

Phan Rang News No. 32

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**The last F-100 missions at Phan Rang, 1971. All of the maintenance guys rode their bird and we all cheered! You will never see another USAF Combat Fighter with that many guys on it who loved that jet ever again! Comments and photo by Robert Remel.**

**Base Under Attack** (*"Poems from a Soldier" by Steve Janke*)

**Our tour of night duty often started off quiet  
Yet the danger was always there.  
You stayed tense and on the alert  
As into the jungle you'd stare.**

**You start to think that the peace and calm  
May last throughout the entire night.  
Then the man on the radio  
Announces that one of our other bases is in the fight.**

**Increase your vigilance we are told  
And quarter your post once more.  
For Da Nang and Phan Rang are under attack  
And Charlie may be at our door.**

**We curse the night and the fear we feel  
As we do what we are told.  
Our sentry dog is eager to work  
For he alone is courageous and bold.**

**Our heart is beating so heavily as the blood Rushes throughout our whole being,  
And the fear of death once again Is all that we are seeing.  
So we hold on to his leash  
And hope for the best As off in the night we walk on.  
For other bases are under attack  
So tonight it's the same old song.  
" Poems From a Soldier"**

**Firemen's Monkey Has a Pet Cat!** (*PHANFARE, August 23, 1967*)

Lieutenant Tom, a small six pound, Vietnamese Spider monkey, is the escort of the Phan Rang Air Base Fire Department and is probably the only monkey in the world with a full grown 'Tom Cat' for a pet.

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The small grey monkey receives nothing but "VIP" treatment and in return gives the 58 member fire brigade one laugh after another.

Lieutenant Tom's pet the cat, who is also gray has to watch out for Tom, who loves to fight with the cat and bite his tale; but the cat always comes back for more.

To a visitor, it almost seems that the cat and monkey love each other.

Lieutenant Tom is an excellent swimmer and dives with precision into the big black rubber tanks which are near the fire station. According to Master Sergeant Harold L. Engle, 41, of Corbin, Kentucky, the base fire chief, Lt. Tom was a departing gift from the U. S. Army's 87<sup>th</sup> Engineer Battalion which has rotated back to the states.

According to several members of the pumper squad, Tom is also adapt at making a shambles out of their living quarters and can enter the small douches without any help! Much to their dismay, but they still love the little primate.

Many of the fire brigade members feel that without his daily antics and Vietnamese charm, their days would be much lonelier, and there would not be so many smiles around the old fire house.

As far as the cat, who shall remain nameless (largely because he has no name); Chief Engle, says "before the cat joined the brigade, six inch rats made their home around the fire station, but in the short space of a few months, the cat has been the demise of the pesky rodents.



**The Phan Rang Air Base Fire Department. Photo by Robert Remel.**

The cat has been observed by some of the home and bucket brigade members using dead rats for Basket Ball practice. He bounces them off of the fire house walls with his paws and has a great time.

Although the cat is not as smart as the monkey, he is just as valuable and continues to do his part for Phan Rang Air Base.

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Lieutenant Tom, is much more selective about what he eats than the cat, but then monkey are smarter than cats.

Life around the old fire station is not all fun and games. This tireless and energetic organization has nine pieces of fire fighting gear which are on stand-by 24 hrs a day to serve hundreds of incoming and outgoing aircraft daily. Many aircraft with an emergency have been saved by the gang at the old fire house.

## **TALES OF PHAN RANG**



**BY ROBERT CHAPPELEAR**

### **Tales of Phan Rang (Part 6) by Robert Chappelear**

Tales of Phan Rang  
Published by Robert L. Chappelear at Smashwords  
Copyright 2010 Robert L Chappelear  
(used by permission of the author)

An account of the author's one year tour of duty flying C-123 cargo aircraft in Viet Nam. Provides descriptions of life in country and the missions that were flown.

This book is a description of that year providing an insight into what it was like to live and fly in that conflict and during that time of the war.

### **About Robert Chappelear**

Retired from two careers, the first was as a fighter pilot for the USAF; the second as a system engineer for a defense contractor. Accumulated 6000 hours of flying time in 7 different operational assignments including three tours to Asia and one to Europe. As an engineer I worked on the airborne command post, nuclear aircraft carriers, presidential helicopters, and various other communication systems.



