

Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.
"Keeping the memories alive" Newsletter 281

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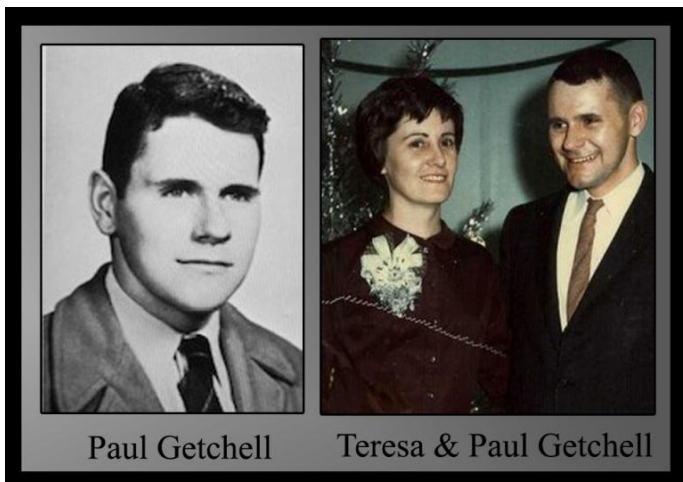
Doug's Comments

On January 13, 1969, Col. Norman Dale Eaton piloted a B-57B Canberra on a night Steel Tiger night interdiction mission against enemy targets in Slavan Province, Laos. The target area was illuminated by flares from a C-130 flare ship; however, the flares dimmed as the B-57 (call sign Yellow Bird 5) began its third bombing run on the target. Reporting that they were low on fuel, the crew continued their attack run without illumination. The C-130 crew received a radio transmission indicating that the B-57 was off-target, and seconds later, the Canberra crashed, killing Col Eaton and the Lt. Col Paul E. Getchell.

In death, Portland woman reunited with long-lost Love

Portland Press Herald

April 21, 2012



Paul Getchell

Teresa & Paul Getchell

Teresa Getchell waited 38 years, four months and one week to see for herself that her husband, Air Force Lt. Col. Paul Getchell, had indeed died instantly when the two-man B-57B Canberra bomber he was co-piloting crashed into a mountainside in Laos on Jan. 13, 1969.

Five years ago, the military identified his

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remains using DNA analysis. Getchell, who devoted nearly half of her life to finding her husband, will finally join him.

She died last week after a short illness. She was 75. Her family is making arrangements to bury her ashes with his remains in Arlington National Cemetery this summer.

"This will close the final chapter in her life," her son, Greg Getchell, of Portland, said on Friday. "She is with my father now. She waited a long time for that."

The Getchells met at Camp Gregory, a summer camp in Gray. She was the camp nurse and he worked in maintenance.

In 1961, they were married at Lackland AFB in San Antonio, Texas, and began raising a family there.

In 1968, Capt. Paul Getchell left on a six month assignment to navigate B-57B Canberra warplanes on secret bombing runs in Laos out of the Phan Rang Air Base in Vietnam. His plane vanished on Jan. 13, 1969. The next day, two Air Force officers appeared at the front door of the family's home in Buzzard's Bay, Mass. to deliver the devastating news.

For nearly half of her life, Getchell searched for the truth about what happened that fateful day. Fueled by her love for her husband, she became involved in the National League of Families of American Prisoners and Missing in Southeast Asia. She was a tireless advocate for families of missing soldiers and prisoners of war.

Getchell served as state coordinator for Maine and Massachusetts. She marched in countless parades to raise awareness for the cause. She attended Legislative hearings in Washington, D.C. For nearly four decades, she wore a bracelet engraved with her husband's name and the date he went missing.

Getchell's son, who was 4 years old at the time, said his mother dedicated her life to finding him. Their daughter, Karen Getchell, of Portland, was 3 years old when he disappeared.

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"She was a special woman," her son said. "She felt that she owed it to my dad and to us kids to find out what happened to him. She remained faithful to my father."

