Phan Rang AB News No. 60 **“Stories worth telling”**

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CROWNE PLAZA
HOTELS & RESORTS

Crowne Plaza Charleston Airport - conv. Ctr., 4831 Tanger Outlet Boulevard North Charleston, South Carolina 29418.

Here's what you need to know about the reunion	
Cost: $124.00 per room, per day. Includes 2 full breakfast buffets. Rooms will be available at the group rate three days prior to event and three days following event based upon availability.	**Cancellation policy**: You may cancel any time prior to 24 hours prior to 4 p.m. arrival without any penalties. If you cancel less than 24 hours prior to 4 p.m. arrival, the individual may be subject to pay the hotel a cancellation fee equal to the first nights room and tax.
Internet: Complimentary high speed internet in lobby, meeting areas and sleeping rooms.	**Guarantee & Billing:** Guests are responsible for paying all reserved accommodations and incidentals.
Check-in time: 4:00 p.m.	**Check-out time**: 11:00 a.m.
Rooms: *The hotel will offer a mix of king, double queen and handicap accessible rooms based upon availability.*	**Parking:** Complimentary parking and airport shuttle.
Banquet: We are still in the planning stages, but it will be somewhere in the ballpark of $55 for 3 entrees and $48 for 2.	**Tours:** We will have a base tour and probably a downtown tour, but this is also still in the planning stages and once they are finalized I will let everyone know.

Click here to make your reservations

Make plans now to join us in Charleston, 9-11 October 2015.

Phan Rang AB Organization Profile

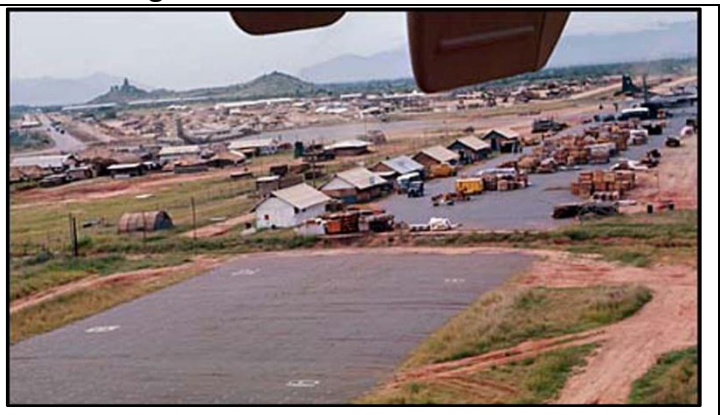
Det 8, 14th APS

The people of Det. 8, 14th Aerial Port Squadron

Det. 8. 14th Aerial Port Sq.
The detachment was formed to provide combat airlift services at Phan Rang AB, Vietnam and was part of the 14th Aerial Port Squadron headquartered at Cam Rahn Bay Air Base.

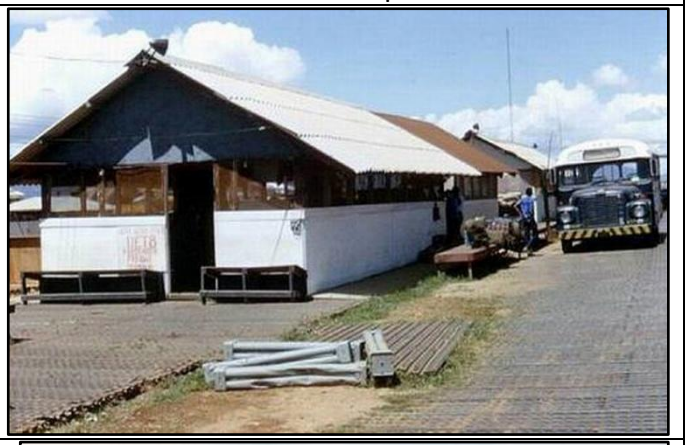
Aerial port organizations in Vietnam included the 2nd Aerial Port Group (Tan Son Nhut), 8th Aerial Port Squadron, Tan Son Nhut (16 detachments), 14th Aerial Port Squadron, Cam Rahn AB (13 detachments) and 15th Aerial Port Squadron, Da Nang AB (14 detachments.

Detachments were located at various points where airlift activity warranted continuous but less extensive aerial port services. Aerial port personnel loaded unloaded and stored cargo and processed passengers at each location. The main difference between a detachment and the major aerial ports is the detachments did not provide all of the services such as fleet service and did not have the personnel or facilities to handle large volumes of cargo that would have been required of a major port. The basic command structure of a detachment and a major aerial port are very similar.