Married with three sons and one step daughter and three grandchildren (1 grandson, and 2 granddaughters). Though I have made 36 moves during my lifetime I am now settled in Minnesota.

## Chapter 7 – Gia Nghia

There were some other airfields where landing could be considered rather sporty for different reasons. These airfields were usually really short, unimproved and had many distractions. One of these was a place called Gia Nghia. Gia Nghia was an airfield that had been created by pushing the top of two small mountain peaks together to form a 1500 foot long gravel runway.

The southern end of this runway had a slope that came up at a 45 degree angle and then there was a 25 foot long "overrun" before you got to the runway. The north end of the runway had a 10 foot overrun and then a 90 degree straight down drop of 800 feet. This was a runway that required the pilot when landing, to touchdown between two marks, one of them 100 feet down the runway and the other 250 feet down the runway. When you landed there you would see these markers to each side of the runway. They were Pierced Steel Planks (PSP) that at other places were used as the runway surface, but not here. Here the PSP was painted white and set up at an angle so that the aircrew could see and read them. At the beginning of the runway the PSP said, "THE BEGINNING". The two PSP markers that delimited the touchdown zone were unmarked. 250 feet beyond the touchdown zone end marker there was another marked that said, "1000 feet". 500 feet further along was another that said, "500 Feet". Right at the edge of the cliff on the north end of the runway was another set of markers that said, "THE END".

Immediately upon touchdown the pilot had to select full reverse on the propellers and apply full braking. In the early days of flying C-123s in Vietnam, I understand that the procedure was to get the airplane within 3 feet of the ground and then put both engines in full reverse. Placing the engines in reverse caused the jet engines to shut down, it caused some doors on the front of those jet engines to close, and it caused the rudder and elevators to lock in the current position. Taking two 2800 Horse Power engines with 15 foot diameter propellers on them and forcing them into full reverse yielded some very short landing rolls. If executed properly the 105,000 pound aircraft should come to a stop comfortably short of the drop off at the north end. At this airfield both landings and takeoffs were always made from south to north. (It was more comforting to go off the north end with an immediate ground clearance of 800 feet then head toward the south with other mountains in the way once you got airborne). Then one day when a landing aircraft reversed the engines while still airborne one engine went to full reverse and the other when to full forward thrust. The wreckage of that airplane was shoved off the approach end of the runway. It was still located about 50 feet short of the southern overrun and just left of centerline. I don't know for sure, but I heard that the loadmaster on that crew lived. This particular landing strip did not have a significant surface to air threat, but landing there was a thrill anyway. To make this landing you had to prepare for the short field approach by computing the proper approach and touchdown speeds, properly configure the aircraft and fly a very unforgiving of error pattern. If I remember correctly a normal approach was flown at 1.25 times stall speed for the weight of the aircraft and this was displayed by an "angle of attack" indicator on the left side of the aircraft commander's instrument panel. Immediately upon touchdown the aircraft commander would reverse the propellers, but hesitate in reverse idle long enough to ensure that both engines were actually in reverse and then apply full power. The AC was expected to have the brake pedals pressed all the way to the floor and to rely upon the aircraft anti-braking system. This meant that the brakes were chattering while they locked and unlocked. Most of us have now experienced this same effect since almost all cars now come with ABS. I've already described how the jets shut down and the flight controls lock up; the flight controls would unlock when the power was advanced above 55 inches torque oil

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pressure with the propellers in normal "forward" pitch. Put all this together and you realize that "go-arounds" or aborted approaches from the point where the AC selects reverse power were impossible.