Getchell never remarried. She worked at Mercy Hospital in the pulmonary department for about ten years. In the late 1970s, she taught nursing at St. Joseph's College and later worked as an assistant teacher at Longfellow School.

Greg Getchell said she also served as a volunteer nurse in Haiti. He said his mother had a strong faith and a passion for helping others and she supported dozens of local and national causes.

"She believed in giving back," he said.

Barbara Kokalari, her younger sister from Connecticut, said reminisced last week about the trips they took together to Atlantic City, Las Vegas and Disney Land.

"Teresa was a lot of fun to be with," she said. "I always had a good time with her."

Getchell had a passion for golf and enjoyed playing bridge. She was also an avid runner and participated in several half-marathons. She regularly walked around Back Cove in Portland.

Kokalari also emphasized how much her family loved her.

"She was the heart of this family for a long time," her sister said. "I'll miss her. She had a strong, positive presence in my life.

"Teresa was an extremely good person. She was so good to everyone. She was always there for people when they needed her."

About five years ago, her prayers were answered when military officials identified her husband's remains from the crash site. In May of 2007, she and her son and daughter laid him to rest with full military honors at Arlington National Cemetery.

Getchell's ashes will be divided into thirds, with part joining her husband's remains in Arlington

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National Cemetery. The rest will be scattered at Camp Gregory and laid to rest at Calvary Cemetery in South Portland, where her husband has a plaque and her parents are buried.

"This is just another example of her wanting to be close to family," her son said. "If there's a silver lining in all this, it's that she is not suffering anymore and that she's with my father."

THE DAILY OKLAHOMAN

Oklahoma Publishing Co.

500 N BROADWAY, OKLAHOMA CITY, THURSDAY, JANUARY 16, 1969

Ten Cents (Single Copy Price)

TWO EJECT OVER VIETNAM

State Air Colonel Missing

By Jack Taylor

WEATHERFORD — An air force colonel from Weatherford has been listed as missing in action after apparently ejecting from his B-57 fighter-bomber during a night mission over South Vietnam.

The parents of Lt. Col. Norman Dale Eaton, 42-year-old West Pointer, said Wednesday they were notified by the air force that their son is missing from a bombing raid on Monday.

Frank D. Eaton, a Weatherford real estate dealer, said the air force told him a small spotter plane (FAC) flying on the same mission with his son reported seeing a flash and hearing a beeping sound that occurs when crewmen eject.

"I'm concerned about whether he got down safely," Eaton said. "I'd settle for his being a prisoner of war."

Eaton said a letter from the commanding general at Randolph Air Force Base in San Antonio was delivered to his home Tuesday by a representative of Clinton-Sherman AFB, southwest of Weatherford. The letter provided some details, including the report from the spotter plane, Eaton said. But he said it also directed that he not divulge any information for fear of

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jeopardizing the safety of his son and his navigator, who also apparently is missing.

The information about, the spotter plane’s report was revealed inadvertently by a relative, Eaton said, and therefore there is no reason not to discuss that much of what little information the air force was able to provide.

The armed forces normally restrict all information except the names of personnel reported missing.

Eaton said, however, he was not informed of such details as rescue efforts that may have been attempted or information concerning Lt. Col. Paul Getchell, the navigator-forward observer who was flying with Col. Eason.

Ejection systems on B-57’s provide simultaneous escape of both crew members, which Eaton said leads him to believe the other crewman, Lt. Col. Paul Getchell, also is missing.

Col. Eaton is a squadron commander in the 8th Tactical Bomber Squadron based at Phan Rang Air Base. He was flying with another squadron on the Monday night mission, however.

Eaton was graduated from Weatherford High School in 1944 and attended Southwestern State College before volunteering for the air force at the end of World War II.

After serving only 6 months, he was selected to attend the U.S. Military Academy and graduated with the class of ’49.

