

Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.
"Keeping the memories alive" Newsletter 280

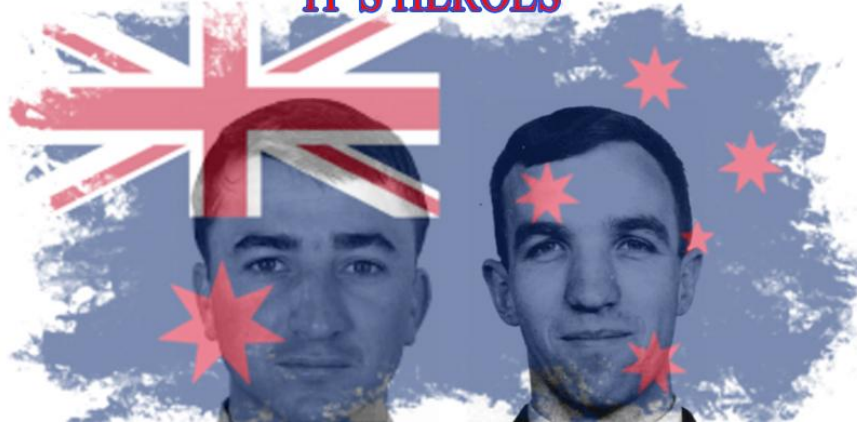
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**A GRATEFUL NATION WELCOMES HOME
IT'S HEROES**



The Australians sent their young men to help in a war that was not their own.

The Canberra Times

TO SERVE THE NATIONAL CITY

RAAF bomber lost in Vietnam

An RAAF Canberra bomber of No 2 Squadron, operating from Phan Rang, South Vietnam, has been missing since early yesterday.

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The RAAF announced in Canberra yesterday that the aircraft was reported missing in the Da Nang area and searching had begun at dawn.

The crew is: Flying Officer **Michael Patrick Herbert**, pilot, 24, single, of North Gleneig, South Australia, and Flying Officer **Robert Charles Carver**, navigator, 24, single, of Toowoomba, Queensland.

AAP-Reuter, reporting from Saigon, quoted a military spokesman as saying this was the first Australian aircraft lost in Vietnam. It was not known when it disappeared or whether it had been lost by accident or shot down. (*The Canberra Times, Thursday, November 5, 1970*)



STARS AND STRIPES

Aussies Call Off B57 Hunt

SAIGON (AP) — Australian and U.S. Air Forces have ended a search for a missing Australian B57 Canberra jet bomber after three days of fruitless hunting over a 700-square mile area, military spokesmen said Saturday.

Missing are Flying Officer Michael Patrick Herbert, 24, of North Gleneig, South Australia, the pilot, and pilot officer Robert Charles Carver, also 24, of Toowoomba, Queensland, the navigator.

Group Capt. R. H. Martin, deputy commander of the Royal Australian Air Forces in Vietnam, said that the Australian's No. 2 Sq. had flown 150 hours searching the area since Wednesday.

Australian headquarters said the missing B57 was last heard from by radio last Tuesday. (*Pacific Stars & Stripes, November 9, 1970*)

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THE SEARCH

THE AGE

(Melbourne, Australia) - November 14, 2008

Search for missing Vietnam War airmen

A NEW search has begun for the remains of the last two Australian servicemen still missing in Vietnam.

Flying Officer Michael Herbert and Pilot Officer Robert Carver were flying an RAAF Canberra bomber which disappeared after carrying out a raid in November 1970 during the Vietnam War. The remains of all other servicemen missing in Vietnam have been found and flown home. Defence Personnel Minister Warren Snowdon has asked the ADF (Australian Defence Force) to use its close contacts in Vietnam to find the two airmen.

He said the army history unit had developed a strong relationship with Vietnamese officials. A senior historian at the Australian War Memorial, Ashley Ekins, said no trace of the aircraft had been found, possibly because it had been destroyed by one of its own bombs.