I was flying one day as a co-pilot early in my tour at Phan Rang with a new aircraft commander. He had been in country maybe 4 or 5 months longer than I had and just recently received his AC and short field landing check outs. He had a movie camera and thought it would be fun to film the approach, landing and the take off from Gia Nghia. We rigged up a clamp device so that we could mount the camera on the instrument panel glare shield looking out the front windscreen, lock the switch in the "on" position and just let it run as we flew and landed. The approach and landing were picture book perfect and I have seen the film. They do a good job of showing what it was like to land at Gia Nghia. For the take off the AC talked the Army guys into splitting the white PSP panel markers that said, "THE END" apart and moving them to each side of the departure end of the runway. That way there was a clear path off the mountain top and into the valley at the north end. We lined up on the runway, the AC held the brakes, I ran the jets up to 100% power, and the AC started to advance the recip engines to full power. The procedure was for the AC to advance the throttles and to use the nosewheel steering until we got to 45 inches of Torque Oil Pressure. At that point the CP would tap the AC hand and take control of the throttles while the AC let go of the nose wheel steering control wheel, took control of the yoke and began to fly the airplane with rudder, ailerons, and elevator. The co-pilot would finish setting the throttles at 64 inches of Torque Oil Pressure if we were using anti-detonation fluid injection or 62 inches of Torque Oil Pressure if we were "dry". So there we were setting on this dirt and gravel runway carved out of a mountain top when we passed 45 inches of TOP. I tapped the AC's hand and took control of the throttles. We had not started rolling yet but we were starting to slide on the loose gravel even though the brakes were still locked. The AC hollers, "Let's let 'er rip" over the intercom and he releases the brakes. I finished advancing the throttles to the full 64 inches and look up as we pass the "1500" feet remaining marker, "1000" feet remaining marker, and the "500" feet remaining marker. By now the main gear are off the ground but with nose forward yoke the AC still has the nose wheel on the ground. Then "WHOOM" we are off the end of the runway having passed between the "THE" and "END" markers and we are in about a 35 degree dive going down into the valley. We are moving quite quickly for a C-123 by this time and I think that we actually over sped the landing gear, but he pulls the nose up and we came up out of the valley in about a 60 degree climb and pushed over the top of an arc about 8000 feet above the ground. Now we have slowed down enough that we raised the landing gear, shut off the movie camera, do our after take off and cruise check lists, and are laughing our tails off as we turn to the east to head back to Phan Rang. That is also a very impressive movie to see. I just wish that I had a copy of it.

It speaks well of the capabilities of the C-123 pilots when you consider that there were 6 or 7 landings a day by Provider aircraft at this airfield and except for the incident that can be attributed to mechanical error, they were all successful.

To be continued.

**Cows and Chickens Calm in Emergency** (*PHANFARE, August 13, 1967*)

The cows were already strapped down, but chickens pretty well took their chances when a C-123 Provider transport of the 310<sup>th</sup> Air Commando Squadron made an emergency landing recently at Phan Rang Air Base.

The pilot, Captain Chester G. Clark, 31, from Logansport, La., reported nary a cackle or a moo from the three cows and seven chickens aboard the C-123 which had lost the tread of its right tire on take-off, made a safe landing on a foam-covered runway.

Captain Clark, assistant directory of safety for the 315th Air Commando Wing, said that the cows and chickens, along with a pallet of rice and a pallet of fuel, were on their way to an Army Special Forces camp. Also aboard the aircraft were five Vietnamese passengers, and a flight surgeon on his first in-county mission.

The emergency began when the aircraft took off from Phan Rang. "We weren't quite sure how much strength we had left in this particular tire," Captain Clark recalled. "We requested foam on the runway (to ease the landing)," he added.

During the entire emergency, Capt. Clark stated, the coordination of the crew, including co-pilot, loadmaster and flight mechanic, was outstanding. "The chickens were up front," he pointed out, and there was no way to secure them in anticipation of the emergency landing.

The co-pilot was Lieutenant Elliot, the flight mechanic was Airman Bales, and the loadmaster was Sergeant Basilac.

The aircraft tilted slightly to the right as it taxied along the runway after touching down, but otherwise it turned out to be almost a normal landing.

Two hours after the C-123 landed, Captain Clark reported, its damaged tire was replaced and the cows and chickens were airborne again. Later in the day they were delivered in good shape to the Special Forces Camp and nearby Montagnard villagers.

**MEDEVAC FROM PHAN RANG** (Photos by Joseph Burkhart)



Joseph Burkhart the photographer for the Medevac sequence above is currently posting hundreds of pictures of his Vietnam experiences on the 'Happy Valley' Phan Rang AB Facebook group.

