

# Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.  
"Keeping the memories alive" Newsletter 287

## PREVIOUSLY UNPUBLISHED STORIES in the Phan Rang Newsletter

### from the PACIFIC STARS AND STRIPES

#### VOLUME 1

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### 2 Tried Daring Pickup, but C123 Made it

**PHAN RANG, Vietnam (Special)** - There is on flight that Air force Maj. **Ray D. Shelton**, a C123 Provider pilot with the 311th Air Commando Sq., Phan Rang Air Base, will never forget.

Shelton's C123 was called upon to aid in the evacuation of some 700 to 1,000 people from the Special Forces camp at Kham Duc which was under heavy enemy attack. Approaching the camp, the major learned that one helicopter and one C1.30 Hercules had already tried to make a pickup without success. The helicopter was shot down and the CISO's tires were shot out from under it by mortars.

The major brought his aircraft in to the strip under heavy ground fire. Shelton's right ear drum was ruptured by a near miss, but they took aboard 65 Americans, 10 Vietnamese adults and 5 children. (*Pacific Stars And Stripes, August 18, 1968*)

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### Sweat, Ingenuity Equals 1 C-123 Ramp

**PHAN RANG, Vietnam (7AF)** — Move a mountain, crush that mountain into small rock and base materials, add heated tar, mix well, transport three miles from asphalt plant, lay the asphalt over the rock base, roll and level, and you wind up with a parking ramp for C-123 Providers.

This is the way Capt. **David D. Currin**, 26, put it when talking about the new parking ramp at Phan Rang AB. Currin, who holds a masters degree in civil engineering from Oklahoma State University, was project officer for the job undertaken by the 554th Civil Engineering Sq., known as Red Horse (Rapid Engineering Developing, Heavy Operational Repair Squadron). With the impending arrival of the 315th Air Commando Wing at Phan Rang AB, the problem arose as to where to park the wing's C-123s.

There was not enough time, money or manpower to lay the one million square feet of concrete needed, so it was decided that the next best thing was a three-inch layer of asphalt over a 20-inch base of crushed rock.

Currin said, "We had a mountain and the men and equipment in Red Horse to do this job and

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the task seemed a little lighter until we started to work."

Seventy Red Horse men worked in two shifts around the clock seven days a week to prepare a new base for the asphalt ramp.

A survey showed that 200,000 cubic yards of crushed rock would be needed for the subbase and 18,000 tons of tar for making the asphalt. This meant that the rock crusher and asphalt had to work at full capacity.

After 107 days and nights, and with part of the ramp hardly cool, the first C-123 landed and taxied onto the ramp — **Red Horse had made it just on time.** (*Pacific Stars & Stripes* Thursday, Aug. 24, 1967)

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### **Big Airlift Ends at Song Be**

**SONG BE - Vietnam** - In one of the largest airlifts of the Vietnam war, Air Force tactical transports moved 6,905 tons of troops, equipment, and cargo in 12 days from various bases to Song Be during the first phase of the U.S. Army 101st Airborne Div/s Operation San Angelo.

Additional tons of cargo were airlifted to resupply units already at Song Be, 75 miles north-northeast of Saigon. The airlift is complete but regular resupply missions to support the ground forces will continue.

The buildup in men and equipment was the prelude to the 101st Airborne's operation to secure the Song Be area.

During the move, the 1st Brigade of the 101st Airborne "Screaming Eagles" was airlifted from Bao Loc, 55 miles northwest of Song Be. At the same time, other airborne troops were flown in from Phan Rang, Phan Thiet and Bien Hoa.

Equipment and supplies were also brought in from these three locations, plus Pleiuc Vinh, Phu Loi, Cam Ranh Bay AB, and Vung Tan.

Among the equipment and supplies airlifted were fuel, ammunition, food, howitzers, jeeps, trucks, trailers and other heavy equipment.

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C-130 Hercules; C-123 Providers and C-7A Caribou tactical airlift aircrews of the 834th Air Division flew 596 sorties in support of San Angelo and another 44 sorties on regular resupply missions to Song Be. The bulk of the move was done by C-130 aircrews.