He said the airmen were carrying out a night bombing mission in Quang Nam province. They released their bombs at 8:22 p.m., acknowledged a radio message and headed back to their base at Phan Rang.

Soon after, the aircraft disappeared from the radar screen. U.S. and Australian search aircraft covered 16,000 square kilometres looking for them. The cause of the disappearance was never determined, Mr Ekins said in a 2003 report.

The ageing Canberra bomber was flying well above the maximum range of enemy anti-aircraft artillery and there were no known North Vietnamese missile sites nearby.

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Finding the Crash Site



(The Courier Mail - QWeekend Magazine (Brisbane, Australia) - June 27, 2009)

Missing believed found - It's been a long, difficult search for the last two servicemen missing in action in Vietnam. Finally, the end is near. "Three mountain people confirmed the pieces of plane looked like those they'd seen in the jungle."

It was a fine night for flying in Vietnam. No storms, gentle winds, and nothing but thin cirrus clouds above 6000 feet. Pilot Officer Robert Carver, from Toowoomba, was navigating. He had only been in Vietnam for a couple of months but had impressed his superiors at the Phan Rang Air Base in southern Vietnam as being enthusiastic, and developing "*extremely well as an officer.*"

Carver's pilot, Flying Officer Michael Herbert from Glenelg in Adelaide, was a conscientious and experienced airman with an abiding love of planes. Awarded his civil pilot's licence at 16, if he wasn't in the air, his idea of a good time was reading flying magazines. Herbert had already flown 198 missions for the RAAF in Vietnam, and his tour would be over in a matter of weeks. Their plane, Canberra bomber A84-231, was an ageing but reliable workhorse, the mission a most routine sortie", according to Carver and Herbert's flight operations officer. They took off from Phan Rang on the evening of November 3, 1970, and some time later established radio contact with the US radar officer who was directing them to the target in central Vietnam. It was an uneventful flight.

In Magpie 91 - the call-sign of the plane - they flew over the jungle-matted hills and deep ravines of the enemy-held territory near the Laotian border.

At 8.22pm they dropped six bombs on the target and swung round to head home. "That was an excellent run, Sir," said the radar officer. "It looked real good down here, and we enjoyed working with you and see you again another day." Herbert replied briefly: "Magpie 91". **Exactly 70 seconds later, without any warning, Magpie 91 vanished.**

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Dozens of intensive search-and-rescue missions using Australian and US aircraft over 72 hours failed to find any trace of the plane, and a court of inquiry held in Vietnam in subsequent days failed to find a reason for the disappearance. The weather was fine. Herbert had been flying above the range of anti-aircraft artillery, and there were no known North Vietnamese missile launch sites near the flight path. Carver and Herbert were simply gone, missing without a trace, lost in the black Vietnamese night. They were both 24 years old. They were never heard from again.

The loss left their families distraught, caught for years in a grey twilight zone of grief and hope. Carver's father, Sydney, eventually had his son's name engraved on the Toowoomba War Memorial and looked at it every time he passed by. Herbert's mother, Joan, dreamed of him roaming the jungles.

She wrote letter after letter to political leaders in Vietnam and in Australia, hoping for any news of her boy. **None never came.**



Squadron Leader John Cotterell (front) and Major John ‘Jack’ Thurgar at the site in thick jungle in remote Quang Nam province, near the border with Laos, where they believe pilot officer Robert Carver and Flying Officer Michael Herbert Crashed.

Finally, in April this year (2009), almost four decades after the plane fell off the radar, the Australian Defence Force announced that the wreckage of the Canberra bomber had been found in inhospitable jungle in central Vietnam's Quang Nam province. At a press conference in Canberra, Major Jack Thurgar from the Army History Unit and the RAAF's Squadron Leader John Cotterell told of how, nine days before, they had trekked through the jungle to the crash site

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and found various items of equipment that proved the wreckage was from the lost plane.

