

**“Happy Valley” Phan Rang AB, Vietnam
...keeping the memories alive**

Phan Rang AB News No. 67

“Stories worth telling”

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Completes Tour (*Seventh Air Force News, January 29, 1969*)

Miss Diana M. Brewer, Marietta, Ga., unit director, Red Cross Recreation Center at Phan Rang AB, receives a Wing insignia plaque from Colonel Frank L. Gailer, Jr. 45 Arlington, VA., 35th Tactical Fighter Wing Commander, on the eve of her departure from Vietnam. Along with the plaque, Miss Brewer, who spend 14 months in the Combat Zone, received a letter of appreciation from the wing commander citing her '...outstanding



dedication and professional attitude in fulfilling your role in the highest tradition of the American Red Cross." (Photo by A1C L. J. Parent)

Susan Bohannon a former Doughnut Dollie (DD) is the only known DD of our group.

Pilots Tell Feelings During Rescue (*Seventh Air Force News, January 29, 1969*)

DA NANG—Each rescue is different . . . just as human tastes and likes are different . . . but Majors John W. Robey and Jerry M. Griggs, both HH-3E helicopter pilots, agree that extraction type rescues are the most difficult and dangerous.

Major Robey who has more than 150 sorties and 18 rescues, to his credit, and Major Griggs with over 175 sorties and 25 rescues, both speak with authority. "I believe the extraction rescue is most difficult because an extraction is made when one or more troops are surrounded by the enemy," related Major Robey. "But just as each rescue is different, some of the ones that appear to be the easiest at first turn into some of the most difficult ones.

"However, when you go in after a downed crewman, he could be in an enemy territory," he added.

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"Nearly all the rescues I have been on in the A Shau Valley have been tough ones," explained Major Griggs. "But I agree that the extractions were the real wild ones. Anytime the enemy is around, you could be in for a hot time. Usually the guy with the AK-47 rules the valley until we can get rid of him, then we can get the surrounded team out."

"My first mission was an extraction," said Major Robey. "A Civilian Irregular Defense Group out on a patrol west of Da Nang Air Base was surrounded and we decided to go in and get them out. Later, I heard that they would have been overrun if we hadn't gotten them out when we did."

"Other missions that get 'hairy' are ones where the enemy has surrounded a downed crew member," continued Major Griggs. "Many times the enemy will use the downed man as bait to lure the rescue forces into a trap. These are the missions where coordinated air power plays an important role in the rescue operation."

Both pilots stressed the joint coordination which is needed for a successful rescue. "It takes team effort . . . Spads ... fighter planes . . . everyone, to make a successful rescue, added Robey. "It is really inspiring to see how everyone connected with the rescue mission will go all out to clear the path for us to come in and get the downed man. A coordinated rescue is a sight to watch as everyone hangs their neck out of the window to get the man out."

Both stressed their strong feelings of pride in being part of the 37th Aerospace Rescue and Recovery Squadron at Da Nang, which has been credited with 432 saves since the unit arrived here.