Col. Eaton missed any action in the Korean War, but was sent to Vietnam last October after graduating from the Air War College in Montgomery, Ala., in June.

His wife, the former Jean Donoghue of New York City, and two sons, Norman Dwight, 15, and Frank Lee, 11, live in Montgomery. A third son, Paul Dale, 18, is a West Point cadet.

The pilot’s father said he has not been given enough information upon which to base an opinion about his son’s fate.

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“We’re just going through one of those waiting periods and I’ll tell you they’re tough,” he said.

THE SEARCH

Portland Press Herald/Maine Sunday Telegram (ME) - January 20, 2020

The 80-minute ride each day to the site in Lang Son Province, Vietnam, through mostly unspoiled forestland and fields, reminded Air Force Master Sgt. Aliah Reyes a little of her hometown back in Maine.

The Eliot native recently returned from a 45-day mission to the Southeast Asian country, where she was part of a team conducting a search for a Vietnam War service member who went missing more than 45 years ago and is presumed dead.

Reyes, 38, enlisted in the Air Force out of high school and has spent more than half her life in military service. But she had never been a part of anything like this.

"I don't know if this would have come in my direction. It was something I actually sought out and volunteered for on my own," she said last week during a telephone interview from Hawaii, where she is stationed.

The little-known Defense POW/MIA Accounting Agency conducts similar missions all the time as part of its charge to find the remains of approximately 34,000 missing Americans who might be recoverable from World War II, the Korean War, the Cold War, and the Vietnam War. Another 41,000 are presumed missing or lost at sea.

"It's amazing how many Americans don't know and/or realize that (the Defense Department) is still searching for missing Americans across the globe from past conflicts dating back to World War II," said Lt. Col. Ken Hoffman, public affairs officer for the accounting agency.

During the most recent fiscal year, 218 formerly missing persons from past conflicts were accounted for, the highest yearly total recorded by the agency or its predecessor organizations, some of which faced scrutiny over their effectiveness. A 2013 internal report was highly critical of the former Joint POW/MIA Accounting Command, which led to the creation of the current

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iteration in 2015.

Each search mission is unique but involves many months of planning in advance, Hoffman said, and coordination with counterparts in other countries, such as Vietnam. Reyes said she learned about the work from a member of her unit in Hawaii who couldn't say enough about the experience.

"I found it very interesting and rewarding, and a little bit emotional," she said. "It's a little different than studying it in a history book."

The mission didn't yield any remains, but Reyes and her team did find several pieces of aircraft, as well as fragments of uniforms, that held promise for a future search of that site.

Reyes enlisted in the Air Force in 1999 not long after she graduated from Marshwood High School. It's been her career ever since.

She's had several posts, mostly in communications, IT and management, that have taken her all over the world - Panama City, Colorado Springs, the Azores (islands off the coast of Portugal) and Charleston, South Carolina. She's had two deployments - to Kuwait in 2003 and Kosovo in 2008 - both postal assignments. This is her second stint in Hawaii. She has three daughters - Alycea, 11, Adalia, 7, and Amelia, 5.

Reyes, whose parents and extended family still live in Maine, said she doesn't come back home as often as she'd like, usually every other year.

That could change soon. She said she has one year left on her current assignment and thinks she's ready to "take the uniform off."

That's one of the reasons she jumped at the opportunity to volunteer for the accounting agency mission to Vietnam.

"Once I heard a little more about it, I mean, we pay respect to our fallen or deployed heroes during every ceremony. every flag-raising. We constantly have them on our minds," she said.

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"To be able to smell the air and be in the same place, it just made the whole story come alive for me."

As a matter of policy, the agency does not release the name of specific individuals who are being searched for until positive identification is made for any remains found. Hoffman would only say that the individual was a U.S. Air Force officer and was on board a fighter jet that went down.

But Reyes and the others on the team knew the name. "We get briefed when we get over to the actual site," she explained. "We have a board with all the historical information about who the individual is and what happened, what the mission was, and we hang that up."

