 34 ft 9 in.

Famous Fliers Medal of Honor: Joe Jackson. Air Force Cross: **Jesse Campbell, Richard Nagel Jr.** Other notables: **Rollen "Buck" Anthis, Claudius Watts III, Vernon Kondra, Anthony Burshnick, Bruce Fister, Jack Alton, Les Gaskins, Bob McClintick, Wendell Pool, Pat Stajdel, Dean Delongchamp, Tom Reiter, Buddy Cox and Dick Thompson.**

Interesting Facts Nicknamed "Bookie Bird" * operated from land, water, ice, snow, sand * flown by Air America, CIA proprietary airline * used for night bombing of Ho Chi Minh Trail * sometimes capsized when taxiing in strong crosswinds * used as personal transport by Gen. William Westmoreland, MACV commander * featured in films "Air America" (1990), "Operation Dumbo Drop" (1995), and "Con Air" (1997) * displayed motto, "Only we can prevent Forests" (defoliation aircraft) Fairchild wound up with a contract to build 300 production aircraft. A small number were delivered to Saudi Arabia, Taiwan, Venezuela, the Philippines, and of course, South Vietnam.

These C-123s went on to fight harder, longer, and better than anyone could have imagined in the early 1950s. C-123s contributed a great deal of in-country airlift in Vietnam and Cambodia. They carried out combat airdrops of troops, supplies, and ammunition, search and rescue teams, and Special Forces. Even now, one can find old C-123s hauling freight in South America.

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ORGANIZATIONAL LEGEND FOR C-123 OPERATORS:

Organization	Inactivation Date
315 ACW	3/8/1966
315 SOW	1/8/1968
315 TAW	1/1/70

Inactivation: 3/31/1972

C-119 SHADOWS AND STINGERS ²⁰⁷



14 SOW the original AC-119G'S Shadow were from the 71 SOS AF Reserves and had reserve crews. As the active duty crewmembers were trained then the 17th SOS was activated.

When the reserves finished their tour-of-duty they left the AC-119Gs for the 17th SOS. The AC-119K Stinger was developed and the crews trained the 18th SOS was put into play.

AC-119G 14 SOW 71 &17 SOS Shadows	Name	Disposition
2-5898		
52-5905	Charlie Chaser's	
52-5907	Hoosier Hunter	10/11/1969 ²⁰⁸
52-5925		
52-5927	Ole Clyde	
52-5938		
52-5942		
53-3136	Burk's Law	
53-3138		
53-3145		
53-3145		
53-3170		

²⁰⁷ All AC119's entered the Republic of Vietnam through Phan Rang Air Base or were returned to Phan Rang for Phase Inspections.

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AC-119G 14 SOW 71 & 17 SOS Shadows	Name	Disposition
53-3178		
53-3189		
53-3192	Ghost Rider	
53-3205		
53-7833		
53-7848	The Charlotte Representative	
53-7851		
53-7852	Midnight Special	
53-8069	City of Columbus	
53-8089		
53-8114		
53-8115		
53-8123		Lost 7/7/1974 ²⁰⁹
53-8131		
53-8155		4/27/1970 ²¹⁰

AC-119K 14 SOW 18 SOS Stingers	Name	Disposition
52-5864		
52-5889		Lost 4/29/1975 ²¹¹
52-5910		
52-5911		
52-5926		
52-5935		Lost 6/6/1970 ²¹²
52-5940		
52-5945	Polish Canon	
52-9982	The Super Sow	

²⁰⁹ VNAF crew

²¹⁰ Shadow 78 engine failure during takeoff, crashed, 6 lost.

²¹¹ VNAF crew enemy aircraft fire, defending Saigon.