Nguyen Charlie

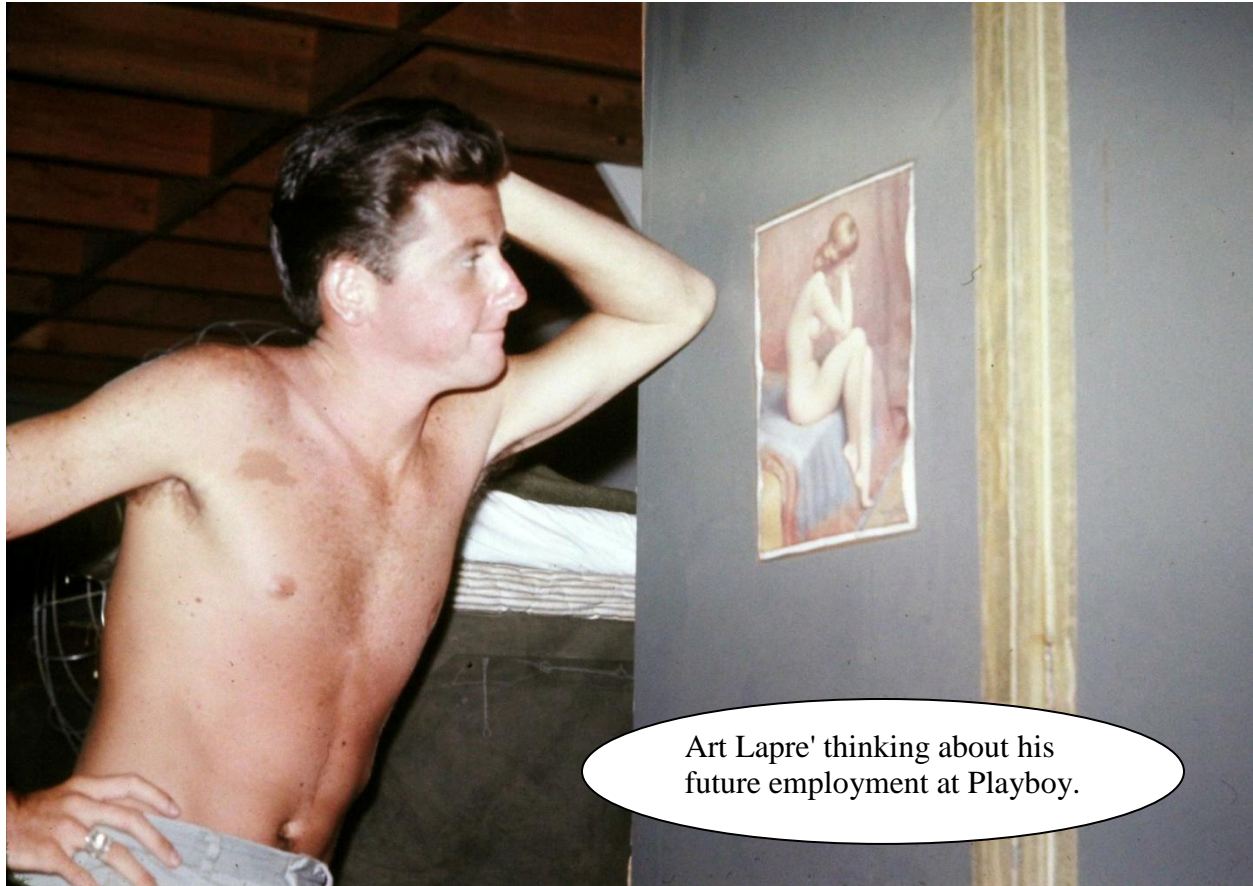


Uploaded to Facebook by James Mattison.

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15th Aerial Port Wins Honors (*Seventh Air Force News, January 29, 1969*)

By MSgt. Roy E. Dodson

DA NANG—The 15th Aerial Port Squadron here, commanded by Col. James T. Herbst, has been named the outstanding aerial port squadron in the Republic of Vietnam for the period October-December, 1968.

Col. Herbst, Washington, D.C., led his unit to the top ranking, based on a nine-point rating system, which included lowest rate of aircraft delays, best in-commission status, pallet build-up status, and the best safety record.

On behalf of his award-winning unit, Colonel Herbst accepted a specially engraved plaque here recently from Col. Robert J. Sunde, commander of the 15th's parent unit, the 2nd Aerial Port Group at Tan Son Nhut AB.

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Several outstanding cargo movement records contributed to the 15th's selection as the top aerial port squadron.

On two separate days, Dec. 13 and Dec. 21, 1968, the unit handled 177 aircraft at Da Nang Air Base alone, and on Dec. 3 the Da Nang operations handled 1,283 tons of cargo.