The man responsible for the over-all Air Force portion of the airlift, Col. Malcolm P. Hooker, called Army and Air Force cooperation outstanding.

Air Force teams helped Army personnel prepare loads and weigh equipment the day before the move. (*Pacific Stars & Stripes*, Feb. 19, 1968)

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### **Helicopter Losses Pass 1,000 Mark**

*S&S Vietnam Bureau*

**SAIGON** — U.S. helicopter losses in combat over South Vietnam went over the 1,000-mark Wednesday as an Army OH6 light observation chopper was shot down 45 miles west of Saigon.

The helicopter crashed five miles southeast of Moc Hoa. One crewman was injured.

The toll climbed to 1,001 Thursday morning when an Army UH1 copter was downed by enemy fire near Phan Rang, 170 miles northeast of Saigon. One crewman was killed and another wounded in the crash.

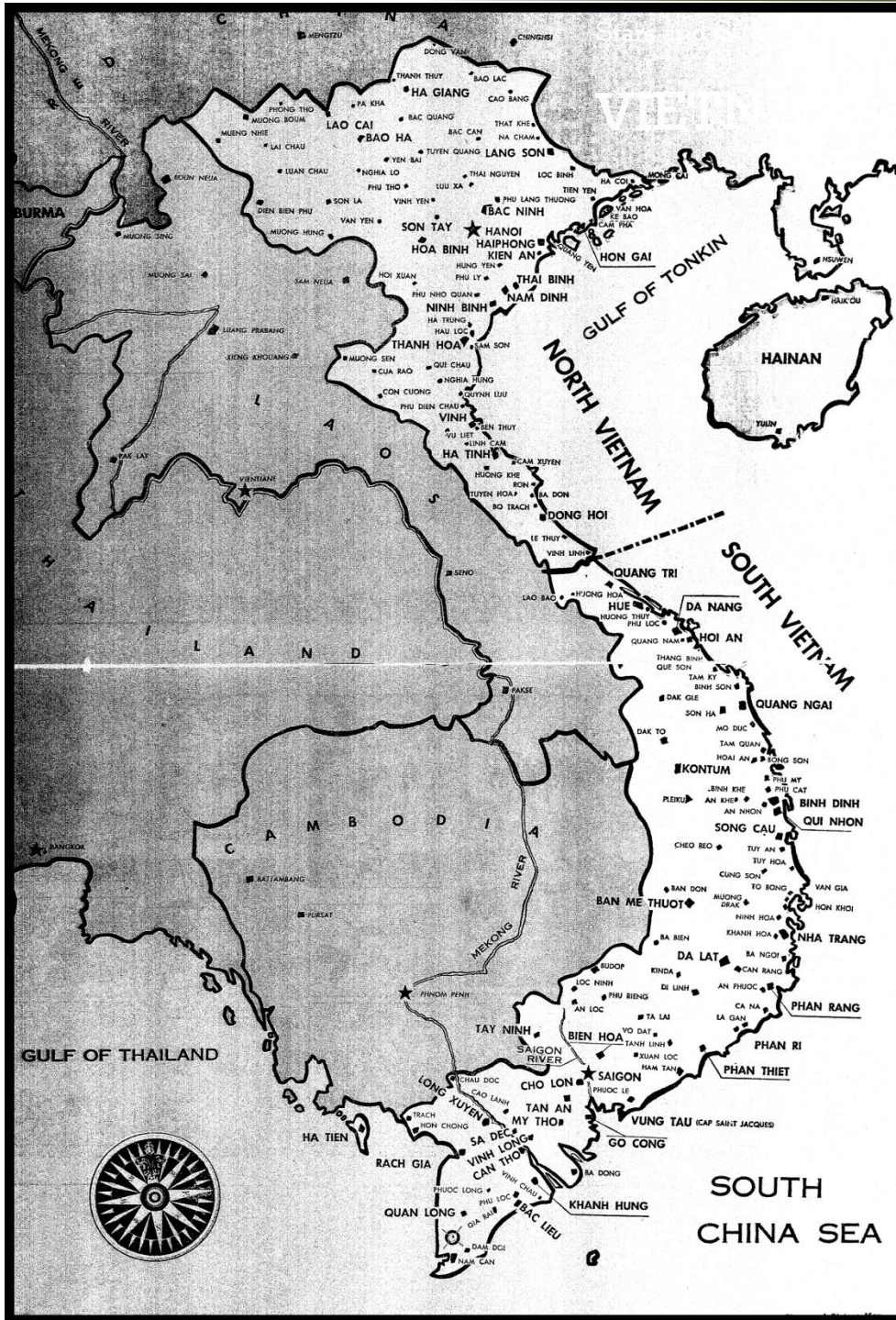
Counting 10 helicopters brought down over North Vietnam, a total of 1,011 U.S. choppers on combat missions have been lost to the Communists since January 1961. The figure represents about one aircraft destroyed for every 10,000 hours of flying time.