Every day at lunch, they would look at the board, connecting them to a conflict two generations removed and a service member who made the ultimate sacrifice.

There aren't many people in Maine who have been on the waiting end of those search missions, but Greg Getchell of Portland is among them. His father, Air Force Lt. Col. Paul Getchell, was co-piloting a bomber when it crashed into a mountainside in Laos, just west of Vietnam, in 1969. Last week marked the 51st anniversary of his death. Greg Getchell was only 4 at the time and his memories of his father are mostly colored by stories from others.

In 2007, after years and years of searching, military officials found two small fragments of bone that were identified as his father's remains. They were brought back to the U.S. for a full military funeral at Arlington National Cemetery.

It dragged on for quite a long time but it was a huge sense of relief to be able to give him the service he deserved and to be buried in Arlington where he belonged," Getchell said.

* **

Lang Son Province is a little more than 100 miles northeast of Hanoi, the capital, and near the country's border with China.

Reyes said the team would travel there each day through the countryside. The work itself was monotonous, even boring at times, she conceded. It's kind of like an archaeological dig, only a

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little more somber. Crews carefully sift through bucket after bucket of soil looking for any clues.

A lot of work goes into selecting a site. "An excavation cannot begin until we believe we have pinpointed the location of a missing person," Hoffman said. "The goal is to obtain enough information to correlate a particular site with a specific missing person or persons. Once we believe we have a specific site located, a recommendation is made to conduct an excavation."

Reyes said the most memorable moment for her came when the crew discovered the first piece of aircraft wreckage, which made the experience real. "At first we were finding little white pebbles," she said. "I thought every white rock might have been something. But then we started finding real pieces (of aircraft). It started making me feel good about why I'm here and what we are here to do. It just kind of made the mission come alive after we started finding pieces."

In addition to the aircraft, searchers found pieces of a military uniform, another sign that remains might be near. When the mission ended on Dec. 4, the agency kept the site active, which means a team will return at a later date.

"It is not unusual to take months or even years to completely excavate a site," Hoffman said. That was true in Getchell's case. His mother, Teresa Getchell, who was widowed on that day in 1969 and never remarried, spent her life searching for answers and even traveled to Laos once to help search.

When the government says they want the fullest accounting of service members, I think that's truthful," Greg Getchell said. "I do think they are committed to bringing everyone they can home."

Hoffman said missions like this are only possible with the cooperation of the countries where the searches happen. He said the U.S. and Vietnam have collaborated for more than 30 years on search efforts and are "working more closely than ever on investigations and excavations throughout Vietnam."

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Not every country is as accommodating. Searches have been suspended in North Korea since 2005 because of ongoing tensions between that country and the U.S., largely over nuclear weapon capabilities. But Reyes said the team's counterparts in Vietnam were gracious hosts. As for volunteering for another search, Reyes said: "I would love to do this again. When I came back, I tried to see if there were any vacancies in this unit."



Photo courtesy of Ron Deyhle



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F-100 pilots from the 614th and 615th Tactical Fighter Squadron held their 2016 reunion in Colorado in September. They met up with Harrison Ford, actor, who was very gracious and a supporter/donor of the air museum at the old Lowery AFB.

This picture also was posted on the Phan Rang AB Facebook group page and **Carl Adams**, a K-9 handler 1968-'69 wrote: “I hope that I had the honor of being able to salute some of you in person as you would pass overhead. We would watch as you started your take off roll with your afterburner ignited and your bomb racks full and watched again as you came over the fence and touched down with your bomb racks empty. We wondered where you had been and how many guys came home because of what you did. It seems like yesterday. **We will never forget. Welcome Home.**”

And Tom Mix commented: “I only got to talk to one pilot one time I was sent out to check an alert aircraft for a possible fuel leak. While looking up into the hell hole there was a small valve that one could manually open in the rear exhaust and it had a very small drip. While I was looking it over the pilot squatted down and asked about it and said it was only a small drip, but he then asked “*would you fly in this plane*” and I said nope his reply was “*that's all I wanted to know*”.”