**Sky King's Team Get the Drop on Charlie** (*Pacific Stars & Stripes*, Monday, December 16, 1968)

By SGT. JACK SWIFT

SAIGON (Special)—Sky King stared somewhat anxiously at the red blotch smeared across the clouds by the late afternoon sun, then glanced quickly — almost imperceptibly— at the tree-line flanking the perimeter runway at Thien Ngon Civilian Irregular Defense Group Camp.

After heavy attacks on the camp in late September, King was understandably apprehensive.



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Beyond the airstrip where the tangled Vietnam jungle stretched four full miles to the Cambodian border, the naked perimeter provided no buffer between him and the unfriendly woods. Sister camp of Katum, Thien Ngon lies 20 miles northwest, of the provincial capital, Tay Ninh City. Geographically, Tay Ninh Province juts like gnarled fist into the southern border of Cambodia.

Air Force S.Sgt. Howard E. "Sky" King, 32, ran the back of a glove across his sweat beaded forehead. At Thien Ngon the sun fights with the rainclouds until the temperature hits a muggy 95 degrees. But King had more urgent things to do besides swear at the sun.

"Hey Sky!" called S.Sgt. Jimmy C. Grisham of Ecu, Miss. "The panels are all laid out. Now it's just a waiting game," At 22, Grisham was almost too young to be five pay grades above the rank of the Air Force recruit. Something like one man in a thousand makes it that quickly.

"Great," grinned King. The plastic panels—dyed screaming orange and yellow carnival colors—were raised on poles facing west at calculated intervals up and down both sides of the runway. They contrasted arrogantly with the quiet greens and browns of the perimeter jungle. When the C130 aircrew arrived, flying in supplies from the 834th Air Division at Tan Son Nhut Air Base, the pilot would have to rely totally on the panels to tell him where to release his load.

Because the camp's washboard-dirt airstrip is difficult to land on—and because of the danger to any airplane landing at a potential combat arena like Thien Ngon, which straddles a major communist infiltration route—the top men at division headquarters decided the much-needed ammunition and equipment would be airdropped to the Green Beret advisors and their Vietnamese CIDG forces.

So several days earlier they dispatched an Air Force combat control team from Tan Son Nhut's 8th Aerial Port Sq. to Thien Ngon to set up the drop zone, coordinate with Special Forces team commanders and recover air items—like parachutes and pallets—after the drop. For this mission the squadron sent one of its best three-man teams, led by King.

King had chosen young Grisham and another staff sergeant. Ernest C. Shervey, 32 of Alexandria, La., for his team. They had flown to Ngon aboard choppers and cargo airplanes and rendezvoused at the camp several days ahead of the scheduled parachute drop.

The crew had scouted the drop zone, conferred with local Special Forces and ARVN Army of the Republic of Vietnam) commanders on where and how the drop was to be made, and set up equipment for recovery of the loads.

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Helping them Was Green Beret S.Sgt. Howard F. Cranford, 25, of Charlotte, N.C., "the only Indian on the Special Forces 'A' Team," he says proudly. The Cherokee calls everybody "paleface" and yells war whoops as his jeep bounces along the rocky fields around the camp.

The combat controllers, aided by the Cherokee warrior and several CIDG volunteers, prepared for the airdrop. They hitched half-ton pallets scattered around the area to the jeep and stacked them for easy removal later.

They then looked over the airstrip where the load was to land, double-checked the positions of



**An extraction parachute pops out behind a C130 as the aircraft swoops down a few feet over the runway at Thien Ngon CIDG camp. The chute will pull cargo pallets loaded with camp supplies from the plane out without its having to land.**

the panels, and sent a radio message asking that the transport have fighter cover and that there be forward air controllers in the area to direct any necessary trikes.

The difficulty with the drop itself, of course, would be the ever-present possibility of enemy fire. That lumbering airplane—coming-in so low and slow it looks like a huge, squatting bullfrog—makes a good target. Hence the fighter escort.

The C130 Hercules would have to make one pass—one only—and drop its load, then nose up sharply and head home. Because the small camp had little heavy equipment to recover heavy loads like the ammunition, the cargo pallets would have to be dropped on the airstrip itself. The strip is 60 feet wide and 3,000 feet long—plenty of room.