Army helicopter gunners killed 21 enemy soldiers Thursday, destroyed 37 of their fortifications and 15 Red sampans. The choppers made 11,432 sorties, with 751 backing Vietnamese ground troops in the Mekong Delta.

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(Pacific Stars And Stripes, April 06, 1965)

## 3 Units Tagged Outstanding

PHAN RANG, Vietnam (7th AF)—The Air Force Outstanding Unit Award has been awarded

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to three Phan Rang air base squadrons for their exceptional performance in support of the base's mission.

The squadrons are the 35th Air Police, 35th Supply and 554th Civil Engineering Squadrons. (Pacific Stars And Stripes, April 21, 1967)

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### FAC With a Sting Directs Base Camp 'Kill'

**BIEN HOA AB, Vietnam (Special)** — For more than five hours, the U.S. Air Force OV10 Bronco swooped and circled overhead. Below, the jungle heaved and shook with explosions as repeated Allied air strikes shattered the enemy base camp hidden beneath the dense jungle foliage.

At the end of five hours only gutted cache sites and bomb blackened bunkers remained of what was once a enemy camp of 50 to 60 fortifications and bunkers.

Piloting the OV10 was 1st Lt. **James L, Woods**, 25, a forward air controller (FAC) with the 19th Tactical Air Support Sq. here. The day would see him direct air strikes for aircraft from two Air Force bases, two U.S. fighting services and two Allied countries. It would be a long, tiring day but a very worthwhile one.

Upon reaching his sector, Woods made contact with an Army hunter-killer helicopter team, consisting of a light observation helicopter (LOH) and a UH1 Huey Cobra helicopter gunship.

The team had seen considerable enemy activity in an area some 30 miles northwest of Xuan Loc city in Long Khanh Province. The LOH pilot said the target was most likely an enemy cache site and base camp. The mission, however started with problems.

"Just as I arrived on target," said Woods, "the hunter-killer team had to return to base to refuel.

In the meantime, my strike had been canceled due to weather, so I requested a new

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strike."

This strike consisted of two A37 Dragonfllys from the 90th Attack Squadron. They were scrambled from Bien Hoa AB to support the request. The A37'S were piloted by First Lieutenants **Quentin J. McGregor**, 23, and **John P. Cerak**, 25.

"As the A37 flight was about to arrive, the LOH reported that he was ready to return to the target area, but that his high ship and cover, the Cobra, had not refueled yet," the lieutenant continued. "However, I told the LOH that I would have my A37 flight act as cover for him. He returned on station and immediately drew heavy small arms fire from the target area. I marked this target and put the A37s to work on it.

"Meanwhile, the LOH landed at an old fire support base to have a good look at himself. He had taken a lot of rounds, but fortunately wasn't hit. He then returned to the base camp area along with the Cobra gunship.

"The A37s pounded the area from which the ground fire had come. During their strike they got a good secondary explosion confirming the possibility they were striking a cache. The flight was initially credited with eight fortifications destroyed. Further searching by the LOH showed that the strike had destroyed an additional six fortifications and six bunkers.

