

**“Happy Valley” Phan Rang AB, Vietnam**  
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Phan Rang News No. 48

**“Stories worth telling”**

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**Red Cross Girl in Vietnam Swings** (*Pacific Stars & Stripes, Tuesday, Nov. 23, 1967*)

**PHAN RANG, Vietnam (01)** —A young woman on the staff of the Red Cross Recreation Center at Phan Rang AB made a "smashing" debut by throwing an airman, who outweighed her more than 60 pounds, seven times.

Miss Pat Rowan accomplished this feat during a judo exhibit at the center. The attractive blonde said the airmen at the exhibit "were scared to death. I was probably going to kill myself."

Actually, they needn't have worried. Pat studied judo for one semester as a senior at Texas Christian University, from which she graduated last spring with a degree in sociology and psychology.

She arrived in Vietnam less than a month ago. Her reason for coming: "concern for the men over here . . . duty and patriotism. I just want to do my share."

Pat, who stands 5-foot-6 was demonstrating general throwing techniques and ways in which women can ward off assailants.

The airman she threw across her hip holds a third degree black belt in judo.

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**DAYS AND NIGHTS  
IN VIETNAM**

BY

Spec. 4 Doc Sherwood  
C Co. 2nd 8th Cav.  
1st Air Cav. Div. (AM)

*(Pacific Stars & Stripes,  
Tuesday, Nov. 23, 1967)*

Up at the break of dawn  
Preparing for the day  
Counting them off, one by one  
Soon I'll be on my way.  
Thinking of the days behind  
Being very lucky at that  
Knowing when I leave this place  
I'll be home, to hang my hat,  
It's been a long' time  
In this weary land  
Knowing that I've  
Had a helping hand.  
With the help of others  
I made my way  
Through another  
Long and dreary day.  
But now as the 'day  
Slowly comes to a end  
In my position  
This I must defend.  
It is night  
And very, very dark  
In the far away valleys  
Weapons will soon bark.  
At this time  
Charlie likes the best  
When most GI's  
Like to take a rest  
But in this land  
You never rest  
Cause Charlie is willing  
To put us through the test.  
He is out there  
We very well know  
And soon he will  
Start his show.  
In the following minutes  
He starts the fire  
Hoping that he  
Will be the one to tire.  
In the hours to follow  
It will break clay  
Knowing after tonight  
You won't be so gay.  
In your eyes  
Form many tears  
A friend that you've known  
For many years.  
For in every war  
Men must die  
And it's not shameful  
For a man to cry.  
But knowing next week  
You'll be getting over that  
Cause "Home Sweet Home"  
You'll hang your hat!

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**Troops in Vietnam Tough Mentally, Too** (*Pacific Stars & Stripes, Wednesday, Dec. 13, 1967*)

SAN ANTONIO, Tex. (AP)— American fighting men in Vietnam are more resilient emotionally and mentally than soldiers of earlier generations, says an Army psychiatrist.

Lt. Col. Edwin T. Cooke, a psychiatrist at, Brooke Army Medical Center, said only 3 per cent of the medical evacuees from Vietnam are psychiatric casualties. The figure for World War II was 23 per cent and 11 per cent for the Korean War, he said.

The American soldier today, said Cooke, "is better able to withstand the stress" than earlier generations.

A set limit to the length of a combat tour of duty and the rapid and expert handling of the wounded has given the modern warrior a higher morale, also, Cooke said.

The Vietnam combat tour is limited to 12 months, he said, and it has helped to cut down disciplinary problems, mental illness and casualties.

Morale is also boosted when soldiers realize that the wounded are rapidly cared for, he said.

"What he's interested in is a very narrow perspective — whether he'll live or die," said Cooke.

The effect of learning about the anti-war feelings back home, the colonel said, is often anger. It "makes him mad and strengthens his resolve," he said.

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**Sudden Death On the Point** (*Pacific Stars & Stripes, Wednesday, Dec. 13, 1967*)

**BAN BLECH, Vietnam (10)** — Pfc. John Quintero, of El Paso, Tex., a member of C Co., 1/22 Inf., was walking point at the head of a reinforced squad, when they came to a small blind bend in the trail they had been following.

He peered cautiously around the turn and came face to face with a very startled communist, not more than four feet away.

"He looked just as surprised as I was," said Quintero. "We just stood there and looked at each other for what seemed an hour, then we both started to move."

Both Quintero and the enemy (who carried an AK-47), had their weapons in firing position. "It was just a question of who was faster on the trigger,"

Quintero said. "Luckily, I was."