It has been a long and difficult search, hampered by political apathy and language and cultural barriers, blocked by restrictions on classified material and hamstrung by the impenetrability of Vietnam's mountain jungles. But now the end is finally in sight.

ST GEORGE & SUTHERLAND SHIRE **Leader**

(St. George and Sutherland Shire Leader (Rockdale, Australia) - May 3, 2009)

She met lost airmen - BLAKEHURST entertainer and member of Operation Aussies Home (OAH), Sylvia Raye, is delighted at the possible recovery of the remains of the last two Australian servicemen still missing in Vietnam.

Ms Raye met both men, Flying Officer Michael Herbert and Pilot Officer Robert Carver, and saw their Canberra bomber take off on its last tragic mission, when she was with a concert party entertaining servicemen at Phan Rang Air Base on November 3, 1970.

It was her Vietnam experience that led to her joining the OAH lobby group, established by Vietnam veteran Jim Bourke.

But Ms Raye said it was Mr. Bourke's research which led to the bomber's discovery, and he expressed disappointment that OAH was not mentioned in a Department of Defence press release announcing the find.

"Jim Bourke's own research had pinpointed the crash site and he had given all that research containing 430 pages and 27 maps to the department," she said.

They seem to be wanting to take all the credit."

Ms Raye said speculation the pilot and navigator might have been captured and possibly tortured by the Vietcong was wrong. "Their plane crashed nose- first into the side of a

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mountain and there could not have been any survivors," she said.

OWEN RAY GREW UP NEXT door to Robert Carver in Toowoomba. "He was Robbie to us," says the 62-year-old, who now lives in nearby Helidon Spa. "He was my neighbour from when we were little kids; him, his mum and dad and his brother Bill. He was a radiographer at Toowoomba General Hospital; he X-rayed me when I broke my arm.

Standing there in his white gown, he told me he was joining the Air Force." Carver had signed up in search of adventure, says Paul Dorfield, who shared a flat with his mate in Brisbane's inner-west Paddington in the late '60s.

"He was bored with being a radiographer, so he joined the RAAF." Dorfield, now 64 and living on the Sunshine Coast, remembers Carver fondly. "He was a fairly athletic type of a guy, very fit, he was always walking around on his hands or doing somersaults. He was a bit of a card, a bit of a jokester," he says, and pauses. "He was a good friend." Ray recalls hearing Carver's plane was lost. "His mother and father just said he was missing in action, disappeared. It was really sad. They lived on dreams and hopes. I was talking to her out the front; she said, 'I know he's never going to come back, but I wish they would find his body.' They were hoping all the time to get news. They just got bad news." He remembers a false alarm many years ago when RAAF officials mistakenly told the Carvers the plane had been found. "Mrs Carver said, 'They've found the wreck, they've found Robbie.' She was devastated when it wasn't true." Carver's parents both died without finding out what became of their son. "His parents sort of gave up on life after he was missing," says Dorfield. "Bill, his brother, I think might have gone over there a couple of times to try to find if he had been a prisoner of war." In fact, it was 12 years before anyone laid eyes on the crash site. Sometime in 1982, three Vietnamese hunters found the twisted wreckage of the bomber in the steep jungled hills of the Truong Son range. By then, it was almost unrecognisable as a plane. There were no bodies to be seen, no bones.

The hunters, from the KaTu mountain people, couldn't read or write and spoke little mainstream Vietnamese.

News of their discovery wasn't reported to Hanoi, let alone to Canberra.

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For decades the mountain crash site quietly mouldered, visited only by dirt-poor villagers who made off with the wire, for use in snares, and with various bits of metal to sell. Finally, spurred into action by concerned veterans, particularly Jim Bourke from Operation Aussies Home, the RAAF decided to forge ahead in an attempt to find the officers and their missing bomber. Melbourne-based Bourke, now 65, served two tours in Vietnam, where he was shot through the jaw.