"About this time, a Canberra, from the Royal Australian Air Force's Number 2 Squadron at Phan Rang AB, checked in with me," Woods went on. "I marked the new target for them. It was

just a little to the right of the A37 target. The Canberra dropped three bombs on each pass and hit right on the target. They were really good hits, and that ended the ground fire from that area.

"I had the fighters set their first bomb fuses for instantaneous detonation to blow away the trees and then the next bombs with delayed fusing to get the exposed bunkers." continued Woods. "The enemy had built some fairly large hootches in the area, and under each he had built a good-sized bunker.

There also were some pallets spotted in the area like those found at some of the cache sites

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in Cambodia. "The LOH went in to get a reading on the battle damage caused by the Canberra. He stated that there was absolutely nothing left of the hootches or bunkers where the A37s and Canberra had hit. Pieces of them were blown all over the jungle, and where they originally were, there were only craters," added the lieutenant.

As soon as Woods had finished with the Canberra, two USAF F100 Super Sabres from Phan Rang AB arrived. They were replacements for the mission which the lieutenant had lost earlier in the day. Their mission was a landing zone preparation near the current target.

"When the F100s arrived, I put them in on the landing zone 'prep' which was near the target that I had been working on. After they expended all their bombs on the landing zone, I brought them to the original Canberra target. I had them strafe the area thoroughly with their 20mm cannons. They did a real job. The LOH again went in to have a look, and he reported that the Super Sabres had accounted for two more fortifications and another bunker.

"As the LOH flew at treetop level over the target, he saw that hootches blown away by previous bomb blasts revealed more bunkers underneath. "The base camp and storage sites were much larger than we originally realized," Woods explained.

"As we got into it and blew away some of the jungle, we kept uncovering more and more of the camp. As the new targets appeared, I kept calling for more and more tactical air. "I was able to stay on target for so long because I had a centerline extra fuel tank , on my OV10. Of course, that didn't do much to help the many parts of my body that were beginning to go to sleep or ache," the lieutenant continued with a grin.

"I was told there was a set of free air (a flight unable to expend its ordnance on its original target and available for a target of opportunity) available from Bien Hoa AB. I asked for this flight and soon had them on station," the lieutenant continued.

The flight consisted of two A37s from the 90th AS here, They were piloted by Lt. Col. **Thomas J. Magner** and Capt. **Howard K. Carroll**.



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Woods marked the new bunkers which the LOH had found. He then directed the A37s to start their bomb runs. "On our first three passes Woods directed us to drop our bombs directly on his smoke," Carroll recalled. "Then he had us climb while the LOH went in to look at the target. The LOH pilot said all the bunkers in this area had been destroyed. The LOH pilot then told the FAC about another bunker complex about 400 yards from the first one we had hit. The FAC marked this new target, and we dropped our remaining bombs on it. Again we held high and dry while the LOH went into have a look. He said this target was also completely destroyed."

Another LOH now working in the area discovered a supply cache of 55-gallon drums. The A37 flight was next directed against this new site. Using their miniguns, the 90th pilots destroyed all the drums. All totaled, this A37 flight was credited with destroying, 17 bunkers and six fortifications, plus the drum cache.

It had now been more than five hours since Woods had first arrived on target in his OV10. He was out of ammunition, out of smoke rockets, almost out of fuel and finally out of targets. Warily he turned his Bronco back toward Bien Hoa AB. It had been a "long kind of day." It had also been the kind of day that saw the death of an enemy base camp. (*Pacific Stars & Stripes*, Wednesday, August 5, 1970)

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### **Phan Rang AB Gets ARC Unit**

**PHAN RANG, Vietnam (7AF)** —The American Red Cross recently opened its new \$24,000 recreation facility at Phan Rang air base. The structure, constructed by a team from the 554th Civil Eng. Sq. (Red Horse), was officially opened with a 'busting in' ceremony.