Aerial view of Buuson Aerial Port operations with Army 62nd Engineering Battalion are in background. Road leading out to main gate, then past the 'Strip' and ancient Cham temple. I can only remember four buildings lining the PSP ramp and cargo staging area. The first small building with the Load Planning and Records Section, then the next was Traffic Control and ALCE, then the Passenger Terminal and the last being the Freight office. I can’t forget the small two holer that was located behind the complex.

The Buuson Passenger Terminal. Photo courteously of Ken Levy.



A C-7 Caribou aircraft on the PSP (Pierced Steel Planking) ramp in front of the Aerial Port on the Buuson side of the base. The berms of the ammo dump can be seen in the background. This ammo dump was just used to store ammo that was originating, terminating or in-transit by air. The facility continued to be used for ‘hot spot’ loading of aircraft after the aerial port moved to the main part of the base. Photo

courteously of Ken Levy.	
A familiar sight on the Buuson side was the arrival and departure of Vietnamese commercial aircraft with the terminal located just a stone throw away from the aerial port. Photo courteously of Ken Levy.	
Most if not all of the daily freight operations occurred in the revetment area where the aircraft (C-123s) were parked. The freight was hauled back and forth between the port area and the revetments on 40-ft flatbed trailers. The morning loads were placed aboard the aircrat using duty loadmasters. The only exception to that for Phan Rang based aircraft would be if they had explosives, and then they would have to taxi to the Buuson area to be on or off loaded. Photo by Doug Severt.	
The aircraft parking ramp on the Buuson side which was used for all transiting aircraft and later continued to be used as a ‘hot spot’ for loading or off loading explosives. Early on the only method we had to load aircraft was the 10K AT forklift. The tines had sleeves with rollers on them to make it easier to move the 463L pallets on and off the forklift tines.	

Cargo operation on the Buuson side using 10K forklifts and a 25K aircraft loader which had the capability of holding 4-463L aluminum pallets. These pallets were widely used in Vietnam for much more than holding cargo.	
This picture is the cargo staging and cargo processing area on the Buuson side. We did not have any inside storage. I’ve included the picture to give you some idea of how far away we were from the main part of the base. The control tower can be seen just to the right of the conex and the smoke is probably coming from burning trash at the ammo dump. A C-123 can also be seen taxing and making a right turn into the revetment area.	

Here’s a good use for a 463L pallet...and it was probably returned to service after use. They also made excellent walls and roofs for hooches and a very popular use was as a roof, with more sand bags on top, over a sand bagged structure. In this picture you see two master chiefs from the aerial port cooking with a guy from Transiet Alert being a helper. Photo by Doug Severt.

An airman looks for the perfect piece. It looks like the menu consisted of chicken and steaks. This cookout was in the old Buuson area. Photo by Doug Severt

It must have been sometime in early 1968 that the aerial port moved to its new facilities on the west ramp. The picture contains the entire port complex with the modern air-conditioned Passenger terminal to the right and the two story building in the middle contained the OL (Operating Location) 834th Air Division, Airlift Control Element (ALCE) operation and the lower floor was the port commander, orderly room, port offices and in the very front was the Traffic Control Section. The building on the left was the Air Freight Terminal. Photo

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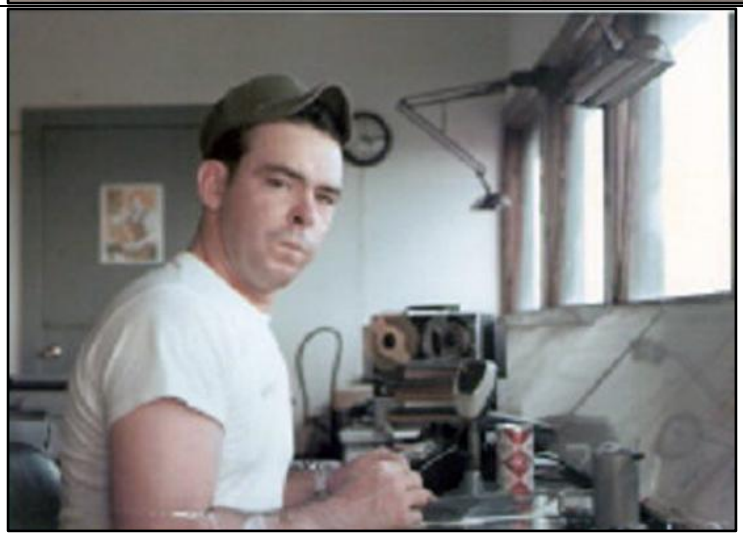
by Ken Levy.