December was also a heavy month for mail airlift, with 5,401 tons moved out of Da Nang during the month, and a massive 305 tons handled on Dec. 15. Another milestone on the way to winning the coveted award was the movement of almost a million pounds of pierced steel planking in a five-day period from Da Nang to the airstrip at An Hoa. This planking was used to increase the length of the runway at An Hoa to accommodate larger aircraft.

Nguyen Charlie Again complements of James Mattison



The Handshake by Christopher Boles



I was in Costco a few weeks ago wearing my Vietnam cap. A young man about 11-12 years old came to up to me, shook my hand and said thank you for serving. I replied back with a big smile, a hearty handshake and a "Thank you for saying Thank you!"

As I wandered around the store, I came across them in another aisle. I asked his dad if I could ask him a question. He said it was ok. "Young man, where did you learn to say thank you to a veteran? At school?" He said no, my dad taught me to do that. I looked at the dad and almost had tears. I said, "Thank you for teaching this to your son, you have no idea what that means to a veteran." I shook the young man's hand again.

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Plague Control

PHAN RANG AB,
Republic of Vietnam
(7AF)

At a Montagnard village near Phan Rang, Air Force Technical Sergeant Bill A. Boone, 40 Flint Michigan, and a Vietnamese public health official post a rodent control leaflet on the side of a house. Sergeant Boone, a military public health supervisor was part of an Air Force public health team assisting Vietnamese officials at the village which was struck by bubonic plague (USAF Photo by A1C



Christopher P. Boles Det. 5, 600th Photo Sq.)



Another short Shadow story

I am not exactly sure of the time frame for this one. Along the border of Vietnam/Cambodian there were two regions that were called Angels Wing and Parrots Beak. This area was NW of Saigon and in 1969 was "neutral" territory. This was the southern end of the Ho Chi Minh Trail; and the NVA used it for personnel transport to staging areas for incursions into the South. The border with Cambodia had a "buffer zone" of 10 kilometers; I think it was supposed to allow incidental incursions by either side (a safe zone, if you will) by those that couldn't color within the lines.

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On this particular night, our pre-mission briefing indicated we would be patrolling the Angel's Wing and Parrot's Beak areas. During preflight we were advised that we were carrying a small load of straight ball ammo (tracer-less), maybe 6000 rounds or four ammo cans worth. These rounds were incorporated into our combat load; no real reason stated. Two of our minis were preloaded with 1500 rounds each of tracer-less; with 2 extra cans of tracer-less for spares. Very strange ammo mix. Well, after a short ride maybe about 30mins or so, we arrived at the buffer zone for the Cambodian Border aka "the fence".

We patrolled along the border with all nav lights on for a short while. This was known as "gomer trolling". As we paralleled the border we started picking up small arms fire and light AAA activity. Once the Night Scope operator had acquired the locations of the enemy fire, we vectored 90 degrees out of the area through the buffer zone. Shortly afterwards we were outside the buffer zone and the pilot brought our Shadow into a holding pattern and we were directed to go to pre-target checklist. We heard the chatter up front, indicating that we were going back into the buffer zone. Navigational lights were turned off and we were then directed to shut down all lighting in the back and to set both minis with tracer-less for maximum rate of fire; with both guns online and Guns hot. The Flight Engineer was told to set the engines for minimum stack flame and away we went.

As we neared the border, the Scope Operator indicated he had reacquired the AAA locations and as we stealthily slipped over the border; the pilot rolled into a 180 degree turn and dumped 3000 rounds of tracer-less ammo into the AAA guns as we exited the target area as fast as we could. We pulled off into a safe holding pattern awaiting further activity. As there was no further activity, we were directed to reload the 2 minis with tracer ammo and to stow the ball ammo. The rest of the patrol was very quiet; so we called it a night and RTB'd.



Vietnamese Boy Scouts at Nha Trang visiting the 17th SOS, 1969.

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Shutterbug Captures Action...Unique View of War (Seventh Air Force News, October 2, 1968)

NHA TRANG — Seeing the world through rose-colored glasses has nothing on the exclusive view of Vietnam seen through the ground glass lenses of an Air Force combat photographer.