'Busting in' was Airman 1.C. **William G. Peterson**, 22, who gained the honor of breaking through an aluminum foil barrier stretched across the main entrance. (*Pacific Stars & Stripes Saturday, Aug. 26, 1967*)

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### **1st Phan Rang Grads -**

### **12 Viets Finish C7 Course**

**PHAN RANG AB, Vietnam (Special)** — Twelve members of the Republic of Vietnam Air Force

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(VNAF) have become the first graduates of the C7 Caribou training program being conducted here.

Included were eight aircraft commanders and four co-pilots. Although the graduates received part of their training at Dyess AFB, Tx., the program now includes trainees who will receive all of their training at Phan Rang.



Capt. John A. Pfanner (left), an instructor pilot, and 2nd Lt. Doan The Hao, a trainee, discuss holding patterns involved during a training flight. USAF Photo by Sgt. Keith Lagerel

This program is the first of its kind in which VNAF aircrews are trained totally in the Republic of Vietnam. All aspects of training, including academic, ground, combat crew and incountry flying, are now being conducted at this coastal air base.

The training is the responsibility of the 483<sup>rd</sup> Tactical Airlift Wing Wing, headquartered at Cam Ranh Bay AB, which has a forward operating location here.

U.S. Air Force instructor pilots from the 483<sup>rd</sup> and on temporary duty from Dyess provide the training, which includes flying actual resupply missions. Eventually VNAF mobile training detachments will replace the present instructor force.

There are now 22 aircraft commanders and three co-pilots in the training program, and it is expected that 52 aircraft commanders and 106 co-pilots will receive training by the program's scheduled completion date in November 1972.

Training for 16 flight mechanics and 20 load masters also is under way. The eventual training of 60 flight mechanics and 60 load masters is being conducted jointly by VNAF instructors and U.S. Air Force mobile training teams. (*Pacific Stars & Stripes Monday, Dec. 13, 1971*)

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## Korean Operations Leave 25 VC Dead

*S&S Vietnam Bureau*

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**SAIGON** — Twenty-five Viet Cong were killed Thursday by Korean infantrymen and Marines in fighting along South Vietnam's coastal lowlands.

Marines of the 2d Brigade killed 11 enemy soldiers and captured a supply of hand grenades during cave-searching operations a mile northeast of Dien Ban. Nearby, another Marine element engaged an unknown size enemy force, killing four. There were no ROK casualties in either contact.

Three VC were killed by elements of the ROK 9th Div. 10 miles east of **Phan Rang** and four more were added during another contact near Tuy Hoa.

Two Korean soldiers died and two more were wounded during the action. Capital Div. infantrymen killed three Reds. (*Pacific Stars & Stripes, Feb 9, 1969*)

Elsewhere in the air over South Vietnam, U.S. Air Force fighter-bombers made 289 sorties Thursday, blasting apart 174 enemy fortifications and 304 bunkers. (*Pacific Stars & Stripes, Feb 9, 1969*)

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### **Phan Rang to Get Quarters for 5,000**

**PHAN RANG**, Vietnam (10) — C Co. of the U.S. Army's 62<sup>nd</sup> Engineering Bn. (Construction) has begun building a 5,000 man cantonment area which is designed to accommodate elements of the 101st Airborne Div, in the Phan Rang Valley area.

The battalion commander, Lt. Col. Paul D. Triem, reported that in addition to featuring an excellent billeting area, a new recreation hall will be added which is to be operated by the American Reel Cross. (*Stars & Stripes, April 27, 1966*)

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### **100,000th Sortie**

**PHAN RANG AB**, Vietnam (Special) — After approximately three years of operations at Phan Rang Air Base, the 35<sup>th</sup> Tactical Fighter Wing flew its 100,000th combat sortie recently. (*Pacific Stars And Stripes, August 05, 1969*)

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### **Near Cam Ranh Bay ROK Drive Kills 109 Reds**

By SGT. SONG JUNG IL

S&S Staff Correspondent

**SAIGON** — Korean troops of the 9th White Horse Div. ended a nine-day operation Friday near Cam Ranh Bay, killing 109 Communist soldiers, ROK military spokesmen said.