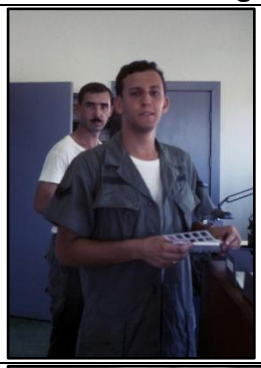
Here’s an aerial view from the rear of the aerial port complex with a new concrete ‘MAC’ ramp. With the addition of the ‘MAC’ ramp the terminating ‘Bookie Birds’ would taxi over to our ramp for off loading, often with engines running, and then return to the revetments on the other side of the base.

This C-123 is making the turn off the taxiway onto the ‘MAC’ ramp to be off-loaded by aerial port personnel. Photo by Doug Severt.

Sgt Kenneth Rowsey in the Traffic Control/Load Planning section. Traffic Control was the key focal point for the coordination and movement of all cargo, including mail, and passengers in the Aerial Port. The port enjoyed a no delay rate for a year and a manifest efficiency rating that was number 1 in all of the detachments for 5 months during 1968; all through the professionalism and dedication of a team of dedicated airmen.



A1C Kenneth Levy a key load planner and innovator during his tour of duty at Phan Rang. Kenneth devised and build boards to accurately keep track of the cargo inventory plus he was one excellent dedicated airmen.



Douglas Severt (right) at the Traffic Control desk in the Airlift Control Element control center, which was located on the second floor above the Load Planning office. Our office was responsible for managing cargo and passenger levels and if currently scheduled airlift wasn't sufficient, it was our responsibility to coordinate with the 834th Air Division at Tan Son Nhut to add addition airlift. The ALCE and Aerial Port worked closely together.

MEN OF DET. 8, 14TH AERIAL PORT SQUADRON

Robert Bruce Adams	Paul Beaudeaux	Charles Bradshaw
Paul L. Browning Jr.	James Erixson	Robert S. Foust
Charles Grose	Mike Hood	Hauptman
Don Howard	David E. Keys	James Kissimatakis
Mike Kochanowsky	David P. Kravitz	Stan Lack
Littlefield	Pete Llarinas	Teddy Lowe
Donald Maggard	Al Maletta	McClure
James R. McDaniel	Jerry R. McMahen	Hector Merced-Pntanez
Jerry Miller	Alfred Nash	Chuck Olson
Donald Owens	Archie T. Pinkley	Robert Pippen
Rhodes	Billy S. Rimes	Ernest Riveria
Kenneth Rowsey	Craig Sanford	Douglas I. Severt
Shank	Smaron	Douglas Springsteel
Jack Staff	Starr	Bobby Steward
Terry Streater	Glynn Sullivan	Sutton
Ken Levy	...and many more.	

Dragons Boost Viet AF *(Pacific Stars & Stripes, Monday, Nov. 15, 1971)*

TAN SON NHUT AB. Vietnam (Special) — Twintailed Black Dragons have replaced the Shadow as the guardian of beleaguered Southeast Asia hamlets.

The dragons are not mythical monsters of ancient lore, but are AC119 gunships of the Vietnamese Air Force's 819th Sq.

Called Shadows when they were assigned to the 17th Special Operations Sq. of the U.S. Air Force, the twin-engined airborne destroyers have joined the VNAF ranks and have been christened Hac Long ("Black Dragon"). They are adding new chapter to the legendary exploits of gunship crews during more than two year of combat in Southeast Asia.

The Black Dragons are the second generation of fixed wing gunships to operate in Vietnam. Earlier the VNAF received the AC47 Spooky, the aircraft which proved the feasibility of the gunship.

The AC119 carries four 7.62 miniguns, one more than its AC47 stablemate, and each gun can spew up to 6,000 rounds of fire power per minute.

The Black Dragons are creatures of the night, and each carries flares and a battlefield searchlight capable of illuminating areas the size of several football fields.

Each aircraft carries an eightman Vietnamese Air Force crew two pilots, a navigator, a night observation scope operator, the searchlight operator, and three gunners.