²¹² Lemon 10 runaway prop lost 1 KIA

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AC-119K 14 SOW 18 SOS Stingers	Name	Disposition
53-3154	The Peanut Special	
53-3156		Lost 2/19/1970 ²¹³
53-3187		
53-3197		
53-3211		
53-7826		Lost 5/2/1972 ²¹⁴
53-7830	Fly United	
53-7831		
53-7839	Black Duck Killer	Lost 3/1/1973 ²¹⁵
53-7850		Ho Chi Minh City ²¹⁶
53-7854	Montezuma’s Revenge	
53-7877		
53-7879		
53-7883	MacKay Trophy	
53-8121		
53-8145		
53-8148	Patti’s Pride	

The following aircraft, the 0-1 Bird Dog, 0-2 Skymaster and the OV-10 Bronco were Forward Air Control aircraft used by Det. 1, 504 Tactical Air Support Group, Forward Air Control University (FACU) and the theater indoctrination school.

AC-47 SPOOKY GUNSHIP



²¹³ Fuel starvation.

²¹⁴ 9 Stinger 41 Only USAF AC-119 gunship lost to enemy fire-lost 3 KIA

²¹⁵ USAF Instructors VNAF crew field below minimums.

²¹⁶ Only surviving AC-119 gunship. Awaiting Vietnamese “US War Museum”

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Acft Type	Tail Nr.	Org.
AC-47D	43-44801	14 SOW 3 & 4 SOS
AC-47D	43-49423	14 SOW 3 SOS
AC-47D	43-49499	14 SOW 3 & 4 SOS
AC-47D	43-49770	14 SOW 3 SOS
AC-47A	43-15583	14 SOW

C-47D ROAD RUNNER AIRLINES



Tail Number	Color
43-15325	White top
43-48579	Camo

O-1 BIRD DOG



Model	Tail Nr.	Unit
	51-12331	19 TASS
	51-2471	19 TASS
	51-2868	19 TASS
	55-4575	19 TASS
	55-4675	19 TASS
	56-62665	19 TASS
	57-72874	19 TASS
01E	56-02657	504 TAS GP
01E	56-02652	504 TAS GP
01E	56-02634	504 TAS GP
01E	56-02667	504 TAS GP

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O-2A SKY MASTER



Serial Number	Name	Unit	Loss
57-02792		504 TAS GP	
57-02882		504 TAS GP	
67-21233		19 TASS	
67-21304		19 TASS	
67-21312		19 TASS	
67-21313		19 TASS	
67-21314		19 TASS	
67-21360		19 TASS	
67-21360		504 TAS GP	
67-21363		504 TAS GP	
67-21365		504 TAS GP	
67-21368		19 TASS	
67-21372		19 TASS	
67-21372		504 TAS GP	
67-21381		19 TASS	
67-21381		504 TAS GP	
67-21427		19 TASS	
67-21853	Debbie	19 TASS	
68-10917		19 TASS	
68-6870		504 TAS GP	5/29/68

The USAF took delivery of the O-2 Skymaster in March 1967 and the O-2A also entered the U.S. Army's inventory during 1967, from USAF stock. By 1970, a total of 532 O-2s had been built, in two variants, for the USAF.

During the Vietnam War, the O-2A was introduced as a replacement for the O-1 Bird Dog, in the forward air control (FAC) aircraft and served in that role with the 20th Tactical Air Support

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Squadron. The O-2B was equipped with loudspeakers and a leaflet dispenser for use in the psychological operations (PSYOPS) role.

While it was intended that the Skymaster be replaced in the FAC mission by the OV-10 Bronco, the O-2A continued to be used for night missions after the OV-10's introduction, due to the OV-10's high level of cockpit illumination, rendering night reconnaissance impractical. The O-2 was phased out completely after additional night upgrades to the OV-10.

A total of 178 USAF O-2 Skymasters were lost in the Vietnam War, to all causes.

Following the Vietnam War, the O-2 continued to operate with both U.S. Air Force and Air National Guard units into the late 1980s.