Sgt. David Jones Jr., Detroit, Mich., gets that view while serving as a combat photographer with the 14th Special Operations Wing at Nha Trang.

The wing flies nine different types of aircraft and operates from 11 major airfield locations throughout Southeast Asia.

The 14th SOW is composed of the only AC-47 Dragonship squadrons, the only psychological warfare squadrons, and the only counterinsurgency helicopter squadron in Southeast Asia.

Sergeant Jones' job is to photograph all facets of the wing's fighting mission. He has flown combat missions on nearly all of the 14th's aircraft, including the AC-47 Dragonship, and the UH-1F Iroquois helicopter, a "flying machinegun nest."

He has also flown psychological warfare missions on O-2 Super Skymasters and U-10 Couriers involving leaflet drops and loudspeaker messages over enemy concentrations.

He has flown and photographed air rescues with the Air Force's pararescuemen, and sat in the back seat with forward air controllers as they guided their small spotter planes low over enemy strongholds to mark targets and direct tactical air strikes.

Other assignments have allowed him to travel with Air Force medical civic action teams as they visited Vietnamese hamlets, covering food distributions to refugees and other humanitarian projects.

During the Tet offensive, Sergeant Jones recorded the activities of the security police and other units defending Nha Trang.

For his actions in Vietnam, Sergeant Jones has been awarded the Bronze Star, the Air Force Commendation Medal, the Air Medal with one oak leaf cluster, and the Vietnamese Honor Medal Second Class.

When the Dragon Roars (*Seventh Air Force News, Oct, 2, 1968*)

PHU CAT—"Gunners, this is the pilot, we have a target, put the guns on the line." Thus another Spooky mission is underway, and the aerial gunners of the "C" Flight, 4th Special Operations Squadron here are once again in action.

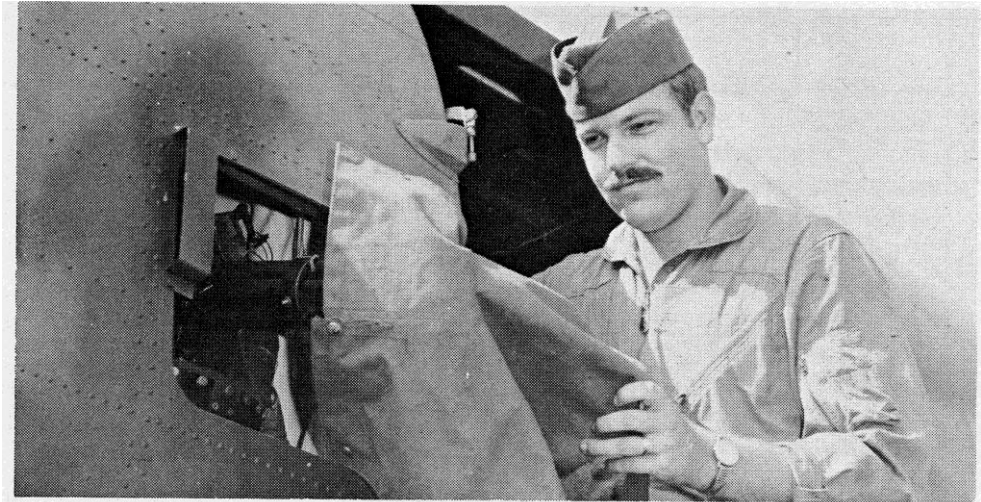
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Long before their AC-47 Dragonship begins its nightly vigil, the aerial gunners make their pre-flight inspection checking to insure that everything is operating perfectly.

While enroute to the target, the gunners prepare the guns, place the gun switches in the fire position, remove the safing bar and turn the rate selector knob to the desired setting.