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Quintero was awarded the AK47 for his action.

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**Rescue Route Goes 500 Feet Over VC** (*Pacific Stars & Stripes, Wednesday, Dec. 13, 1967*)

**PHAN RANG**, Vietnam (O1) - In an emergency, you can't always follow the book," said 1st Lt. William T. Little, 25, a pilot with the 311<sup>th</sup> Air Commando Sq. at Phan Rang AB.

Little abandoned the book in an attempt to save two Marines' lives at the risk of his and his crew's lives.

The 311<sup>th</sup> flies daily supply missions out of Da Nang Air Base, northernmost air base in South Vietnam. Little was flying his C-123 Provider on missions throughout I Corps from Da 'Nang when he received an emergency request for a medical evacuation of 34 Marines from Dong Ha.

Piloting the C-123K, the jet equipped version of the Provider cargo aircraft flown by the air commandos, he flew to Dong Ha where he was told two of the Marines had serious head and chest wounds. They would have to be flown to the Marine hospital at Phu Bai, the nearest medical facility available.

Because of the seriously wounded Leathernecks, Little flew to Phu Bai at 500 feet to avoid a pressure change.

Shortly after becoming airborne, the medics told Little they would have to get to Phu Bai immediately. The man with head wounds was going into convulsions.

Little turned the aircraft toward land and a direct course to Phu Bai—over enemy troop concentrations.

"Before heading over land, turned on the jets, just in case we should take groundfire and lose an engine," he recalled.

The new approach took them over a known Viet Cong area. Nine miles from Phu Bai, the VC fired about 30 rounds from automatic weapons at the Provider. No one aboard was hit, but three rounds ripped through the C-123, severing the actuating rod to the left aileron. Little had his hands full,

"I couldn't turn left to make the final approach," he said. The only thing I could do was try to skid the plane into turn with the rudder." A couple of times it felt like I was losing complete control.

"I wouldn't want to find out for sure, but I think those jets saved us.

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"We had to fight the controls all the way, but we made it in.

Nobody except the crew was aware of what was going on," the lieutenant concluded.

(What a great story! Articles like this make spending the time to do this newsletter worthwhile. I would have liked it if they went into more detail, but I guess I can fill in the blanks, but after such heroic effort I would like to know if the Marine survived and if he did, was he ever informed of the heroic efforts of the young Lt. and crew of that C-123K? After reading Robert Chappelle's book "Tales of Phan Rang" I'm more aware of the heroic efforts of our aircrews.)

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**Brigade Shifted in Half a Day** (*Pacific Stars & Stripes, Saturday, Feb., 4, 1967*)

**SAIGON** (7th AF) — Air Force C-130 Hercules airlifted more than 670 tons of equipment and more than 2,000 paratroopers, members of the 1st Brigade, 101st Airborne Div.'s "Screaming Eagles," from Kontum to Phan Rang AB recently.

This 834th Air Div. airlift was completed 13 ½ hours ahead of schedule.

Brig. Gen. William G. Moore Jr., 46, of Stockton, Cal., 834th Air Div. commander, flew aboard the aircraft and personally supervised the airlift.

"The move of the 101st from Tuy Hoa to Kontum and subsequently to Phan Rang, both completed in record time, demonstrated the fine team work which exists between air and ground forces in Vietnam," the general stated.

The airlift began at 4:45 a.m. Jan. 21 as the first C-130 took off from Tan Son Nhut AB. It ended shortly after 4 a.m. Jan. 22, when the last aircraft left Kontum for Phan Rang.

Cargo consisted of jeeps, trucks, artillery pieces, ammunition and petroleum. Equipment was brought to the field and loaded on pallets in a joint effort by Air Force and Army personnel.

The Air Force Aerial Port commander in Vietnam, Col. J. B. Thomas, 45, of Pearsall, Tex., said, "Those 'Screaming Eagles' really know how to move. They are always well prepared—their cargo on pallets and their rolling stock all marshaled, ready to go."

The colonel singled out Maj. John W. Gilboux and Capt. Joseph Costa, 1st Brigade mobility officers, saying they give real meaning to the word airborne.

On hand to welcome the 101st to Phan Rang was Brig. Gen. Willard Pearson, brigade commander, and Maj. Kha Van Huy, Ninh Thuan Province chief.

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Air Force Lt. Col. Joe W. Kennedy, 45, of Klamath Falls, Ore., mission commander for the airlift, said the move had been slated to take 36 hours. The early mission completion was attributed to several things.

