

Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.
"Keeping the memories alive" Newsletter 289

PREVIOUSLY UNPUBLISHED STORIES
in the Phan Rang Newsletter

from the
PACIFIC
STARS AND STRIPES

VOLUME 3

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Firm Sends Bra-voes To Troops

PHAN RANG, Vietnam — What happens when a package labeled "caressable bras" arrives at the mail room of an airborne infantry company deep in the jungles of Vietnam?

First, rumors start beginning that the "old man" got a case of ladies bras, then it's the executive officer that got the frilly unmentionables and last but not least, the grapevine has it the first sergeant got the receipt.

This was the case last week when such a package was received by the Army's Co. C, 2d Bn., 327th Inf., 101st Airborne Div. from the employees of Empire Foundation Inc. of South Fork, Pa.

But to the surprise of the C Co. "Cougars," the boxes, when opened by Capt. **Richard E. Davis** of Russellville, Ky., assisted by 1st Lt. **Luther L. Woods**, Hindman, Ky., and 1st Sgt. **Bobby H. Burke** of Clarksville, Tenn., did not contain bras . . . only candy and cookies.

A letter in the package said: "For all the fellows, of C Co. Through this bit of correspondence, all of us at Empire Foundation Inc. want to express to each and every one of you over there, our sincere thanks for all that you are doing in order that we may live in a free and peaceful America. As a group, we have chosen this holiday season to express this appreciation. "Because we all realize that it is so terribly difficult being away from home, especially at this time of the year, we are sending these boxes, one to each company of the 1st Brigade, so that we may in this small way thank you all a little more personally.

"Our profound wish being, that through your enjoyment of the boxes of "goodies" which we are sending (which incidentally, have not only good things to eat packed in them, but all our prayers as well, that we may succeed in brightening your spirits, and let you know that we are very proud of you. With humble and grateful thanks, the employees of Empire Foundation Inc." *(Pacific Stars & Stripes Friday, December 10, 1965)*

Younger Brother Among Arrivals

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

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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. (*Pacific Stars & Stripes*, February 4, 1966)

Inactivate 2 Units

S&S Vietnam Bureau

LONG BINH, Vietnam — The last two Army units to be redeployed under President Nixon's second round of troop withdrawals were inactivated Sunday, according to the U.S. Command. They were part of a total of 35,000 American soldiers redeployed in this phase.

The 551st Combat Support Co. Long Giao and the 553rd Combat Support Co. here were inactivated and their personnel either reassigned within Vietnam returned to the United States.

At the same time, the Air Force announced that the 290 men of the 4th Special Operations Sq. based at Phan Rang and equipped with AC47 "Spooky" gunships will be inactivated Dec. 15. The 4th is the only remaining American AC47 operation in Vietnam, but its responsibilities will be taken over by South Vietnamese Air Force units and by other American units operating with different equipment. (*Pacific Stars And Stripes*, December 16, 1969)

Program Aided by University

PHAN RANG, Vietnam — An American University has put into action a plan to help the 101st Airborne Div. aid their Vietnamese neighbors.

In Nov., 1965, the Army's 1st Brigade, 101st Airborne Div., received a letter from the student body of Southern Illinois University at Carbondale, asking how they could assist the brigade. Specifically, they asked what funds and materials they could send in support of the Civic Action Program.

A civic action program, centered principally on eight schools in the Phan Rang area (168 miles northeast of Saigon) of Ninh Thuan Province, Vietnam, in which the "Screaming Eagles" have located their base camp, has been started by the Brigade. The main object of the airborne unit's efforts is the improvement of sanitation facilities, and the personal hygiene of the local

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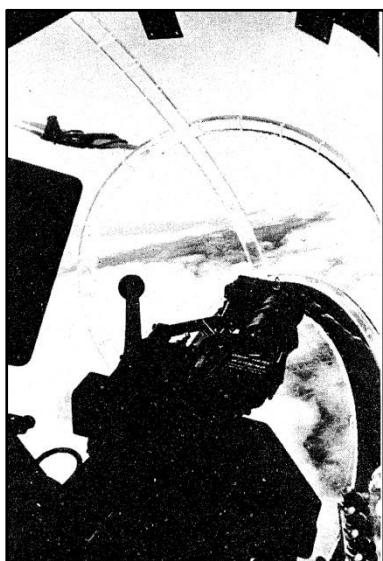
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school children. U. S. Army Medical Corps physicians had cited the lack of individual health measures as a basic cause of 75 to 85 per cent of cases they were asked to treat.