He founded Operation Aussies Home in 2002 with the aim of tracking down the six Australians who were still missing in action in Vietnam, but the project slowly grew to cover other cases - both civilian and military - from recent conflicts. Bourke and his organisation were central to the 2007 discovery in Vietnam of the remains of three of the Australian soldiers missing in action. Another missing soldier was found in August 2008. By early this year only Herbert and Carver were still lost, and Bourke had written an exhaustive report on their case to present to the authorities. He never let up.

Late last year, the RAAF appointed Major Thurgar lead investigator on the case. Thurgar went back over all the paperwork, the court of inquiry report, the transcripts of the radio contact between the plane and the radar officer (first tracked down by Bourke), the service history of Carver and Herbert, the US records, and the data from a five-man Australian delegation of diplomats and military personnel who visited Quang Nam in 1984 in search of information in a brief and ultimately fruitless expedition.

"Three mountain people confirmed the pieces of plane looked like those they'd seen in the jungle."

Finally, Thurgar was ready to go to Quang Nam to talk to the KaTu people and the former commanders of the Viet Cong and North Vietnamese Army stationed in the vicinity in November 1970.

"The Americans wouldn't tell me what the target was; it turned out it was a classified mission," he says. "I needed to get accurate information." On January 5 this year, Thurgar and his Army History Unit colleague Brian Manns arrived in Quang Nam for an intensive round of public meetings and one-on-one interviews across the province. Thurgar had paved the way by

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sending letters and emails to provincial officials and veterans' associations, asking for their assistance.

He was helped by Thich Quang Ba, a Canberra based Buddhist abbot who had trained in Quang Nam and still had many friends in the province. It was a gruelling round of meetings, held in every district in the province. **But Thurgar finally hit pay dirt when he sat down with some former North Vietnamese soldiers who remembered the night of the bombing nearly 40 years before.**

By 1970, the Paris Peace Talks were already under way in an attempt to end the conflict in Vietnam. But North Vietnamese forces were still using the Ho Chi Minh trail, which slithered down the western side of the country. The then commander of the reconnaissance platoon of the North Vietnamese 141st regiment, Le Ngoc Bay, told Thurgar he remembered a plane that had dropped six bombs near their hidden mountain headquarters in November of that year.

Le Ngoc Bay, a lieutenant in 1970, is one of three former North Vietnamese soldiers who told Thurgar they heard the bombing and saw the flashes. The bombs came close to knocking out the BT44 military command unit where the North Vietnamese had earlier transmitted on a 15-watt radio, revealing their position to the U.S. forces and setting them up as a target for Carver and Herbert's bombs.

With the information provided by the North Vietnamese military officers, and knowing the plane had been lost within a couple of minutes of dropping the bombs, Thurgar could zero in on the villages closest to the crash site. On his request, Vietnamese officials visited the villages of Thon Vinh and Ta Bhing, and three elderly KaTu men stepped up to say they knew of a place deep in the jungle, in Czun Canyon, where they had found remnants of a plane many years before. With his heart in his mouth, Thurgar showed them photos of parts from the wreck of another Canberra bomber.

"The KaTu are montagnards, hunters, they use crossbows and blowpipes to this day," he says.

"They have their own culture, their own language.

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These three gentlemen can't read or write, but they confirmed the big pieces looked like the ones they had seen. They had taken wire from the site to make snares." One young KaTu immediately volunteered to trek to the crash site and bring pieces back for examination; Thurgar told him to bring something with numbers, if he possibly could, and to take photographs with a camera supplied by a Vietnamese official. The young man caught up with Thurgar three days later, bearing two crumpled, rusty bits of metal and a ruined camera - it had rained heavily in the jungle and he had had the camera slung around his neck. One of the pieces of metal was an air position indicator of a type that could only have come from a Canberra bomber or the almost identical U.S. B57 plane. There were no records of lost B57s in the region.

"I was quietly confident we had found them," Thurgar says. The fog obscuring the fate of the two men lost for nearly 40 years was gradually clearing.