The crew is a careful blend of experienced pilots and capable technicians. Each man has received individual and crew training enabling him to perform a valuable role in the gunships operation.

The pilots received their initial training in the United States then returned to their homeland for gunship tactics training at Phan Rang AB. While at Phan Rang, the pilots became acquainted with the other specialists who would eventually comprise the crews. During the two month long program at Phan Rang however, each man quickly learned to become a part of a tight-knit crew of an AC119.

The first all-Vietnamese AC119 squadron was activated on Sept. at Tan Son Nhut AB, following continuation training with U.S. advisers. Its crews now certified as combat ready, the 819th VNAF Sq. joins the rapidly expanding Republic of Vietnam Force for the defense of their homeland against the Viet Cong and North Vietnamese.

Airman 1.C. **Robert W. Gregoire**, son of Robert L. Gregoire of RFD 2, Burnt Mill Road, Wells, is on duty at Phan Rang AB, Vietnam. He is an aircraft mechanic and before his arrival in Southeast Asia was assigned to Eglin AFB, Fla. *(The Portsmouth Herald, Portsmouth, N. H., Wednesday, August 21, 1968.)*

Airman 1.C. **Stephen R Richardson**, whose parents, Mr. and Mrs. George Hjelm, live on Royal Star Route, Othello, on duty at Phan Rang AB, Vietnam. He is a computer operator. *(Walla Walla, Wash., Sunday Sept. 10, 1967)*

Sgt. **John P. Graper**, son of Mr. and Mrs. Robert 0. Graper, received the Air Force Commendation Medal at Thule AB, Greenland. Graper was decorated for meritorious service as an administrative specialist at Phan Rang AB Vietnam. He was cited for his outstanding professional skill and initiative. He is now at Thule as a member of the Air Defense Command. A graduate of Hermiston High School, be attended Oregon College of Education. *(Walla Walla, Wash., Thurs. Dec. 7, 1967)*

Airman **Patrick L. Guzaldo** son or Mr. and Mrs. Philip M. Guzaldo of 656 N. Trumbull, is on duty at Phan Rang AB, Vietnam. An aircraft mechanic, he is a member of the Pacific Air Forces. He is a 1967 graduate of Holy Trinity High School. (*Kelvyn Park Journal, Wednesday, January 24, 1968)*

Alexandria, La. - Master Sergeant **William M. Procter** has received his second award of the U. S. Air Force Commendation Medal at England AFB, La. Sergeant Procter was decorated for meritoruius service as a supply inventory supervisor at Phan Rang AB, Vietnam. His wife, Dolores is the daughter of Mrs. Dolly Ortega of Pecos. *(The New Mexican, Santa Fe, N.M., Sudnay, October 15, 1967)*

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U.S. Air Force

Sergeant **Richard L. Denniston**, son of Mr. and Mrs. Thomas V. Denniston, of 6453 Baine Ave., Newark, has arrived for duty Wiesbaden AB, Germany. Sgt. Denniston, a fuels specialist, is assigned to a unit of the U.S. Air Forces in Europe, America's overseas air arm assigned to NATO. He previously served at Phan Rang AB, Vietnam. The sergeant, a 1968 graduate of Mount Eden High school in Hayward, attended the American River College in Sacramento and the University of Maryland extension Far East Division at Phan Rang Air Base. *(The Argus, Fremont-Newark, California, Tuesday, July 6, 1971.)*

U.S. Air Force Colonel **Kenneth T. Blood Jr**., son of retired Major General and Mrs. K. T. Blood Sr., 55 Great Road, Acton, was presented his second award of the Legion of Merit at Phan Rang AB, Vietnam, recently. Colonel Blood distinguished himself by exceptionally outstanding service to the United States as vice commander and then commander of the 315th Tactical Airlift Wing at Phan Rang from March 1970 through November 1971. *(The Lowell Sun, Thursday, March 16, 1972.)*

Senior Master Sergeant **Louis K. Runge**, son of Mrs. Mildred L. Runge of 8 Crest Road, Wilmington, has received his third award of the Air Force Commendation Medal at Phan Rang AB, Vietnam.