After receiving an answer from the brigade civil affairs section, headed by Capt. **James M. Nichols Jr.** of Clarksville, Tenn., the student-body responded with a drive for \$5,000 to purchase hygiene articles. Their drive has produced more than 50 cases of bath soap, 5,280 toothbrushes, and over 6,000 tubes of toothpaste.

Nichols was staggered at the amount sent. "The effects of this generosity," he said, "are threefold: one, upon the standards of Vietnamese hygiene; the second, upon American soldiers' relations with the students back home, and lastly, the American-Vietnamese relations." (*Pacific Stars & Stripes Thursday, January 27, 1966*)

Flashy Photo



An Australian Canberra jet bomber flashes past towards its target in this photo, "All Bombs Off," taken from the cockpit of another Canberra, which won Sgt. **Donald B. Dirksing**, Det. 5, 600th Photo Sq., first place in Pacific Air Forces' July photo of the month competition. The bombers are part of No. 2 Sq. of the Australian Air Force stationed at Phan Rang AB in Vietnam. (USAF) (*Pacific Stars & Stripes, December 13, 1967*)

Freeman Marks Holiday In South Viet Farmland

PHAN RANG, Vietnam (AP) —Agriculture Secretary **Orville L. Freeman** observed the Fourth of July by eating holiday watermelon while inspecting farms on South Vietnam's central coast.

The visit highlighted Freeman's third day of his five-day tour of Vietnam. One of the farms he visited was a U.S. sponsored project to raise onions and garlic on formerly desolate sand dunes near Phan Hang, 160 miles northeast of Saigon. The watermelon was a treat from the farmers,

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who now are profiting from once useless land.

One of his main concerns in Vietnam, Freeman said, was the fact that the United States must provide 800,000 tons of rice a year to Vietnam, once a rice-exporting nation. He indicated that imports of this rice were partially caused by poor Vietnamese government farm policies.

"The tendency in countries like this is to have a cheap food policy," Freeman said, thereby giving less profit to the farmer.

"The only way they can get more production here is to get better prices." (*Pacific Stars And Stripes, July 06, 1968*)

Heroic C123 Called Patches Earns Museum Retirement

By SGT. TONY BAZZIE

PHAN RANG AB, Vietnam (Special) — If the U.S. Air Force gave Purple Hearts to airplanes, one C123 Provider here would have more than a thousand.

The plane is known as Patches and for obvious reasons. Its skin is speckled with dozens of them, each covering bullet and shrapnel holes inflicted by enemy ground fire during its 10 years in Vietnam.

The unofficial count of hits received by Patches exceeds 1,000. Although metal patches cover many places on the plane, not all of the hits can be seen. Patches has had whole sections "reskinned" several times, covering many of the veteran Provider's battle scars.

Scheduled to be retired, either to the Air Force Museum at Wright-Patterson AFB, Ohio, or to the Smithsonian Institute in Washington, D.C., the plane has earned the right to be displayed among some of the most historic aircraft in Air Force history.

All available information, including the names of all pilots who have flown the historic plane, has been collected and authenticated.

The aircraft now belongs to the 310th Tactical Airlift Sq. (TAS) at Phan Rang. Before that

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Patches belonged to the 12th Special Operations Sq. at Bien Hoa AB.

The aircraft's commander for the last year, Maj. **Stanley O. Swanson** of Seattle, speaks of the plane with pride and admiration.

While flying the aircraft on spray missions during two tours here, one in 1964 and the other this year, he has flown through most of the enemy ground fire directed at Patches.

The spray plane was hit 855 times during his two years in Vietnam. On one mission over the delta Swanson said that the plane was hit 69 times.

Because of the number of hits received by the C123, armor plates have been installed around much of the cockpit area for protection against shrapnel. Crewmen wear bullet-proof vests for added protection.

Swanson said that during his tour in Vietnam in 1964, Patches was hit an average of eight times per mission.

Patches is also the only C123 to have flown around the world.

It has flown spray missions in many countries when help was requested.

Decorating the side of the plane, along with the cartoon character Snuffy Smith, are four Purple Hearts, representing the number of Purple Hearts awarded to crew members wounded while flying in the aircraft.