THE RAAF NOW HAD ENOUGH EVIDENCE to approve a large, carefully planned expedition to the jungle crash site to begin preliminary excavations and bring more evidence back to Australia. On April 15, accompanied by two Australian military officers, two Australian scientists, ten Vietnamese officials and 30 KaTu porters, Thurgar set out on his mission.

Old army trucks were hired to take the search party some of the way into the jungle to A'Buong Number 4 river, where two canoes were used to ferry everyone across. "We struck out up a creek line, and another creek line," Thurgar says. "In all, we went up the sides of four waterfalls, around cliff edges. It is a very densely vegetated area." It took six hours for all 45 people in the expedition to trek to the tangled patch of jungle where the plane had crashed into the mountainside.

Nothing was left of Magpie 91 except parts of no real value or chunks of metal that were too heavy to move. Then the team found pieces of tyre (tire) - Dunlop type IX - that were used only by Canberra bombers, not the U.S. B57s, and pieces of metal with red paint - again, only ever seen on Canberra bombers.

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There was also a 9mm shell that had exploded from heat rather than from having been fired.

Only Australians carried 9mm pistols in Vietnam.



Then, the proof positive. A battered club badge from the **Phan Rang Ugly Club**. There were only 13 members, and each member had to produce his badge on request or buy a round of drinks as forfeit.

Herbert, the only member who was an officer, had produced his badge that very afternoon before his last sortie. The other 12 members, Thurgar says, still had their badges.

Thurgar is convinced Carver and Herbert were in the plane when it went down, and he fervently hopes their remains will be uncovered during a major excavation of the site planned for next month.

A secondary aim is to try to discover why the plane crashed - could it have been a series of equipment malfunctions? A bomb that failed to fall cleanly away from the plane before it exploded? A missile attack?

Jim Bourke believes a bomb hang-up can be conclusively ruled out in Herbert and Carver's case, for technical reasons. For one thing, the bombs could only explode if a lanyard attached to the plane detonated them after they had been launched.

Maybe, he says, the plane was brought down by a North Vietnamese radar-guided missile, or maybe by friendly artillery fire.

But finding the cause of the crash is not the prime consideration, says the man who has never given up on the missing Australians lost in a strange land. "My aim is to fully account for Herbert and Carver, and hopefully see them brought home," he says. It's our sacred duty to these men who gave their lives.

"I think we, as a nation, have a moral obligation to their families. That's how I see it, and that's

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what's driven us. We're doing it for the families."

THE Sunday Telegraph

(The Daily Telegraph, The Sunday Telegraph (Sydney, Australia) - June 20, 2009)

Battle to bring our brave boys home

Two airmen lost in the Vietnam conflict four decades ago may finally be laid to rest

Herbert and Carver took off from Phan Rang on this routine mission on the evening of November 3, 1970, and some time later initiated radio contact with the U.S. radar officer who was directing them to the target. It was an uneventful flight. In Magpie 91 -- the call-sign of the plane -- Herbert and Carver flew over the jungle matted hills and deep ravines of the enemy-held territory near the Laotian border, and at 8.22pm dropped six bombs on the target and swung round to head home.

"That was an excellent run, sir," the U.S. radar officer said. "It looked real good down here and we enjoyed working with you and see you again another day."

Herbert replied briefly: "Magpie 91."

Exactly 70 seconds later, without any warning, Magpie 91 suddenly vanished. Dozens of intensive search-and-rescue missions using both Australian and US aircraft over 72 hours failed to find any trace of the plane and a Court of Inquiry held in Vietnam in subsequent days failed to reveal a reason for the disappearance. The weather was fine, Herbert had been flying above the range of anti-aircraft artillery, and there were no known North Vietnamese missile launch sites near the flight path.

Herbert and Carver were simply gone, missing without a trace, lost in the black Vietnamese night. They were both 24 years old. They were never heard from again.

The loss left their families distraught; caught for years in a grey twilight zone of grief and hope.