Note: It appears all of the FAC airplanes were gone from Phan Rang by 5 January 1972, that's when the air vehicle history reports show all the remaining O-2's at Phan Rang were transferred to Tan Son Nhut. The OV-10s that were at Phan Rang all appear to have departed either to Da Nang or to NKP, by the end of December 1971. The 21st TASS officially moved from Phan Rang to Tan Son Nhut on 15 January 1972, while the 19th TASS moved 'on paper' (a flag move, without personnel or equipment) to Osan about the same time.

OV-10 Bronco



19th TASS (Tactical Air Support Squadron) was the first Forward Air Control squadron assigned to the Vietnam War.

OV-10A	Loss
64-14627	12/13/1968 ²¹⁷
64-14638	12/5/1968
67-14628	
67-14631	11/11/1968
67-14633	7/26/1969
67-14642	1/30/1969
67-14645	12/31/1972
67-14646	3/8/1970
67-14648	
67-14656	4/8/1970

²¹⁷ Collided with AC-47D 43-49272.

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67-14657	12/26/1969
67-14662	8/12/1971
67-14664	9/26/1971
67-14668	11/29/1970
67-14691	2/16/1969 ²¹⁸
67-14832	
68-03822	
68-10717	
68-10832	
68-3766	
69-03786	10/19/1969

HH-43B



Det. 1, 38th ARRS The base had two HH-43B Husky's assigned for air rescue.

Tail Nr.	Disposition
58-1845	Crash ²¹⁹
58-1846	Lost
60-0253	Replaced
59-1590	6/26/1968 ²²⁰
59-1569	Trans

²¹⁸ OV-10A 67-14691 was lost on April 16, 1969, in a collision with an Army AH-1G Cobra, s/n 67-15864; the OV-10A crew safely ejected while the Cobra crashed with loss of both its crew. This information comes from the Air Force accident report which was obtained via a FOIA request.

²¹⁹ Per Dan Henry, Pedro 58-1845 crashed due to mechanical malfunction in October (possibly on the 8th) 1968. Pedro 44 (Callsign) was scrambled to meet an Aussie Canberra and a USAF F-100, on approach with an issues. Pedro was in the air about 5-10 minutes when it malfunctioned and crashed, killing all five crew members aboard. Maj Donald Ray Brooks Pilot (KIA), Capt Von Miles Liebernecht (KIA), TSgt Angel Luna, 35th USAF Disp (KIA), TSgt Emmett Somers Orr, 35th CES (KIA) and SSgt Milard Luther Bledsoe, 35th CES (KIA).

²²⁰ An F-100 was damaged by ground fire during a close air support mission in South Vietnam. Capt Casper flew his burning aircraft out over the coast near Phan Rang and ejected about five miles out to sea. During the rescue attempt one of Phan Rang's local base rescue HH-43s (call sign Pedro 92) crashed, quite probably shot down by ground fire. None of the crew suffered any major injuries and they and Capt Casper were then rescued by another of Phan Rang's Huskies.

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59-1541	
60-0266	

C-47 Bullshit Bomber



14 SOW, 9 SOS had a psy-war squadron. It was made up of special C-47's AND O-2B's. The squadron flew over enemy territory dropping leaflets and broadcasting propaganda. They were called 'bull- shit bombers'.

O-2B 67-21403
O-2B 67-21463



Doug's Comments: Any corrections or comments are greatly appreciated and if you know of any aircraft that is on static display somewhere that would be excellent information to be included in the notes. This newsletter (227) which attempts to list and track all of the aircraft that were at one time or another stationed at Phan Rang Air Base, RVN is an excellent companion to Phan Rang Newsletter 155, “Casualty list of Ninh Thuan Province and for all Phan Rang AB assigned personnel” and Phan Rang Newsletter 197, “Chronological Order of Phan Rang AB Air Losses”.

Data for this newsletter was primarily from Kirk Minert and I'm grateful for all of his help and his knowledge of Phan Rang history. Edited and all graphics by Douglas Severt. To see a list of all previous newsletters click [here](#). To unsubscribe to Phan Rang News, mail to dougsevert@cox.net and put 'unsubscribe' in subject line.