Pre-Flight Minigun

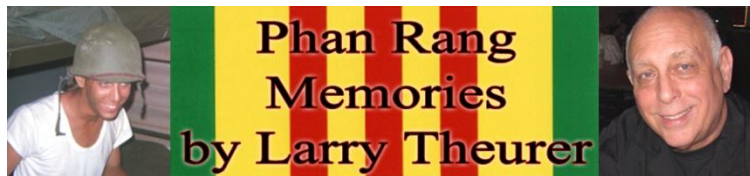
A1C Glen J. Lally Jr., Enon, Ohio, an AC-47 Dragonship aerial gunner with “C” Flight 4th Special Operations Squadron makes a thorough check of the Dragonship 7.62 mm minigun prior to a mission in support of Free World Forces.

When the pilots are lined up with the target they fire the guns and

the quiet flight comes to life. With miniguns firing at the rate of 6,000 rounds per minute the gunners must move swiftly with close coordination. Everything must be kept in order and the gunners are constantly monitoring the weapons.

While the guns are firing, preparations are also being made to reload the weapons when their ammunition is expended.

When the ammunition is expended, the gunners clear and safe the guns, turn the switches off and then prepare the aircraft for landing.



UNDER PRESSURE

I’m sitting in the flight line Quonset hut.

There is a huge BOOM from somewhere out in the revetments.

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I thought a bomb went off. I go running looking for smoke or fire trying to find the scene. I found it.

Two “tire-kicker” guys are lying on the ground. Other people are already on the scene aiding them. The nose gear tires on the B-57 were shredded and the steel nose gear itself is twisted 180 degrees backward. The nose gear doors are missing, one is lying in the back of the revetment and the other incredibly put a hole right through one of the thick steel revetment walls.

The men were using a machine to fill the tire with air. The machine had two hoses on it. One was labeled low pressure for filling tires and had a certain air pressure, like up to 120 lbs. The other hose was labeled high pressure for filling the oxygen bottles and went up to 1000lbs.

The low pressure hose was broken so they decided they would just give the tire a small quick squirt with the high pressure hose.

I heard one man had cuts on his arms, don’t know about the other. They were incredibly lucky they weren’t killed.

Dragon Gunners Play Vital Role (*Seventh Air Force News, October 2, 1968*)



Feeder Installation

Sgt. Harold E. Couch, (left) Nashville, Tenn., and SSgt. Clarence E. McGoldrick, Desoto, Kan., AC-47 Dragonship aerial gunners, re-assemble the minigun barrel prior to remounting on the AC-47 Dragonship.



Loading the Mini

A1C Ronald D. Rogers, Lima, Ohio, an aerial gunner with “C” Flight 4th Special Operations Squadron loads the 7.62 minigun capable of firing 6,000 rounds per minute.

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Winds Force C-123 Provider into Supersabre's Nest

By 2d Lt. Bob Sallee

PHAN RANG - Air Force F-100 Supersabre and C-123 Provider maintenance men recently worked together to combat problems presented by high winds here.

At this time of year the high winds become more than an annoyance. They present a hazard which creates special maintenance problems.

In one such case these problems led to a strange sight C-123 and an F-100 standing side-by-side in a hangar.

"The C-123 had a landing gear problem and it was necessary to put the plane on jacks," commented TSgt. Fred A. Puckett, a flight chief for the 315th Special Operations Wing.

"But since the Provider has a narrow tread, excessive winds could overturn the aircraft if it were placed on jacks.

"Though we could usually wait for the wind to die down and fly other aircraft in the meantime, there was no winddrop forecast and the plane was needed," added the sergeant.

Several discussions followed, calls were made, and it was decided to tow it into a hangar already occupied by a 35th Tactical Fighter Wing F-100.

Sgt. Henry J. Niles an aircraft mechanic with the 315th SOW was assigned to tow the aircraft. Because of the winds, the plane's wings had to be anchored to the tow tug to prevent sudden gust from upending the aircraft.