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Herbert's mother, Joan, dreamed of him roaming the jungles and wrote letter after letter to political leaders in Vietnam and in Australia hoping for any news of her boy. Carver's father, Sydney, eventually had his son's name engraved on the Toowoomba War Memorial and looked at it every time he passed by.

Finally, in April this year, nearly four decades after the plane blipped off the radar, the Australian Defence Force announced the wreckage of the Canberra bomber had been found in inhospitable jungle in central Vietnam's Quang Nam province.

It has been a long and difficult search; hampered by political apathy and by language and cultural barriers, blocked by restrictions on classified material, and finally hamstrung by the sheer impregnability of Vietnam's mountain jungles. It took 12 years for the first humans to lay eyes on the crash site.

* * *

Some time in 1982, three hunters found the twisted wreckage in the steep jungled hills of the Truong Son range near the Laotian border. By then, the bomber was almost unrecognisable as a plane. There were no bodies to be seen, no bones. The hunters, from the KaTu people of the mountains, couldn't read or write and spoke little mainstream Vietnamese. News of their discovery wasn't reported to Hanoi, let alone to Australia.

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Remains of last two diggers¹ lost in Vietnam home - The Age,
(Melbourne, Australia) - August 31, 2009

THE remains of the last two Australian soldiers missing in Vietnam will arrive home today. Flying Officer Michael Herbert and Pilot Officer Robert Carver, were lost with their RAAF Canberra bomber on November 3, 1970, after a night bombing mission near the border with Laos.

Their coffins will be met by family and military personnel in a ceremony at the Richmond RAAF base in NSW.

¹ Digger is a military slang term for primarily infantry soldiers from Australia and New Zealand.

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Airmen's remains welcomed home - The Courier Mail/Sunday Mail,
The/QWeekend Magazine (Brisbane, Australia) - September 1, 2009

THE final two missing Australian servicemen from the Vietnam War were repatriated at exactly 10.09 am yesterday - ending 38 years, nine months, 13 hours and 47 minutes of hurt for their families.

The return of their remains to Sydney's Richmond Air Base also ends the final episode of a painful period in history for an entire nation.

Flying Officer Michael Herbert, from Gleneig in South Australia, and Pilot Officer Robert Carver, from Toowoomba, paid the ultimate sacrifice when their RAAF Canberra aircraft, call sign Magpie 91, crashed in dense jungle in remote Quang Nam province, near the Laos border.

They were returning after a successful bombing raid out of the Phan Rang air base on November 3, 1970, and their last contact was with a US radar operator at 8.22pm.

The return of their remains marks the end of the remarkable story of their recovery, but also offers the nation closure on the war, Defence Personnel Minister Greg Combet told a ceremony to mark their repatriation.

About 300 veterans, members of the airmen's families, current servicemen and dignitaries attended the event.

The ceremony began when a noisy C-130 Hercules carrying caskets containing their remains landed at Richmond, having taken off from Hanoi on Sunday. The fallen airmen were given a guard of honour as their caskets, draped in the Australian flag, wreathes and ceremonial swords

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were lifted from the aircraft.

State Funeral for Bob Carver

Official Department of Defence Media Release

Funeral for PLTOFF Robert Carver: 03 September 2009

Family and friends, along with government and military representatives, gather for the funeral of Pilot Officer Robert Carver at St Luke’s Cathedral in Toowoomba, Queensland.



The two airmen were aged 24 and had only been in Vietnam for a short period when their aircraft was lost.

No official reason for the crash has ever been discovered and the man who eventually found their remains says it's likely to always be a mystery.

Their whereabouts were unknown until April 2009 when a search by the Army History Unit

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found the wreckage.

Tests carried out this year confirmed the remains, which were only a few bone fragments, belonged to the airmen.

State Funeral for Mike Herbert

Official Department of Defence Media Release

Funeral for FLGOFF Michael Herbert: 07 September 2009

Family and friends, along with government and military representatives, gather for the funeral of Flying Officer Michael Herbert at St Francis Xavier’s Cathedral in Adelaide.