Daniel Harrison Tate The Lufkin Daily News

(May 29, 2023 | The Lufkin Daily News, (TX))

★ Lt. Col. **Daniel Harrison Tate**, Air Force. was a navigator assigned to 310th TAC ALFT Squadron, 315th TAC Alft Wing, 7th Air Force in Ninh Thuan Province, South Vietnam, on Aug. 27, 1970. He was a 22-year veteran of the Air Force and was born in Pollok in 1931. He attended Central schools and Sam Houston State University, where he received a master's degree. On Feb. 11, 1971, Tate was the navigator on a fixed wing aircraft that crashed over land near Phan Rang. All five crew members were killed. Tate was buried in Arlington National Cemetery. His survivors included wife Sara, sons Danny, Steve and Richard.

Keith Kukla wrote on Facebook: The post about crashes brought back memories of the

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morning “the spray bird crashed”. Engineer Charlie Rider and I were doing pre-flights. The spray bird did one low pass. I got up on the wing to take pictures. The fatal low pass was between both runways and our guess was at 50’. Purple smoke, (ranch hand colors) from smoke bombs was coming out of the rear ramp upper door. “A fini flight”! At the end of the runway the plane did a very steep pull up and turned right to turn down wind before landing. The climb out at a steep angle never leveled out. The plane went in to a right hand nose dive and never did recover from that maneuver. The plane hit the ground not far from the mess hall on the C123 side of the field. Buried the engines approximating 6’ in the ground. **I’ll never forget that morning.**