Once the towing operations were complete, maintenance people of the 35th TFW took control



Birds Share Shelter
F-100 Hangar Housed Provider During High Winds

(U.S. Air Force Photo)

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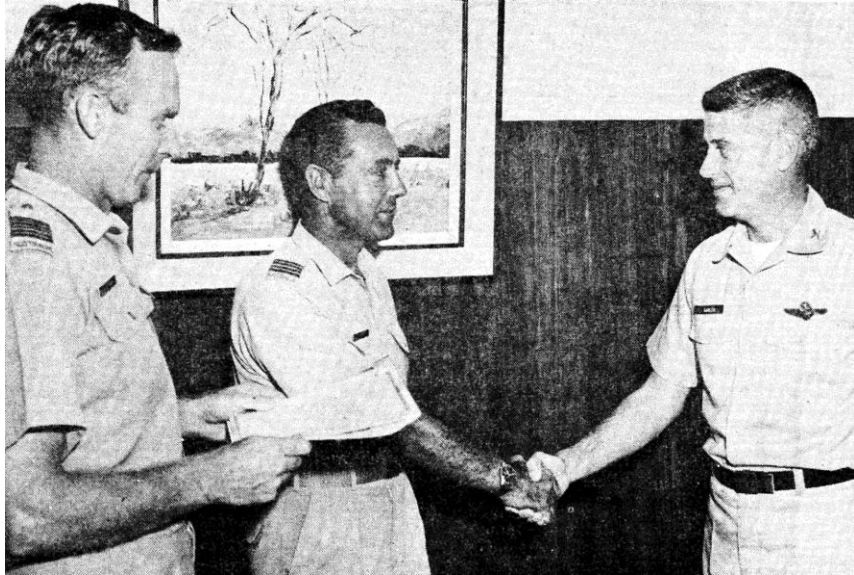
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and, with inches to spare, eased the Provider into the F-100 hangar. "We spent more time moving the aircraft than working on it," said A1C James M. Thomas, who rode in the C-123 cockpit during the move. We were fortunate the 35th could make room for us," he added.

Well Done (*Seventh Air Force News, January 8, 1969*)

Flight Lieutenant George Foscett (center), No. 2 Squadron, Royal Australian Air Force, received congratulations and a letter of commendation from Col. Frank L. Gailer Jr., commander, 35th Tactical Fighter Wing. At left is Wing Commander John Whitehead, commander



No. 2 Squadron. Lieutenant Foscett was cited for his role in planning, directing and personally leading RAAF security patrols at Phan Rang AB on several occasions when the base was under attack.

46 Governors Can't Be Wrong; Send Mementos to Prove It (*Seventh Air Force News, November 12, 1969*)

PHAN RANG - Personal replies from 46 state governors have helped three men of the 1882d Communications Squadron prove to their buddies the people back home do care about servicemen in the Republic of Vietnam.

TSgt. Owen J. Healy explained that "In our letters to each of the governors, we requested crest, a replica of the state seal or anything commemorative of that state which we could display in a prominent and heavily traveled area of the base.

The variations in size and design of the mementos challenged the men working on the project find a suitable way to mount them for display. "The 3 by 5-foot flag from my home state was well taken care of as were the items from the other states," said Sgt. Charles Collins. "We had a hard time deciding how to best display the mementos, but we finally chose



(U.S. Air Force Photo)

**Sergeants Collings, top,
and Healy**
Wall-to-Wall Care

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arranging them in order of entrance into the Union."

Even though the project lasted more than three months, few people knew of its existence. Almost all the work and preparation was done by the three men during their off-duty time. One afternoon the items were placed in a long hallway in the base communications center.

First Lt. David H. Albert, the third man in the project, said, "This was a complete surprise to everyone. Including the squadron commander.

"I was very pleased to receive the fine letters that accompanied the display items from the various state executives," Lieutenant Albert continued.

Maj. Gen. Paul R. Stoney, Air Force Communications Service commander, was given the honor of being the first to sign his name by his home state. As he viewed the display during a recent tour of communications units in Vietnam, he stated, "It is very evident that a great amount of effort was put into this project. It serves as an excellent way to provide a little bit of home to the men here."