The operation, dubbed Dong Bo 2-18, was launched July 31 under the command of Lt. Col. Lee Jae Hung, commander of the 2nd Bn., 30th Regt. Backed by air strikes and artillery fire, the Koreans were flown by helicopter onto the 3,300-foot Ta Nang Mountain about 10 miles south of Cam Ranh Bay to begin the operation.

The mountain, overlooking the South China Sea and Phan Rang Air Base, is covered by thick jungles and rugged rocks. The heaviest firefight occurred last Monday on the southern sector of the mountain when the ROKs killed 43 enemy soldiers holed up in caves. The enemy dead were identified as troops of the 255th North Vietnamese Co. and supporting guerrillas who had threatened Phan Rang Air Base.

During the operation, Korean soldiers also captured 103 individual weapons, six crew-served weapons, some rocket launchers and a considerable amount of war materials.

Numerous natural caves and huts, believed to be enemy camps, were destroyed.

Korean casualties were reported to have been extremely light during the operation.

Meanwhile, Korean infantrymen and Marines killed 21 Communist soldiers and seized 12 weapons Friday in three separate clashes along the central coastlands. Three prisoners and two weapons were taken by the 2nd ROK Marine Brigade in a search operation 17 miles south of Da Nang. No Korean casualties were reported in Friday's actions. (*Pacific Stars And Stripes, August 11, 1969*)

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### **AF Plane Crashes At Cam Ranh AB**

S&S Vietnam Bureau

**SAIGON** — A U.S. Air Force C123 Provider en route from Phan Rang crashed and was destroyed

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Monday while attempting a landing at Cam Ranh Bay AB about 200 miles northeast of Saigon.

Three U.S. personnel were missing and one was injured in the crash, the cause of which has not been determined, a U.S. Command spokesman said.

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### **Korean ‘Soldiers of the Cross’ Pray for and Find Courage**

*By CPL. YOUNG KEUN KIM*

*S&S Staff Correspondent*

**PHAN RANG**, Vietnam — "Stand up/stand up for Jesus, Ye 'Soldiers of the cross. . ." A few Korean combat soldiers, in one of the worst Communist strongholds in a mountain jungle began singing the Christian hymn as they hid, behind a rugged rock which shielded them from the rain of enemy fire.

The platoon leader prayed for his men to recover their bravery.

The platoon had just air-assaulted into the area as a part of a Korean White Horse Div. operation. Other soldiers soon joined in singing. Even troops guarding the perimeter of the zone where they just landed from choppers crawled under enemy fire to join them. Soon, the whole platoon roared the song through the jungle.

Every soldier knew it because it is their unit song.

Everyone got scared, it was one of the most dangerous operations we've ever had," Cpl. Gu, Chong Nam., softly spoke, of the day in a quonset hut chapel in the mountain-top company base here.

Soon our platoon gained confidence and searched through the jungle for enemy, units," Gu said.

Gu is not only a highly experienced combatant but chaplain for the company.

It is, called "Joshua Company" named after the famous successor of Moses in the Old

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Testament, said Gu.

The company derived a unit motto 'from the Book of Joshua: "Be strong and of good courage, for the Lord your God is with you wherever you go."

Sometimes the unit is called "Miracle Company," said, Capt. Whang Chae Yung, commander of the unit.

"We always go into the most dangerous area as a point company," said Whang, "but always have less contacts and casualties.'

When they face hardships, the Koreans quietly pray: for energy to go on when they camp at night they pray for victory, Gu said.

The company came to Vietnam in 1966 after being formed with majority of Christian soldiers who were under training, Whang said.

"Commanders hoped that our company would enhance combat ability by reestablishing the firm philosophy on life and death through Christianity', 'Whang said. The Koreans used to worship in a small tent with, an ammo box as an altar, Gu said. Then, last year an, American Army priest gave them materials, for a Quonset hut. The Korean soldiers built, the chapel within weeks, Gu said.

Currently about 80 per cent of the soldiers are Christians, Gu said.