But if the pallets should land in the woods? Well, that's "Charlie" country. If they landed outside the airstrip, there was a chance of smashing one of the wooden buildings that house CIDG troops and their families.

Therefore, the camp commander, the Air Force airdrop mission commander, and 834th AD planners decided on a low-altitude parachute extraction drop (LAPES). The LAPES method requires the pilot to fly down the strip just a few feet off the ground as 3 "pilot" parachutes are shot, out the rear of the plane. The canopies catch the wind and whips the cargo out and onto the ground, where, braked by the chutes the pallets slide to a quick stop,

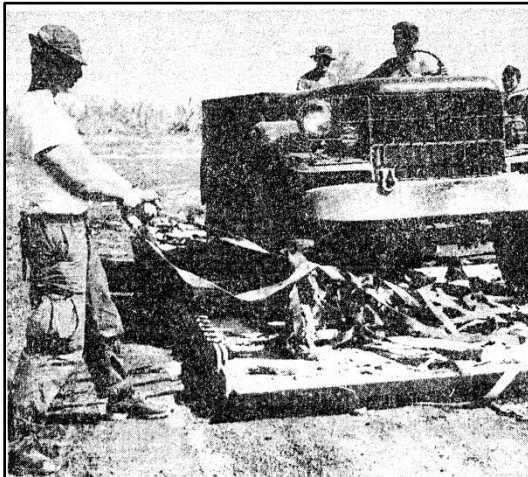
A crackling voice on the radio told King the C130 was a minute away. At the same time a pair of thundering F-100 Supersabres screamed over the camp and out into a gyre over the woods at

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an impossibly low altitude, nearly scaring the wits out of a group of friendly soldiers. But the men smiled knowingly, guessing at what any nearby enemy must be feeling.

Suddenly the "Herky", cargo transport swam out of the sun and swooped in a steep slide toward the strip. King braced and watched seriously. The other controllers shielded their eyes as the aircraft swept over the strip. Cranford whooped madly.

Then the airstrip exploded in a storm of dust. Clouds swirled up, obscuring the C130 as its four 4,050-horsepower Allison engines roared along the strip. The parachutes billowed behind the aircraft like round, green ghosts wafting through the choking dirt screen. With a thud barely audible above the engines, three of pallets shoved out the yawning rear and skated to a dust-capped halt in dead-center of the airstrip.



**Air Force cargo men and Special Forces troops secure the riggings and stack pallet from a recent supply drop at the camp. The pallets are stacked for pickup later and return to the supply base.**

Overhead a lone O1E Bird Dog FAC circled once in tacit salute to the success, then was gone. Cranford let out a howl and the controllers rushed to retrieve the welcome supplies.

Army Capt. Jerry R. Winchester, Sullivan, III., commander of the Special Forces team at Thien Ngon, said, the camp strike force's mission at Thien Ngon includes border surveillance and frequent reconnaissance patrols to find out what the enemy is doing and what his relative strength in the area may be.

On the first night of the September attacks, he recalled, "We took over 500 rounds of mortars and rockets. One 122-millimeter rocket came right through our team house. There were three ground attacks, between 10 p.m. and 6 a.m., and we killed about 200 enemy during two days of fighting."

Commenting on why they weren't overrun that time, and why the enemy is seldom successful in attacking such small groups in stable positions, the captain remarked, "Charlie doesn't have TAC (tactical) air, artillery or chopper support. Even though he may have, thousands of troops out there, he isn't about to commit them to a full-scale surge where Air Force fighters can catch them in force.