America's Integrity On Trial in Vietnam (*Seventh Air Force News, August 7, 1968*)

WASHINGTON (AFNS)

—In Latin America, many countries have made impressive steps toward modernity. In the Middle East, Turkey, Israel, Tunisia, and Iran have shown dramatic improvements. So, farther East, have such countries as Pakistan, Thailand, the , Republic of China, and South Korea.

But there is no point in comforting ourselves by looking only at the bright spots. There is a tremendous job to be done in many parts of the world before peoples can achieve stable political systems and throw off the poverty and despotism they have known for centuries.

There is going to be local turmoil in many places for long time to come.

THEY DO EXIST

This would be true even if there were no Communists. It is ridiculous to see them behind all the troubles in the world, but it is equally ridiculous to pretend that they do not exist.

In most of the troubled areas of the world they are active forces, exploiting confusion and seeking opportunities to extend their own brutal and dreary system.

Nowhere have the Communists taken the offensive more openly than in Southeast Asia. Mindful of the rebuff the free world dealt the North Korean attempt at direct aggression in 1950, the Communists in Southeast Asia are trying a newer and more sophisticated form of aggression. They call it the "war of national liberation."

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The nations of Southeast Asia are still weak, militarily and economically. Should the development of these countries be disrupted, the risk that they would be taken over—the risk, that is, of a Communist dominated Southeast Asia —would increase radically, and thus radically increase the risk of wider change in the equilibrium of force, fear, and influence in the world.

A HOSTILE ASIA

If this happened we would be confronted, in our "small world" of supersonic jet aircraft and missiles, with the threat of a hostile Asia quite similar to the threat which we perceived 30 years ago as a menace to our own security. Such a condition in Southeast Asia would have certain consequences in Korea, in Japan, and in the islands near Asia.

To enhance their efforts at economic development, and in defense, the nations of Southeast Asia have formed a number of useful regional organization. But, both militarily and economically, even their combined power could not match that of a crusading China and her zealous disciples.

AMERICA'S WILLINGNESS

What does right it, what gives them the confidence to pursue their own efforts, is America's demonstrated willingness to support Asian governments who are making their own self-development and their own self-defense efforts in the face of Communist insurgency.

As long as Asians remain convinced of American willingness to stand behind them and help them, the small nations of Asia can continue to face up to Hanoi and Peking, deal with Communist insurgency at home, and develop in the ways of their own choosing.

This is what is at stake in Vietnam. In theory, there may be better places to fight than Vietnam; in fact, we have no alternative.

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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: <i>The hotel will offer a mix of king, double queen and handicap accessible rooms based upon availability.</i>	Parking: Complimentary parking and airport shuttle.
Banquet: \$55 for 3 entrees	Tours: JB Charleston, lasting approximately 6 hours with lunch at the Charleston Club.
<p>Click here to make your reservations</p> <p>Make plans now to join us in Charleston, 8-11 October 2015.</p>	

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Breakdown of the days		
8 Oct. Travel/Arrive Charleston	9 Oct. Base/City Tours	10 Oct. Tour - Evening Banquet
11 Oct. Check-out/Travel		

HERE'S THE COST BREAKDOWN

Banquet \$55

Bus to JB Charleston \$20

Lunch at the Charleston Club \$21

Reunion fee \$10

-The cost for attending the reunion, going to the banquet and taking the bus to JB Charleston and having a sit-down lunch at the Charleston Club is **\$106** per person.

-The cost of attending the reunion and just going to the banquet is **\$65** per person.