Sergeant Runge, a materiel supply superintendent, was decorated for his outstanding duty performance while assigned at Fairchild AFB, Wash. He now serves at Phan Rang with a unit of the Pacific Air Forces, headquarters for air operations in Southeast Asia, the Far East and Pacific area. *(The Lowell Sun, Thursday, May 27, 1971)*

Airman First Class **Richard H. Howell** of Fitch Bridge Road, Groton, at Phan Rang AB; Airman **Bruce W. Denno**, son of Mr. and Mrs. Toy W. Denno of 47 Chapman St., Dracut at Phan Rang AB; Tech. Sgt. Alvie A Peevy, husband of the former Esther Lessard of 38 Smith St., Clemsford at Phan Rang AB and Airman First Class **Daniel J. OLeary**, son of Mr. and Mrs. Daniel J. OLeary Sr. of 90 Brick Kiln Rd. Chelmsford, at Phan Rang AB. *(The Lowell Sun, Wednesday, February 28, 1968)*

U. S. Air Force T.Sgt. **LEON F. LYTLE**, son of Mr. and Mrs. Kirby B. Lytle of Rt. I, Big Stone Gap, has
been decorated with the Brorse Star Medal at Charleston AFB, S. C., for meritorious service while engaged in military operations against Viet Cong forces.

Sgt. Lylle was cited for his performance as an administrative supervisor al Phan Rang AB. ietnam. He was cited for his exemplary leadership, initiative professionalism and dedication to duly.

The sergeant is now at Charleston as a member of the Military Airlift Command.

He is a graduate of East Stone Gap High School. Sgt. Lytle's wife, Belly (spelling is correct), is the daughter of Mr. and Mrs. Dan C. Frazier of Rt. 1, Big Stone Gap. *(Kingsport Times, Wednesday, August 7, 1965)*

S.Sgt **Clinton J. Eckenrode**, son of Mrs. Grace Eckenrode of Ebensburg RD 1, has recieved the Air Force Commendation Medal at Phan Rang AB, Vietnam. Sgt. Eckenrode, an aircraft engine maintenance technician, was cited for meritorious sevice at Eglin AFB, Fla. He is now assiged at Phan Rang with a unit of the Pacific Air Forces. The sergeant is a 1954 graduate of Ebensburg Cambria High School. His wife, Joyce is the daughter of Mrs. Catherine Brown of Conemaugh RD 1. *(The Altoona Mirror, Altoona, Pa., Friday, March 12, 1971)*

TSgt. **Samuel Otlpton**, 692 E. William St., Crestvlew, Is onduty at Phan Rang AH, Vietnam.
Sgt Otlpton, an aircraft maintenance technician, is assigned to a unit of the Pacific Air Forces. Before his arrival in Vietnam, he served at Lockbourne AFB, Ohio. The sergeant Is a 1942 graduate of W.B. Townsend (Tenn.) High School. *(Playground Daily News, Thursday Morning, April 8, 1971)*

Col. **John T. Parish Jr**., son of Mrs. John T, Parish, 143 Sunset Drive, Marlanna, has assumed the position of director of training for the Twenty-First Air Force headquartered at McGulre AFB, N.J.
Col. Parish served at Phan Rang AB, Vietnam, prior to his appointment al McGuire. Twenty-First Air Force is a major component of the Military Airlift Command.
The colonel, who has more than 27 years military service is a veteran of World War II and w as commissioned in 1945 through the aviation cadet program. He now holds the aeronautical rating of command pilot.

A 1939 graduate of Walton County High School, DeFunlak Springs, he attended Michigan Slate University, the College of Great Falls(Mont.) the University of Delaware.

His wife, Madeleine, Is the daughter of Mrs. Effie J. Laird of Rt. 3, DeFuniak Springs.
(Playground Daily News, Thursday Morning, April 8, 1971)

T. Sgt. **Teddy D. Cook**, son of Mr. and Mrs. Tennis F. Cook Sr., of Baileysville, is on duty at Phan Rang AB, Vietnam. Sergeant Cook is an aircraft propeller technician. Before his arrival in Vietnam, he was assigned at Forbes AFB, Kan. The sergeant is a 1955 graduate of Baileysville High School. His wife, Charlotte, is the daughter of Mr. and Mrs. Clyde Stuffelbeam of Topeka, Kan. *(Beckley Post-Herald, Beckley, W. Va., Monday Morning, July 26, 1971)*

Sgt. **James L. Crowder**, son of Mr. and Mrs. James C. Crowder, 115 Monroe Ave., Beckley has received the U. S. Air Force Commendation Medal at Phan Rang AB, Vietnam. Sgt. Crowder was decorated for meritorious service as an air traffic controller at Phan Rang. He was cited for his outstanding professional skill, knowledge and initiative. The sergeant, a 1965 graduate of Woodrow Wilson High School, is assigned to a unit of the Air Force Communications Service.