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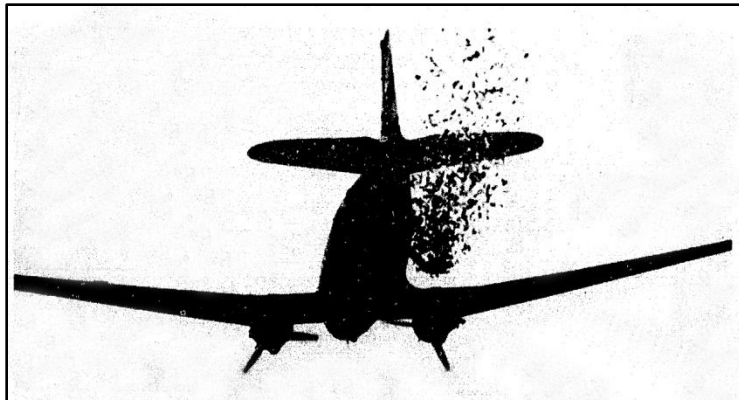
"You could take 1,000 men and assault this camp and you wouldn't stand a chance. Just get a couple of "Spookies" (the AC-47 gunship) up there and they alone can wipe out a whole battalion .

On September 27th a Spooky came on station and hosed down the area. I will truly say that Spooky saved our skins that night," Winchester added.

The Green Beret commander praised the airdrops saying he would be hard-put to get supplies without them. "I hope those riggers and aircrews at Cam Rahn Bay Air Base (Where the transports depart) know how much good they're doing us." He said.

**Fliers Get the Word to Charlie...Drop Leaflets, Not Bombs** (*Pacific Stars & Stripes, Thursday, April 29, 1971*)

**PHAN RANG AB, Vietnam (Special)**—There are Air Force pilots flying daily missions over South Vietnam who do not kill a single enemy soldier or blow up a single bunker. They bombard the enemy with leaflets instead of bombs and tape recorded messages instead of cannon fire.



**A batch of Chieu Hoi leaflets drops from a C47 Skytrain. Billions of such leaflets have been dropped since the beginning of the Vietnam War urging Reds to defect.**

Col. Roy A. Gill.

PSYOP is an ever expanding program. It started with the beginning of the Vietnam conflict and has grown until now it encompasses the entire Republic.

When flying a PSYOP mission, the C47 or O2 aircraft circles over a target pinpointed by intelligence sources, either dropping "Chieu Hoi" leaflets or playing tape recordings.

Billions of leaflets have fluttered down upon enemy forces in South Vietnam with the 9<sup>th</sup>

They fly the venerable C47 Skytrain and the small O2 Super Skymaster instead of expensive, sophisticated bombers. They are flying the psychological operation (PSYOP) missions that urge the enemy to rally to the side of the Government of the Republic of Vietnam.

The aircrews performing the PSYOP mission in Military Region II are members of the 9<sup>th</sup> Special Operations Sq. commanded by Lt.



Side 1 of a safe conduct pass found on the West perimeter. Craig Lord: "Commonly known as a Chu Hoi pass to the VNs. Often dropped from C-47s or other AC in VC infested areas. In 68 a bunch flew out the door and landed on PR perimeter. (I tried to surrender to my own guys-grin). We just went off to the Snake Pit and had some 10 cent Black Label beer."

Added by Carl Adams.



Side 2 of a safe conduct pass found on the West perimeter.

Added by Carl Adams.

SOS dropping a large portion of them. The leaflets carry instructions on how to rally to the side of the Republic of Vietnam government. They promise good food and care, medical attention if

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required, and the promise of a bright future as a citizen of a stable government. Other messages carry the promise of vocational training and amnesty.

The subjects of the taped messages vary from asking the people to stop paying Viet Cong extortion money to foreboding omens about the consequences of death far away from home. Other tapes may include the voices of friends or relatives that have rallied to the government, completed the first phase of the Chieu Hoi program and become Hoi Chanh.



The Hoi Chanh may make a tape and ask his friends or relatives to give up and join him in his new life with the government. When this is done, the tape will be played over the area where the person's relatives or his friends are located, so they can hear of his pleasant

experiences since being united with the South Vietnamese government.

In total, thousands of hours of recorded messages have been broadcast since the beginning of the PSYOP campaign in South Vietnam. The Chieu Hoi program got in full operation in March 1963 and more than 180,000 enemy have rallied to the side of the Government of the Republic of Vietnam since then, The 9th SOS airborne PSYOP efforts of leaflets and recordings are credited with a significant contribution to the success of this program.

Since the results of the 'PSYOP missions are usually intangible, they often go unnoticed. When a person rallies to the government it is normally very difficult to determine exactly what has caused his change of mind. Some possible causes are fear, hunger, fatigue, disillusionment and wanting to be near his family.