"We've worked with the 101st many times before. We understand their problems and they understand ours. We get along real well together," said Kennedy.

Eight aircraft flew in three 8-hour shifts on the 50-minute flight. Phan Rang is 200 miles south-southeast of Kontum on the shore of the South China Sea.

The C-130s, from units of the 315th Air Div. headquartered at Tachikawa AB, Japan, are under the control of the 834th Air Div. while operating in Vietnam.

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**Phan Rang Unit Wins Fifth Air Force OUA** (*Seventh Air Force News, November 6, 1968*)

**PHAN RANG** — Maintaining full combat airlift capability while making a unit move from Tan Son Nhut AB to Phan Rang AB under the handicap of manning shortages earned the 315th Special Operations Wing its latest Air Force Outstanding Unit Award.

This is the fifth time the 315th has received this award.

Air Force Maj. Gen. Burl W. McLaughlin, commander, 834th Air Division, Tan Son Nhut, presented the award recently in flightline ceremonies, attaching the OUA streamer to the wing's guidon.

The citation accompanying the award read: "The 315th Air Commando Wing (recently redesignated Special Operations Wing) distinguished itself by outstanding achievement while engaged in tactical airlift operations in the Republic of Vietnam from June 10, 1967 to Dec. 31, 1967.

"During this period, officers and men of the 315th consistently displayed outstanding perseverance and dedication in overcoming the seemingly insurmountable obstacles associated with a major unit move.

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**‘My Life Depends on Them,’ Says Not of Munitions Men** (*Seventh Air Force News, November 4, 1968*)

**PHAN RANG** — "Every time I step into that cockpit, my life depends on those people. Without them, our job couldn't be done," exclaimed Maj. Donald O. Neary, Aurora, Colo., a pilot with the 120th Tactical Fighter Squadron.



He is speaking of the 435th Munitions Maintenance Squadron.

The men of this squadron are the vital link between the crated ordnance that arrive at Phan Rang AB and the bombs on the wings of Phan Rang's F-100 Supersabres and B-57 Canberras.

From crate to wing, the operation has three phases, the ammunition storage operation of uncrating and handling, the transport to an isolated staging area where bombs and ammunition await the final process, and then the delivery.

In the first operation, bombs and fuses are uncrated, 20mm, 7.62mm, and .50 caliber cannon shells are "broken down" into ammo cans, and all are inspected.

In the second operation, the bombs are trucked to a staging point. At this isolated spot about two miles from the flight line, the ordnance is held awaiting use. In this reveted area, the cargo is safe from attack and far enough from vital areas to create no hazard.

When the ammo is needed for the daily missions of 35th Tactical Fighter Wing aircraft, the trucks move to the flight line. There the final step of unloading takes place. The bombs, 250 to 750 pounds in weight, are picked off the truck bed by heavy cranes and placed on wooden platforms, awaiting up-loading by the fighter squadron load crews.

The 20mm, .50 caliber and 7.62mm cannon shells are taken from their crates and all cardboard required for safety in shipping is pulled out, then the huge belts or "chains" of ammo are linked and fed into magazines, waiting to be uploaded onto the F-100s and B57s of the sprawling 35th Tactical Fighter Wing.

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A simple process? Hardly! It is a vital, precision job. The way in which it is performed stands as a tribute to the officers and men of the 435th Munitions Maintenance, Squadron.

**Men of the 435<sup>TH</sup> Munitions Maintenance Squadron**



	John	Bradley
	William	Gentry
A1C	Tom	Klopp
A1C	Dan	Lemley
	Floyd	Forsman
MSgt		Glass
	Dennis	Larsen
	Lowell	Miura
	Richard	Vining
A1C	John R.	Anderson Jr.
Sgt	Robert	<u>Baczek</u>
TSgt	Robert S.	Beck
A1C	Robert L. Jr.	Bennett
	Charlie	Berry
Sgt	John D.	Bethea
Sgt	Jerry	Boling
	Art	Braden
A2C	Willis D.	Breeden
MSgt	Richard M.	Bright
SSgt	William E. L.	Bunn
MSgt	Jesse T.	Carrington
TSgt	Jimmie C.	Catterton
A3C	Glen L.	Childers
A1C	Homer J.	Chisholm
SSgt	Allen	Chuck
SSgt	Garry	Davidson
A2C	Robert A.	Dawson
SSgt	Barzielee	Drewry
SSgt	David R.	Duba
SSgt	Devine, S.	Duwayne