"It's been very, very emotional. It was a wonderful service and I think it's great that the boys have been treated so well by their country," said Susannah Carver, Robert Carver's sister-in-law.

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THOUGHTS FROM CHRISTMASES PAST

Letter from Wes and Linda Vettel

I received a letter from Linda Vettel and I started to reflect on what she said in that letter. She asked the question “*who will have your back*”?

I almost would say that it was instilled in us as part of our military training, but maybe not. I think ‘having one’s back’ was prevalent during the 50s and 60s when I was growing up and of course generations before that. In my opinion we had a stronger feeling for people and life itself and who didn’t have a friend that would support you and have your back? I’m not sure if the current generation has those same values.

It’s probably a generational thing and I’m honored to say that our Phan Rang community has those same principles. Over the years we’ve created a family from people that have lived during the same period of time and have had similar life experiences. It’s comforting to know that we’ve made so many friends, in our Phan Rang community, that over the years that would have our back because a friend who has your back is watching where you can’t see so they are protecting you.

In Linda’s letter, she wrote “To Wes’ Veteran Brothers, Wes has their back to this day. 50 years ago, Wes was in the US Air Force, flying B-52’s, from Anderson AFB, Guam, flying missions over SE Asia. On October 7, 1973, the base klaxons went off. KC-135’s and B-52’s rolled out to the runway, one by one.”

“In mid-1971 Wes was flying O2-B aircraft with the 9th Special Ops Squadron when he heard the May Day call of a downed Huey Helicopter in Cambodia. Nine people were on board. He went into action, becoming the “On Scene Commander”, flying alone in that little O2-B. He worked with the Command Post Upstairs, searched and found them, brought in gunships to protect them, rescue choppers and a crane helicopter to pull the Huey out, all in the face of danger. Wes says that he may never know who the 9 men were, but God does. He heard our prayers.” Wes had their backs!

The more I thought of this, everyone of us at Phan Rang and throughout our military careers, regardless of what we were tasked with doing, had each other’s back. I think that the majority

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of the veterans I know try in some way to help one another, so we can take comfort in knowing that someone has our back.

Christmas Eve in Vietnam by Dean Delongchamp...taking a break from flying C-123s

This is from a Facebook post that I made last year, and in reading it, it struck me as something you might want to post in one of your Newsletters. It speaks to the loneliness we experienced being away from home and in harms way, especially during the Christmas season.

At Christmas Mass tonight I was reminded of a much different Midnight Mass I attended 53 years ago. Tonight’s Mass was festive with beautiful decorations and Christmas Carols loudly sung by the many families in attendance. The love of God was mixed in with the love of happy families anticipating what Santa and the morning would bring.

That was in direct contrast to my Midnight Mass 53 years ago in 1969 in Vietnam. There were a few decorations back then, the voices singing the Carols were all male, there were no families, and the only anticipation all the men had to look forward to was if they would continue to escape death. War and Christmas were not good bedfellows. A number of the soldiers and airmen making up the Christmas Midnight Mass audience would never go home.

Having participated in the Two Masses, I can without a doubt, state that there is no comparison between the two. The warmth of family drowns the horrors of war. I ask you to join me in prayer for all our military who are deployed to protect our country on this Christmas Eve, away from their families and in strange lands. May they soon come home and celebrate Christmas the way God wants it celebrated, peacefully and wrapped in the love of their families.



Doug’s Comments: I always wanted to do this story, putting all of the elements together in one place and mainly to associate these events with the legacy of Phan Rang Air Base. Stories or references to Herbert can be found in Phan Rang News 106, 147, 155, 172, 198, 213, 225, 259 and 277 and Carver, 100, 147, 155, 172, 197, 198, 225, 259 and 277. I hope that you have enjoyed this newsletter. To see a list of all previous newsletters click [here](#). To unsubscribe to Phan Rang News, dougsevert@gmail.com and put ‘unsubscribe’ in subject line.