They worship every Sunday and Wednesday with a choir and Gu saying mass, he said, Gu studied theology in a seminary in Korea, he said.

All soldiers without duty attend chapel the night before the start of an Operation, GU said.

About a dozen non-Christians carry a Bible in their pockets while in the field, Gu said.

"I neither understand or read the Bible," said a soldier. "I carry it with me because I

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feel something secure." (*Pacific Stars & Stripes*, Wednesday, Feb. 3, 1971)

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### Aerial Port Is, Like Busy

**CAM RANH BAY AB**, Vietnam (Special) The 14th Aerial Port Sq. here said 102,108 passengers and 11,238 tons of cargo were handled by the port's facilities, in December.

C130 Hercules, C123 Provider and C7A Caribou aircraft of the 834th Air Div. did the bulk of the work, C130s carried 45,556 people and 6,769 tons of cargo, C123 Providers handled 18,372 passengers and 862 tons, while the C7 Caribous ferried 3,159 travelers and 365 tons of material.

Military Airlift, Command aircraft accounted for 35,021 passengers along with 3,242 tons of cargo. (*Pacific Stars & Stripes*, Thursday Feb. 4, 1971)

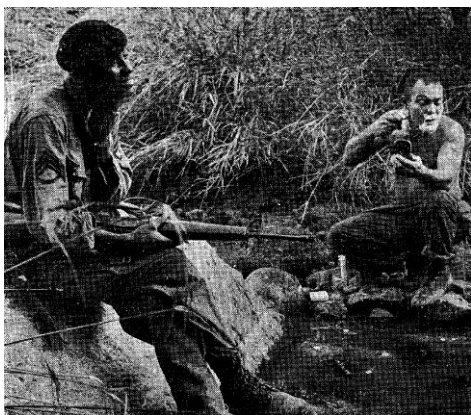
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### Bokar in Command

**PHAN RANG**, Vietnam (10)—In a change of command ceremony at the 1st Brigade,; 101st Airborne Div., Lt. Col. **Andrew S. Bolcar** took command of the 2d Bn., 320th (Airborne) Artillery. (*Pacific Stars & Stripes*, Wednesday, April 19, 1967)

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### Best-Kind of Close Shave



Staff Sgt. **Willie E. Jorden** (left) checks to see if he needs a shave as Staff Sgt. **Daniel E. Mills** cleans up during a pause on a recent operation in Vietnam. Both men are members of the reconnaissance platoon, 2d Bn., 502nd Airborne Inf., and were participating in Operation Farragut with the 1st Brigade, 101st Airborne Div., 20 miles south of Phan Rang. (*Pacific Stars And Stripes*, April 25, 1967)

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### One star hikes planned

**HICKAM AFB, Hawaii (USAF)** —The top doctor, two wing commanders and the intelligence chief are Pacific Air Forces (PACAF) colonels being nominated by the president for promotion to

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brigadier general.

In addition, the airlift adviser to the commander in chief, PACAF, was also on the list of 50 colonels nominated for star rank.

Dr. (Col.) Willard L. Meader, command surgeon, Headquarters PACAF, Hickam AFB, Hawaii; Col. **Thomas R. Olsen**, commander, 51<sup>st</sup> Tactical Fighter Wing, Osan AB, South Korea; Col. John A. Corder, commander, 3rd Tactical Fighter Wing, Clark AB, Philippines; Col. Richard J. Trzaskoma, commander, 834th Airlift Division (Military Airlift Command) and special assistant for airlift (PACAF), Hickam; and Col. Larry D. Church, assistant deputy chief of staff, intelligence, PACAF, Hickam, comprise the list of selectees assigned to the Pacific region.

Meader graduated from Temple University School of Medicine, subsequently served a residency in aerospace medicine and is a graduate of the Industrial College of the Armed Forces. He has served assignments in Vietnam, England, and Canada and previous headquarters assignments with Strategic Air Command and Air Force Systems Command.