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TSgt	Thomas R.	Elwood
Sgt	Gael D.	Epp
A1C	Marion J.	Eslick
TSgt	John F.	Esquibel
Sgt	Robert C.	Fletcher
Sgt	Raymond H.	Fuller
TSgt	Charlie E.	Gifford Jr.
A1C	John P.	Graper
SSgt	William E	Griffin
TSgt	Willie L.	Griggs
MSgt	Charles E.	Haskins
A2C	James H.	Healy
A1C	Logan	Henderson
	John	Hennigar
A2C	Del W.	Henry
A1C	Richard A.	Hillenbrand
A2C	Jimmy	Holloway
A1C	Burce J.	Hoskins
SSgt	Shadrack	Howard
TSgt	Wilson B.	Hughes
Sgt	Fermoyle, L.	James
SSgt	Charles (Chuck)	Johnson
A2C	Vernon A.	Johnson Jr.
A1C	Carlos	Kellel, W. Jr.
	Tom	Kimbrough
	Tony	Kozumplik
A2C	Gerhard A.	Kruckberg
Sgt	Leo L.	Lambert Jr.
A1C	Robert L.	Landis
MSgt	Russell M.	Landry
A2C	Kenneth M.	Laster
MSgt	Alvin L.	Lawter
TSgt	Delbert	Lee
MSgt	Dalenger, K.	Maley
SSgt	David	Marshal
SSgt	John W.	Matthews
Sgt	Phillip M.	McCrae
A2C	Keven	McQuade
A1C	Collins	Michael
SSgt	James H.	Michel
MSgt	Roy L.	Mullinax
TSgt	Phillip G.	Nalley
Sgt	Pierce A.	Newton
A1C	Timothy D.	Nicholson
Amn		Obrien

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A1C	Kenneth N.	Olson
A1C	Charles A.	Onstott
A1C	William C.	Outler
A3C	Steve	Painter
SSgt	Millard R.	Parker
A1C	Haselhacher	Peter
	Keith	Peters
SSgt	Kenneth C.	Pielhop
A1C	Steve	Pilatich
SSgt	Edward J.	Radiker
A3C	Timothy D.	Ramsey
A1C	Hans	Rasmussen
TSgt	Duane L.	Rawson
SSgt	Raymond D.	Riggs
A1C	Terry M.	Riley
A1C	Michael	Roylance
MSgt	Joseph F.	Ruscetta
A2C	Robert R.	Ryan
A2C	David L.	Sanders
TSgt	John V.	Sayago
TSgt	Joseph A.	Sayago
	Humberto Andres	Serna
	Mark	Sellars
	Rick	Sigman
A2C	Johnnie W.	Snelson
SSgt	George R.	Stowe
Sgt	William F.	Suhr
TSgt	Don P.	Taulli
A2C	Joseph F.	Taylor
SSgt	Willis R.	Taylor
TSgt	Frederick W.	Von Kutzloben
A1C	Rex	Ward
MSgt	William T.	Weatherington
Sgt	James P.	Wellman
SSgt	William F.	Whitaker
A1C	Theodore	Wink, C.
A1C	Hans-Georg F.	Wurfel
TSgt	W. N.	Youngquist Jr.
Sgt	Ken	Miller
Sgt	Michael	Mulcahey
A1C	Steve	Russ
A1C	Edward	Sponenburg
Sgt	David	McGaughey
Sgt	Lou	Cook
Sgt	David	Knighton

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Sgt	Larry	Cormier
A1C	Michael	Reed

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**Webb Graduates 53 Pilots Saturday** (*Big Spring (Texas) Herald, Sunday, May 10, 1970*)

Student pilots of undergraduate pilot training Class 70-07 at Webb AFB, culminated weeks of intensive pilot training Saturday morning when class members received their silver Air Force wings and certificates of aeronautical rating in ceremonies held on the flight line.

Included in the graduating class, which numbers 53 members, are 44 Air Force officers, three Air National Guardsmen, two Marines, three Danish officers and one Iranian officer.

At the class Dining-in held last night at the Officers Open Mess, eight members of the class were cited for special achievement.

Receiving the Academic Award was 2nd Lt. Mark E. Shaffer, and the Flying Training Award was presented to 2nd Lt. Robert S. Frank. The Leadership Award was won by 2nd Lt. Douglas R. Munday, and the Air Training Command Commander's Trophy was presented to 2nd Lt. Robert S. Spiegel. Receiving the Special Flying Training Award was Air Cadet Peter B. Kristense, of the Royal Danish Air Force. Other Outstanding officer graduates were Second Lieutenants Richard L. Fechter, Royce O. Fuqua and Frank G. Cooper.