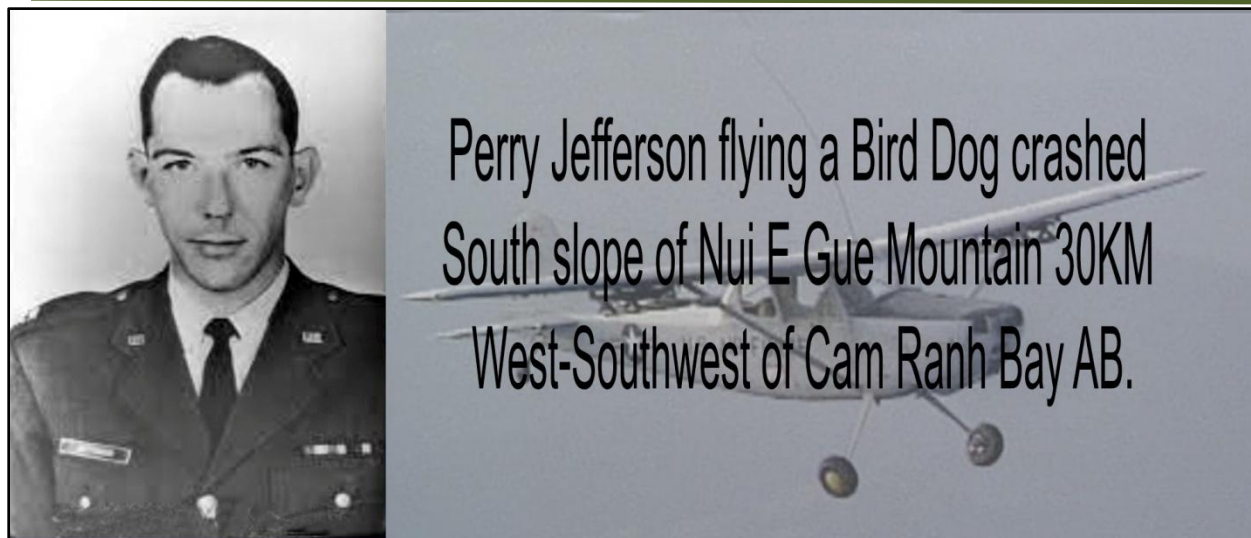


VIETNAM - U.S. Air Force Sergeant **Kenneth D. Long**, son of Robert D. Long of Vandergrift, is on duty at Phan Rang Air Force Base here. Sergeant Long is a metalworking specialist assigned to the 35th Field Maintenance Squadron, a unit of the Pacific Air Forces, headquarters for air operations in Southeast Asia, the Far East and the Pacific area. Before his arrival at Phan Rang, he served at Charleston AFB, S. C. Long is a 1967 graduate of Worthington (Pa.) High School. His wife, Barbara, is the daughter of Mr. and Mrs. Elton M. Gaiser of Worthington RD 1. (*Kittanning Simpson Leader Times, August 06, 1970, Kittanning, Pennsylvania*)

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Brother finally learns fate of missing Vietnam airman

December 19, 2007 | Rocky Mountain News (Denver, CO)

Mike Jefferson remembers the day in April 1969 when he learned that his older brother, Perry, an Air Force captain, had disappeared during a reconnaissance flight over the mountains of Vietnam.

At the time, Mike Jefferson was working on a metal reclamation project in Lewistown, Pa. - a job he nearly lost because he insisted on rushing to Chicago before his father, Perry G. Jefferson, was notified by the military that his son was missing in action.

He got there, but not quite in time. His father, Jefferson said, never quite got over the loss and the uncertainty that continued to surround his son's fate.

But two months ago the Air Force called upon the family once again, this time to let them know that the remains of the 37-year-old Northglenn airman had been recovered and verified.

Wife became an activist

The news was welcome but bittersweet, Jefferson said Tuesday while sitting at his dining room table, which was covered with photographs and yellowed newspaper clippings about his brother.

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"It's amazing," the 68-year-old retired engineer said. "I wish it would have happened while my father was still alive. It really dragged him down. He had lost my mother and then my brother."

The elder Jefferson died about 16 years ago.

Perry Jefferson's wife, Sylvia, a former magazine model, died about five years ago. She became an activist in the movement to find out what happened to prisoners of war who didn't return as well as those missing in action in Vietnam.

At one point, she and a delegation of relatives of missing servicemen traveled to Paris, hoping to press their case with representatives of the North Vietnamese government, to no avail.

Summers in Colorado



Perry Henry Jefferson was born in Indiana in August 1931.

As kids, he and his brother Mike would travel to Colorado every summer to an old logging cabin their grandmother owned near Grant. Later in life, she subdivided the property and gave a section to the brothers. Mike still spends time there.

His brother loved the Colorado mountains, and his fascination with old mines may have sparked his interest in geology.

After graduating from Southern Methodist University, Perry hired on with Aramco and spent two years working on oil field projects in the Middle East.

He would spend months out in the field living in air-conditioned trailers, Mike Jefferson said. For fun, he and his co-workers would make their own moonshine whiskey out of fermented peaches.

To fulfill his military obligation, he signed on with the Colorado Air National Guard as a

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technician and squadron intelligence officer.

Fatal last ride

Perry was an outgoing, fun-loving person who had found his true calling in the Air Force, his younger brother recalled.

"Every letter I got from him was positive," Mike Jefferson said. "He enjoyed what he was doing, probably for the first time. He probably would have re-upped and gone back, if he had come back."

On April 3, 1969, Perry was near the end of his tour of duty in Vietnam when he and pilot Arthur G. Eklund flew out on a single-engine O-1 Bird Dog out of Phan Rang air base in Ninh Thuan province.

"He was going to take a joy ride. One last shot," his brother said.

During the flight, Eklund radioed their location over the mountainous region of Ninh Thuan. It was the last anyone heard from them.

Remains turned over

A three-day search-and-rescue mission followed, but was eventually curtailed by hostile threats in the area.