His wife, Kathleen, is the daughter of Mr. and Mrs. Marvin C. Mockabee, 4901 S. W. 80th Court, Miami, Fla. *(The Raleigh Register, Beckley, West Virginia, Friday Afternoon, Aug. 29, 1969)*

WITH U.S. COMBAT AIR FORCES, Vietnam — U.S. Air Force Captain **Edward A. Glowatski**, son of Mr. and Mrs. Edward A. Glowatski, Leechburg, Pa., RD 3, was recently presented the Bronze Star Medal at Phan Rang AB, Vietnam.

Captain Glowatski received both the award for meritorious as executive officer and chief of administrative services at 315th Air Commando Wing Headquarters, Phan Rang, from July 19, 1967 to May 18, 1968.

"During this period," noted the citation accompanying the captain's medal, "Captain Glowatski displayed outstanding ability in "directing the administrative functions of the wing staff agencies and subordinate squadrons."

He was cited further for his exemplary leadership, personal endeavor and devotion to duty.

Captain Glowatski, who is scheduled for reassignment as an instructor at the USAF Academy, Colo., will complete requirements for an M.A. degree in geography at the Unversity of Oklahoma prior to assuming his duties at the academy.

The. captain, a 1955 graduate of Leechburg High School, attended the University of Utah. He received his B.S. degree in geography in 1959 from Edinboro (Pa.) State College and his master's degree in education In 1961 from Duquesne University, Pittsburgh. Captain Glowatski was commissioned in 1962 upon completion of Officer Training School at Lackland AFB, Tex.

His wife, Sandra, is the daughter of Mr. and Mrs. Thomas Stevenson, Leechburg RD 1. *(Leader-Times, Kittanning, Pa., Thursday, Aug. 8, 1968)*

News Story Follow Up ...”Yellow Jackets” Retention Rate High (Press Release) **Phan Rang News 59**

I received a message from Dulen Lee and he wrote: I was an F-100 crew chief in the 352nd TFS and knew Major Donald E. Grostic. He was a very good F-100 pilot and a very nice guy. In the late 1970s I heard that he was killed in an Aircraft accident but did not know the details.

Since his first name was listed in the news you sent I was able to find the details of his death. He was stationed at Peterson Field, CO and was killed on 14 Sept, 1970 when a T-33 crashed on a wooded hillside 5 mi. south of Pikes Peak after encountering heavy fog after takeoff at 0820 hours while on a 3-hour training flight.

Ribbon cutting to Open the Base Hobby Shop

Cutting the ribbon to open the Phan Rang AB Hobby Shop from left to right: Unknown, Col. Pauly, Col. Frank Gailer, Jr., and Sgt. Shirt. Photo by A1C Christopher Boles, 600 Photo Squadron.

I HAD A REAL BLAST

I’m on the old linked steel ramp on the East side of the runway, revetment side not built yet. I was in Vietnam only a month and very nervous.

After the revetments were built on the West side of the runway, Arming before takeoff and de-arming after landing was then done safely at the ends of the runway. But on the early old ramp it was done in an area at the edge of the parking ramp off the middle of the runway. It’s

daytime, I'm in that area doing de-arming, lugging a 7 foot aluminum ladder to climb up on the B-57 wings.

The small area was extremely crowded with maybe eight F-100s and five B-57s in a traffic jam all trying to get through both ways at once, lots of pissed off pilots. It was pandemonium. I had completed my task on one B-57 and climbed down removing my ladder from the front wing edge by the fuselage. I walked out about 40 feet to the right front of the aircraft's nose. I'm trying to get to my next B-57 waiting to be de-armed but there are so many aircraft in such a small place I'm like the frog in the "Frogger" arcade game. I'm trying desperately to stay out of the way of all the moving machines, jet engine intakes and jet exhaust.

Suddenly the plane I had just left, instead of moving left, right or forward, where I could have countered his move, decides to do a 180 degree turn in place. He just held the brake on the left wheel and revved up the right engine to spin in a circle. And I mean really revved it up, like take off speed.