According to Major Paul Adams, T-38 Talon class commander, the class "Worked very hard to attain proficiency and knowledge in flying, both in the sky and in the classroom." Major Adams replaced Captain William Dunivant as class commander. Captain Dunivant left here April 1 to attend the squadron officers school at Maxwell AFB, Ala. Guiding the class through the Cessna T-37 trainer phase was Captain Richard Cassell.

Members of the graduating class, their aircraft, major commend and base assignment follow:

Captains Anthony W. Holcomb, C-124 Globemaster, ANG; Dole W. VanTilborg B-52 Strotofortress, SAC, Carswell AFB, First Lieutenants Harold M. Hobart Jr. A1E Skyraidsr, PACAF, Nakhon Phanom RTAFB, Thailand; Robert W. Roulston, C-130 Hercules, TAC, Clark AB, R.P.; Second Lieutenants Earl J. Seller, pilot instructor training (PIT), ATC, Webb AFB; Lawrence R. Blonchard, C-141 Stalifter, MAC, McChord AFB, Wash.; David L. Bowden, KC-135, SAC, Westover AFB, Mass.; John F. Bridges III, C-141, MAC, McGuire AFB, N.J.; William T. Burchfiel, KC-135, SAC, Westover; Thomas F. Cocks, ANG; Robert A. Conlee, C-141, MAC, Dover AFB, Del.

And Frank G. Cooper, PIT ATC, Reese AFB; William C. Cumming, KC-135, SAC, Pittsburgh AFB, N.Y.; Stephen R. Darnier, F-102 Delta Dagger ADC Perrin AFB; David M. Davis, C-141, MAC,

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McGuire; Samuel G. deGeneres, PIT, ATC, Laughlin AFB; Paul Dibiccari, C141, MAC. McGuire; George D. Echols C-141, MAC, Norton AFB, Calif.; Ben D Everett, C-141, MAC, McGuire; Richard L. Fechter, F-100 Super Sabre, ANG; Jack M. Flege, C-130, TAC, Langley AFB, Va. Robert S. Frank, F-4 Phantom TAC Davis-Morthan AFB, Ariz.; Royce O Fuqua, F-4, USMC; John Grassio, EC-121 Constellation , Thailand; Julius L. Gresham Jr., PIT, ATC, Moody AFB, Ga.

Also **Frank M. Hallemann**, C-123 Provider, PACAF, Phan Rang AB Vietnam; Terry M. Herndon, C-123 PACAF, Bien Hoc AB, Vietnam; Michael A. Kalish, T-29 Flying Classromm, ADC, Peterson Field, Colo.; Harold E. Keistler, F-101 Voodoo, ADC, Grand Forks, N.D.; Glen A. Knable, C-7A Caribou, PACAF, Cam Rahn Bay, Vietnam; Richard A. LaVallee, KC-13S, SAC, McCoy AFB, Fla.; John B. Lee, C-141, MAC, Travis AFB, Calif.; Henry C. Locklar III, PIT, ATC, Keesler AFB, Miss.; Dean T. McShane, C-130, PACAF, Taiwan; Douglas R. Munday, PIT, ATC, Webb; John A. Pence, KC-135, SAC, Robbins AFB, Ga.; Leon E. Perrow, B-52, SAC, Loring AFB, Maine; **James G. Phillips**, C-123, PACAF, Phan Rang; Frank Pickort C-7A, PACAF, Cam Rahn Bay; George M. Pierson, PIT, ATC, Columbus AFB, Miss.; David Printy, KC-135, SAC, Wurtsmith AFB, MICH.

And **Charles N. Sandwich**, C-123, PACAF, Phan Rang; Francis X. Schuler, KC-135, SAC, McCoy; Mark E. Shaffer F-4 USMC, Yuma, Ariz.; Robert S. Spiegel, F-4, TAC, Davis-Monthan; Gregory W. Sutton, PIT, ATC, Craig AFB, Ala.; Eric G. Thompson, B-52, SAC, Robbins; Andrew A. Turlington, PIT, ATC, Peterson Field; Joseph N. Williamson III, C-130, TAC, Pope AFB, N.C.; A-C Ghafour Jeddi Ardabili MAP, Iran; A-C Peter B Kristensen MAP, Denmark; A-C Carsten W. Nielsen, MAP, Denmark, and A-C Leo Skifford, MAP, Denmark.

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On the road to Tucson!