Olsen has been a fighter pilot since completing pilot training in 1958 including 201 combat missions in the F-100 Super Sabre from **Phan Rang AB**, Vietnam. He has also served as liaison officer to the Naval Amphibious School; chief of the rated officer career management branch and later deputy chief of officer career management division, Air Force Manpower and Personnel Center.

Corder entered the Air Force as an aviation cadet in 1959 and was commissioned upon completion of navigator training. After one tour as a B-52 navigator, he entered pilot training and subsequently served several assignments as an F-4 Phantom pilot, including 250 combat hours and 100 combat missions over North Vietnam. He earned the nation's second highest award for valor, the Air Force Cross, during his Southeast Asia tour.

### **A rescue member**

Trzaskoma has flown a variety of transport aircraft, including time as a rescue crew member in Canada. He was an instructor and flight simulator instructor, operations inspector, executive to the Military Airlift Command vice commander, personnel staff officer and assistant director of command and control, a wing deputy commander for operations and an airlift group



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commander.

Church earned his commission through ROTC at the University of Idaho and gained his master's degree in psychology from George Washington University. A career intelligence officer, he has served a previous assignment at Hickam and overseas assignments in Vietnam and Germany. (*Pacific Stars And Stripes, December 13, 1982*)

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### Rescue Route Goes 500 Feet Over VC

**PHAN RANG**, Vietnam (01)-"In an emergency, you can't always follow the book," said 1st Lt. **William T. Little**, 25, a pilot with the 311th Air Commando Sq. at Phan Hang AB.

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

The 311th flies daily supply missions out of Da Nang Air Base, northernmost air base in South Vietnam. Little was flying his C123 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 C123K, 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, I turned on the jets, just in case we should take ground fire and lose an engine," he recalled.

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Phan Rang AB News No. 287 “...keeping the memories alive”

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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 C123, severing the actuating rod to the left aileron. Little had his hands full. (*Pacific Stars & Stripes*, Friday, Dec, 15, 1967)

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### Tooth Falls Flat Gold fanger Loses Glittering Grin

*S&S Vietnam Bureau*

**SAIGON** — Satan had a gold tooth, but he didn't have it long.

Satan is a dog, a husky German Shepherd sentry dog handled by Airman 1.C. **Richard C. Morley Jr.** at **Phan Rang AB**. Recently the top of one of his big canine teeth got knocked off.

Cpts. Allan S. Love and Francis N. Brown, both dentists, decided to try to cap the tooth. Neither had ever done that sort of thing before — on a dog.

They began by removing the pulpy core from the long, curving root and filling the void with cement. When the cement dried several days later, they fitted the gold cap.

However, it did not take Satan long to make such ferocious use — probably on his cage — of his new gold tooth that the entire root loosened and the tooth had to be pulled.

Although Satan blew his golden opportunity, the operations left the two dentists with a better knowledge in the art of putting a gold crown on a dog's tooth, an art they said required significant modifications over putting crowns on human teeth because dogs use their teeth in different ways and the pressures are different.

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### **Younger Brother Among Arrivals**

**PHAN RANG**, Vietnam (10)—Army 1st Sgt. Joseph Dayoc of B Co., 1st Bn. (Airborne), 327th Inf., assigned to the 1st Brigade, 101st Airborne Div., welcomed his younger brother, Vincent, among several replacements.

This is their second tour together, and in the same division. In 1956, they served in the 101st's replacement company while at Port Campbell, Ky.

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**Doug’s Comments:** After nearly 12 years and almost 6,000 pages of the Phan Rang Newsletter I thought I pretty much covered the entire history of Phan Rang AB, but then I thought of all the stories that I’ve seen over the years that I’ve missed or looked over because they didn’t seem to be relevant to what I was looking for at the time. So with that in mind I thought of looking at all the Stars & Stripes publications since 1966 and found hundreds of articles that some ways pertained to Phan Rang AB, even if they didn’t have a dateline of Phan Rang. To see a list of all previous newsletters click [here](#). To unsubscribe to Phan Rang News, [dougsevert@gmail.com](mailto:dougsevert@gmail.com) and put ‘unsubscribe’ in subject line.