In 1984, a former member of the Vietnamese air force turned over to a U.S. official human remains he said were from one of two U.S. pilots whose aircraft was shot down.

A decade later, a joint U.S.-Vietnamese team led by the Joint POW/MIA Accounting Command interviewed two witnesses who said the aircraft crashed into a mountainside. The pilots died and were buried at the site.

The team excavated the crash site and found aircraft wreckage but no human remains.

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In 2000, the remains turned over in 1984 were identified as Eklund's. The next year, a Vietnamese national living in California turned over to officials human remains that he said were recovered at a site where two U.S. pilots crashed.

They were identified this year as Perry Jefferson's.

While Mike Jefferson said he is baffled why his brother's remains were not turned over sooner, he takes some comfort in knowing now that his brother died in the crash and not as a prisoner of war.

Perry Jefferson also is survived by two stepchildren.

His remains will be buried April 3 at Arlington National Cemetery near Washington. D.C.

From the Defense POW/MIA Accounting Agency

On August 28, 2007, the Joint POW/MIA Accounting Command (JPAC, now DPAA) identified the remains of Major Perry Henry Jefferson, missing from the Vietnam War. Major Jefferson joined the U.S. Air Force from Colorado and was a member of the 120th Tactical Fighter Squadron. On April 3, 1969, he was a crew member aboard an O-1G Bird Dog that took off on a visual reconnaissance mission over mountainous territory in Ninh Thuan Province, Vietnam. The Bird Dog crashed into a mountainside during the mission, killing all those aboard. Immediate search efforts found no sign of the aircraft or its occupants. After the war, joint U.S. and Vietnamese search teams located and excavated the Bird Dog's crash site, but found no remains there. However, in 2001, a Vietnamese national living in California turned over human remains to U.S. officials that he claimed were recovered at a site where two U.S. pilots crashed. In 2007, modern forensic techniques were able to identify the remains as those of Maj Jefferson. Major Jefferson is memorialized on the Courts of the Missing at the National Memorial Cemetery of the Pacific. His name is also inscribed along with all his fallen comrades on the Vietnam Veterans Memorial Wall in Washington, DC.

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Some historic photos taken at Tuy Hoa AB

Most or all of these individuals also served at Phan Rang AB as the fighter wings were either transferring to CONUS or Phan Rang. Both photos are by Bruce “Flash” Gordon and Picture identification was made possible through input from Bruce Gordon, Fred Tomlins and Ron Deyhle. There is no individual identification for the crew chiefs/maintenance men photo.



Don Langston, Mike Giles, Fred Tomlins, Terry “Moose” Millard,
Don Johnson, Don “Churchy” Churchwell, Steve Young, Bill Kenty

Bruce Gordon, Bob Little, Dick Frey, Jerry Costello,
Bob Weston, Lee Howard, John LeBarre, Dick Rung



Ron Berdoy (Sq. CO.) - Gil Hereth (Wg. Cp.)

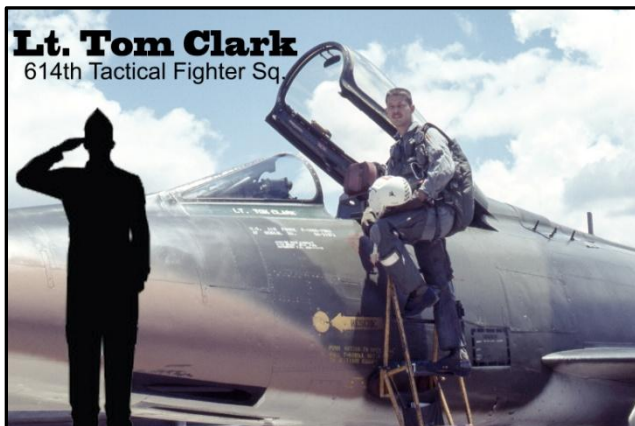
**309th TFS, 31st TFW, Tuy Hoa AB
Laste September 1970 just before return to CONUS.**

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Then the F-100 crew chiefs and maintenance men prepare for a photo op.