Though the aircraft is being retired, it will be fondly remembered by the crewmembers who flew it, and perhaps a bit less favorably by the maintenance men who continually mended its body. (*Pacific Stars And Stripes*, July 11, 1971)

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A Welcome ‘Birthday Present’

By SPEC. 5 STEPHEN KROFT, S&S Staff Correspondent

PHAN RANG, Vietnam — The men of the Royal Australian Air Force (RAAF) here celebrated their 50th anniversary with a colorful parade Wednesday, on the heels of an announcement by the Australian Prime Minister that they are to be withdrawn from Vietnam.

Sleek Canberra bombers streaked overhead as the No. 2 Sq. paraded before Air Commodore **C. H. Spurgeon**, commander of the RAAF, Vietnam, and other high-ranking Australian and American commanders.

Standing amidst a static display of vintage Australian aircraft, Spurgeon told the squadron, "I'm not going to stand here under the bright sun and tell you about going home, because I don't know, it's not going to happen tomorrow," he said, "but I would be guessing in about three months."

Australian Prime Minister **William McMahon** announced Tuesday in Sydney that the No. 2 Sq. of the RAAF, based here, and elements of the No. 35 Sq. would be part of the second Australian Vietnam cutback, Australian forces, including Army, Air Force and Navy, will be trimmed by 1,000 men by September, McMahon said.

Although most of the squadron will be returning to Australia, Spurgeon warned the troops not to get their families all excited about homecomings. "There is a possibility that some of you will be staying in Vietnam," he said, and be reassigned with other Australian units,"

In light of the withdrawal announcement, Spurgeon asked his men to maintain the high standards of the past 50 years. "There is still a war going on and we have our part to play," he said. (*Pacific Stars & Stripes*, Saturday, April 3, 1971)

AF Pilot Chalks Up 400th Solo

TAKHLI RTAFB, Thailand (Special) — Air Force Lt. Col. **Edward E. Seaman**, an F105 Thunderchief pilot with the 333rd Tactical Fighter Sq., recently flew his 400th combat mission as a pilot of the single-engine, single-seat fighter aircraft. An assistant operations officer with the Takhli-based unit, Seaman is a veteran of more than 19 years of Air Force

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service. His first combat tour came as an F100 Supersabre pilot assigned to Phan Rang AB's 614th Tactical Fighter Sq. in Vietnam. While a member of that unit he flew 273 combat missions.

As a result of his flying two combat tours in Southeast Asia, he was recently awarded a Silver Star and a Distinguished Flying Cross with oak leaf cluster.

After a tour of duty at Cannon AFB, N.M., with the 27th Tactical Fighter Wing, Seaman reported to Takhli Royal Thai AFB last June.

Since then, he has flown 127 Thunderchief combat missions over Southeast Asia to boost his total combat flying hours to more than 725.

Seaman, from Oxnard, Calif., is a command pilot with more than 4,900 flying hours, of which more than 4,200 have been in jet fighters. (*Pacific Stars & Stripes Monday, April 20, 1970*)

VNAF Trains for C123s

By SGT. JOHN MUELLER

S&S Staff Correspondent

SAIGON — A nine-man Air Force team began training 55 Vietnamese air force (VNAF) airmen Tuesday at Tan Son Nhut AB in maintenance procedures for the biggest cargo plane to be turned over to the VNAF, the training team's director said.

A 7th AF spokesman had previously announced that C123 Provider cargo planes, larger than cargo planes now in use by the VNAF, will be turned over at an unspecified date.

It marks the first time the U.S. Air Force has conducted specialized maintenance ground training in Vietnam, according to Capt **William H. Lykken**, mobile training team commander. Previously VNAF airmen were sent to the U.S. for similar training with other aircraft, he said. The decision to begin training in Vietnam was essentially due to cost, Capt. **Raul Zamora**, Air Force Advisory Team 5 training advisor, said.

Practical experience for C123 load/masters and flight engineers, who received classroom

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training in the U.S., began Jan. 4 at Phan Rang AB, a 7th AF spokesman .announced earlier.

Lykken said loadmasters and flight engineers will be brought to Tan Son Nhut to help teach the classes. In addition, classes in electronics, propellers, hydraulics and jet and reciprocating engines are being taught, he said.