**PLEASE SEND A CHECK PAYABLE TO JACK ANDERSON, 826 72ND St. SE, Auburn,
WA 98092**

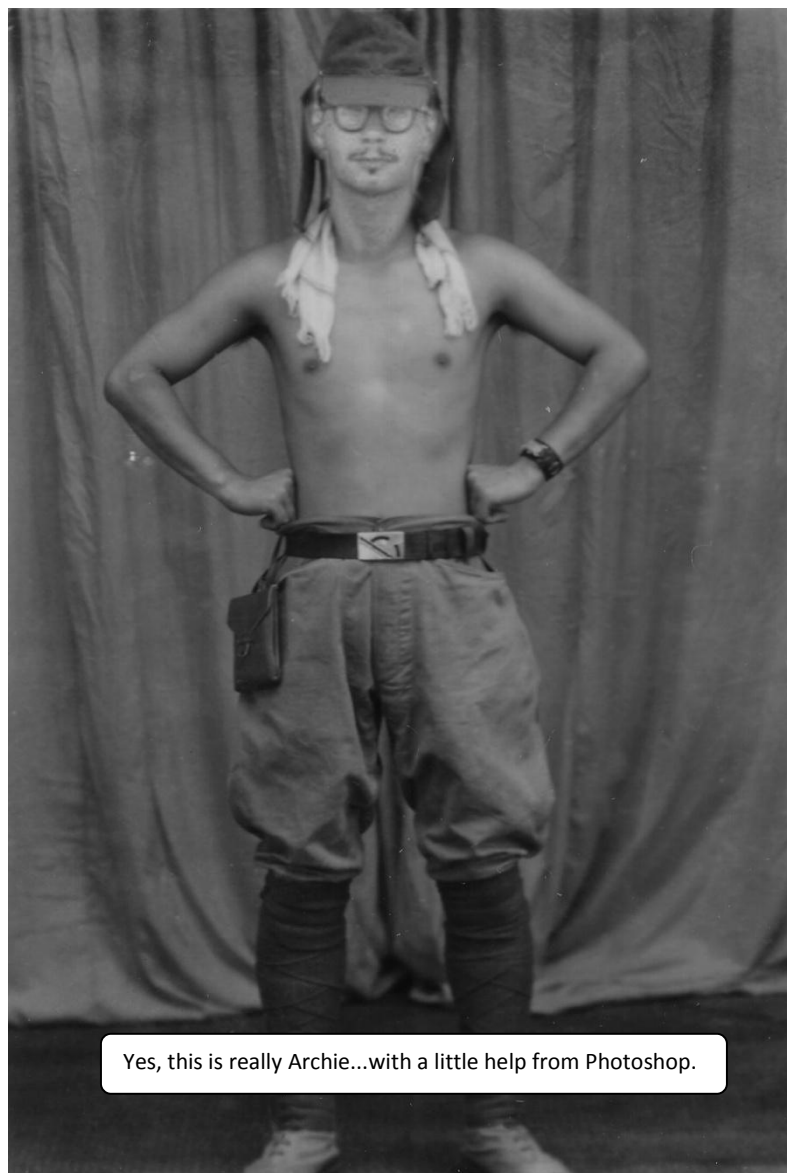
Note for the JB Charleston Tour: We will count the number of passengers for that tour as money is received, so please send your money in early. We have to monitor the bus situation very carefully because one bus cost over \$1,000 and we can't run a bus unless it is full or nearly full.

Doug's Dilemma: Between Me (with the help of Kirk Minert and others on Facebook) and Christopher Boles we've amassed a collection of Phan Fare's that might just be the largest or only collection of Phan Fare's in existent. As you know the Phan Fare was the local weekly newspaper at Phan Rang AB. Once we get all copies digitized we hope to contact someone in the Air Force that we could send them to.

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Yes, this is really Archie...with a little help from Photoshop.

This is why you didn't mess
with those Aerial Port
guys...we had Archie T. Pinkley
to protect us.

The last I heard,
Archie is planning on
entertaining us at the
reunion. **We look
forward to that!**

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Who’s Who at Phan Rang

PHAN RANG STAFF MEMBERS

Joseph Burkhardt: 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 804 members (and counting) of the “Happy Valley” Phan Rang AB Facebook group.