My problem was that the tail end of the revved up right engine is now pivoting toward me and my little ladder. Where I was in front of the plane, I will now be at the rear. No problem if the B-57 is idling. Big problem if the engine is revved up and your ass is only 40 feet behind it. Here it comes, roaring, swinging right toward me. I frantically look left, right and back. I could find nowhere to move to without getting sucked in an F-100 intake, hit by somebody else's jet blast or get run over.

I turn my back to the oncoming blast, hang on to my ladder, lowered my head and tried to bury my face in my chest thinking "Oh well, how bad can jet blast be? It's just a wind." Yeah. Right. I found out.

I felt in one more second it was going to burn the shirt right off my back, and/or I'd suffocate inside the jet fumes. Fortunately he completed his pivot turn and cut the engine back to idle leaving me standing there with steam rising off me, gasping for air and shaking like a leaf and glad to be still alive.

(A2C Lawrence (Larry) Theurer was with the 8th Tactical Bomb Squadron, loading munitions aboard the B-57 Canberras. I was fortunate to have meet Larry at the B-57 Bummers reunion in Branson, Missouri and after I had seen what he had written I asked if I could share his stories with the Phan Rang community. Of course he agreed and this is just another one of the many stories to come.)

Doug's Note: In doing the organizational profile for Det. 8, 14th Aerial Port, I couldn't find any hard facts about available data like the amount of traffic handled on a monthly and yearly basis

including cargo, mail and passengers. I just couldn't find anything, which doesn't mean I'm going to stop looking.

Anyone willing to help highlight your organization? I thought it would be nice to do a special in the Phan Rang News highlighting a specific organization with a write-up of the organizational mission and with pictures and maybe even the names of those individuals that we know were assigned. If you would be willing to do that, please contact me. The main thing you would have to do is the write up and work with me to pick out appropriate pictures from the archives.

If you would like to be added to the Phan Rang mailing list, please contact Doug Severt. I'm the same guy you need to contact if you would like to be removed from the mailing list. Nothing fancy or automatic here.

Once again I'm including links to all the previous newsletters and other Phan Rang documents and I just called it the *Phan Rang AB Library*. I'm constantly getting request for previous issues and I thought this would be helpful for those that have difficulty navigating the web. The links all take you to the documents that are posted to Facebook, however that isn't the only place they are located. As you've probably noticed if you Google 'Phan Rang' you will probably see multiple links to those very same documents, but they are located on my Phan Rang web page. By having them up there in searchable documents by Google I hope to use that as a magnet to attract other Phan Rangers to our group. The only problem is I have to FTP the documents and I haven't been very consistent lately about doing so. I'll have to take some time to get that updated.

Who's Who at Phan Rang

PHAN RANG STAFF MEMBERS

Joseph Burkhart: Master of Ceremonies
Robert Kellington: Tour Coordinator
Jack Anderson: Treasure
Lou Ruggerio: Site coordinator/Contract negotiator
Douglas Severt: Reunion Coordinator
Ed Downey/Barbara Brandt: Ceremonies
Christopher Boles: Photographer
Mike Maleski: Chaplain

FACEBOOK GROUP ADMINISTRATORS

Douglas Severt, Kenneth Rowsey, David McGaughey, Vincent Joseph Miller (Susan Anderson-Miller) and Kirk Minert

...and the 765 members (and counting) of the "Happy Valley" Phan Rang AB Facebook group.

PHAN RANG AB LIBRARY

PREVIOUS ISSUES OF THE PHAN RANG AB NEWS

(The Phan Rang AB News is a newsletter compiled from various sources by Douglas Severt to heighten the awareness of Phan Rang AB and to keep interested personnel informed about the annual Happy Valley, Phan Rang AB reunion.)

To download any of the previous issues of the Phan Rang AB News, just click the hyperlink of the desired issue.

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PHAN FARE INDEX, THE WEEKLY NEWSPAPER OF PHAN RANG AB, VIETNAM

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23 August 1967	26 September 1968	16 January 1969
13 September 1967	3 October 1968	23 January 1969

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13 December 1967	24 October 1968	6 February 1969
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	21 November 1968	6 March 1969
	28 November 1968	5 April 1969
	5 December 1968	24 April 1969
	12 December 1968	1 May 1969
	19 December 1968	22 August 1969
	26 December 1968	

OTHER FILES OF INTEREST

Phan Rang Roll Call	Soooky News 1	Spooky News 3	Beginning of PRAB
MGen Ken Miles	35th TFW Booklet	Articles from the 71st & 17th SOS	