Lt. Tom Clark
614th Tactical Fighter Sq.

Tom Clark, passed away 31 December 2023.

Tom was honored to have served at Phan Rang AB, 1969-1970. His authoring of the Christmas YouTube slideshow titled “*Vietnam Christmas Thoughts*” has been a traditional part of Christmas in Happy Valley for the last 7 years. He has been a supporter and contributor of this newsletter and his last story was “*The Day I Almost Died Twice*”. Obituary coming soon.

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The Gazette (Cedar Rapids-Iowa City, IA) - May 9, 2015

2/17/1945 -- 5/4/2015

Robert Douglas Divelbiss, 70, died Monday, May 4, 2015, in Phoenix, Ariz. He was born in Wilkinsburg, Pa., to Robert M. and Dorothy A. Divelbiss. He is survived by Jane, his beloved wife of 45 years; son, R. Skip Divelbiss and wife Tiffany of Phoenix; daughter, Katherine Divelbiss Clary and husband Brian of Huntsville, Ala.; 1-month-old granddaughter, Penelope Clary; aunt, Jane Shaffer of Glendale, Ariz.; and sisters, Lynn Balego of Irwin, Pa., and Nancy Divelbiss of Industry, Pa.

Doug received his undergraduate degree from Rutgers University, where he was a member of Tau Kappa Epsilon fraternity. After graduation, he was commissioned a second lieutenant in the United States Air Force and attended pilot training at Reese Air Force Base in Lubbock, Texas. While there, he met his wife, Jane. Upon graduation, he was stationed at **Phan Rang**, Vietnam, where he flew C-123 cargo planes. After returning to the states he flew C-141 transport planes out of McGuire Air Force Base in New Jersey. At the completion of his military career, he received his M.B.A. from Southern Illinois University.

Doug worked in operations for CitiBank in New York; First National Bank of Chicago; and National Computer Systems (NCS) in Iowa City, Iowa. In 1999, Doug became site manager for the Census 2000 Data Capture Center with NCS-Pearson in Phoenix. This marked the first time the government outsourced the capture of census data to a private company. At the conclusion of a successful census project, Doug became part of the international division and did special projects in Australia, London and Canada. In 2010, he returned to Phoenix as site manager for the Census 2010 Paper Capture Center. Doug impacted the lives of over 10,000 during the census projects, whether through employment or community outreach. Doug retired in July 2012.

After retirement, Doug became a member of the Arrowhead Country Club and enjoyed countless rounds of golf with a great group of golf friends. He was a member of Community of Grace Church and the Men's Bible Study Group. After spending 10 years in Iowa City, he was an avid Hawkeye fan, and growing up in western Pennsylvania, he never lost his love for Steeler football.

“Happy Valley” Phan Rang AB, RVN

The History of Phan Rang AB and the stories of those who served there.

Phan Rang AB News No. 281 “...keeping the memories alive”



2024 PHAN RANG AB

THE HOPE HOTEL AND
RICHARD C. HOLBROOKE
CONFERENCE CENTER

DAYTON
FFO

5-6-7
SEPTEMBER

VIETNAM VETERANS REUNION

Join us at the Hope Hotel on Wright-Patterson AFB in Dayton, OH., September 5, 6, and 7, 2024

Call 937-879-2696 for Hotel Reservations. When you call, make sure you mention the “Phan Rang Vietnam Veterans” to get the \$129 Room Rate, which also includes breakfast at Packy’s Bar & Grill in the hotel.

Here’s what you need to know: The Reunion Fee is \$40 and includes our operational costs. The **total cost for everything is \$130 per person** which includes a buffet meal on Thursday and Friday evening and a plated dinner on Saturday. Admission to the National Museum of the Air Force is free.



Doug’s Comments: As always I’m grateful to the readers who supply me with so many good stories. 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.