A look at the role of the 9th PSYOPs in Vietnam is not complete unless the Quick Reaction Program is included. The program itself is an immediate and sometimes urgent request from ground forces requesting airborne assistance "to spread the word." The Phan Rang AB aircraft perform the quick reaction mission by dropping special leaflets or playing special recordings directly to the enemy via their ground-to-air-to-ground "early word" capability.

The targets of the Quick Reaction Program are varied and include enemy troops in contact with friendly troops, often with air strikes in progress, and warning to local populace or Montagnard tribes who support or harbor the enemy. The messages are usually of the Chieu

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Hoi theme where one or two Viet Cong or VC sympathizers have rallied to the Government forces and they appeal to their friends to do the same. They also warn villages of impending air strikes against enemy fortifications in the area to minimize injury to innocent civilians. There is always at least one spare aircraft standing by for the Quick Reaction mission, in addition to the aircraft engaged in scheduled missions.

One pilot of the 9th SOS explains his feelings. "I wonder at times if all the hours in the air are really worth it, but when I hear that an enemy has rallied to the government, it positively answers my doubts and gives me a big lift."

The overall effectiveness of the program may never be fully realized or known. It is fact, however, that thousands of enemy forces have grown tired of living in the wilderness and have rallied. Most have completed the training courses and are now living as productive members of the South Vietnamese society.

### Authors in our Midst



**Rob Morris**

Click [here](#) to see all of his published books that are available on Amazon.

*Untold Valor: Forgotten Stories of American Bomber Crewmen in Europe in World War Two* (Potomac, 2006)

*Combat Bombardier: Memoirs of Two Combat Tours Over Europe in World War Two* (with Leonard Herman) (Xlibris, 2007)

*Wild Blue Yonder and Beyond: The 95th Bomb Group in War and Peace* (Potomac, 2012)

*Untold Valor: The Second World War in the Pacific* (Fonthill, 2014)

*The Civil War Chronicles* (Instinctive UK, 2013)

*Presidents of the USA* (Instinctive UK, 2013)

#### Not shown on Amazon but also his:

*501 Jazz Greats* (Barrons UK) (Contributing Writer)

*The Battle of Gettysburg* (Instinctive UK)

#### Magazine articles in:

*World War Two History Magazine*

*Dispatches*

#### Upcoming publications:

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**Marinell: The Story of a P-51 and the People Who Knew Her**  
**Dancing Through History: The Football Life of Ron McDole** (ghost-writer)  
**The Spooky Gunship Story**



Mike Trahan, "**The Gift Part Two - The Air Force Years**", featuring the Spooky Cover, is now available on Amazon.com in Paperback and Kindle. It contains a personal account of our mission out of Nha Trang and Phan Rang during the last nine months of USAF AC-47 operations in Vietnam.



Click [here](#) to buy.

<p>By Steve Janke...<a href="#">click to buy book</a></p>	<p>By Robert Chappellear...<a href="#">click to buy</a></p>	<p>By Jack Anderson...<a href="#">click to buy book</a></p>	<p>By Vic Markle...<a href="#">click to buy book</a></p>

**The 2014 "Happy Valley" Phan Rang AB Reunion**

**The 2014 "Happy Valley" Phan Rang AB Reunion**

**Where: DoubleTree by Hilton, Reid Park, 445 S. Alvernon Way, Tucson AZ**

**When: October 9-11**

**Single/Double rate \$99**



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**Banquet 11 October in the Bonsai Room**



**You may now make your hotel reservations for the reunion. Click on the Double Tree logo above and it will take you to the Phan Rang AB Reunion Web Site. Please make your reservations early which will help us greatly in the planning process and also to insure that everyone that wants to attend gets the reunion rate. This is a smaller hotel than the previous year, so we have to watch it very carefully. Remember if circumstances prevent you from attending you can always cancel within 24 hours of your check-in date. If you have any questions or concerns please do not hesitate to contact [me](#).**

**Articles and graphics are compiled by Douglas Severt from many sources. Most of the pictures are from the 'Happy Valley' Phan Rang AB Facebook group, posted by members of that group.**