The team will train the first two classes and then pick outstanding students in each specialty to act as instructors to carry on the training program once the Air Force instructors leave sometime in April, Lykken said.

The students came from other aircraft maintenance shops on the base and from apprentice level training schools in Vietnam, he said.

Lykken said the instructors anticipated, translation difficulties because the classes and the technical manuals are in English, Supposedly the experienced people, in the classes, will have enough comprehension (of English) to translate for the inexperienced people, He, said.

Training equipment worth more than \$500,000 will be used in the program, he said.

The C123 is a twin-engine plane capable of hauling 60 fully-loaded troops more than 1,000 miles without refueling and is newer than cargo planes, now in the VNAF inventory a 7th AF spokesman said. The VNAF has two squadrons of cargo aircraft one C119 "Flying Boxcar" and one C47 "Gooney Bird". (*Pacific Stars & Stripes Thursday, Jan, 21, 1971*)

Reds Attack - Rehearsal for Tet Seen in Fierce Fights

SAIGON — Communists may have carried out the dress rehearsal for a 1969 Tet offensive Saturday and Sunday as they jolted South Vietnam with some of the fiercest fighting of the year, punctuated by a series of destructive shillings.

An unknown number of Reds got inside Phan Rang Air Base about 1 a.m. In a ground attack which was preceded by a barrage of mortar and 107mm rocket fire. Army helicopters and Air Force AC47 gunships covered friendly troopers in the close up fighting.

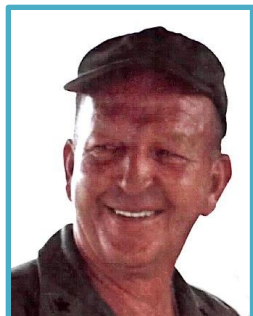
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When the Reds were finally turned back two hours later, the unsuccessful attack had cost them 10 killed. (*Pacific Stars And Stripes, January 28, 1969*)

Gen. Matheson Leads 'Eagles'



PHAN RANG, Vietnam (UPI) — Brig. Gen. **Salve H. Matheson** assumed command of America's "Screaming Eagles" at their Phan Rang base camp, 140 miles northeast of Saigon. Matheson, 46, replaced Brig. Gen. Willard Pearson, of Clairton, Pa.

The 1st brigade of the 101st Airborne has established an outstanding record in Vietnam. The unit has fought in 17 operations, accounting for 4,800 communist dead. (*Pacific Stars & Stripes, Tuesday, Jan. 31, 1967*)

Engineers Bypass VC

CAM RAHN BAY, Vietnam — Seven hours after Army engineers arrived, a hastily constructed bypass was carrying traffic around a blown 80-foot bridge near here.

B Co. of the 87th Eng. Bn. (Construction), 35th Eng. Group, learned that Viet Cong explosives had destroyed 30 per cent of a bridge between Phan Rang and Cam Ranh Bay.

A quick reaction platoon immediately moved out with two bulldozers, a front loader and nine 5-ton dump trucks. Part of the platoon worked on the bypass while the rest constructed a 60-foot culvert.

Traffic was nearly back to normal soon after. (*Pacific Stars & Stripes, Wednesday, July 26, 1967*)

Historic AF Fighter Sq. Wins Top Unit Award

BIEN HOA AB, Vietnam (Special) — One of the U.S. Air Force's oldest fighter squadrons, the 8th Special Operations Sq., has been awarded the Presidential Unit Citation.

Previously designated the 8th Bombardment Sq. and the 8th Attack Sq., the unit was presented the award by Brig. Gen. **Otis C. Moore**, chief of staff for 7th Air Force, in a brief ceremony here recently. The award covered the period from Nov. 15, 1968, to May 31, 1969, during

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which the unit was the Eighth.

On continuous active duty since 1917, the unit celebrated its 54th anniversary in May. Formerly known as the "Liberty Squadron," it has seen duty in England, France, Australia, Japan and the Republics of Korea and the Philippines.

As the 8th BS, flying B57 bombers, the unit was the first to deliver jet air strikes against the enemy in the Vietnam conflict.

The squadron has operated out of Tan Son Nhut, Da Nang and Phan Rang Air Bases.

(Pacific Stars & Stripes Wednesday, July 28, 1971)

1st Termer Named PACAF Crew Chief of the Year

PHAN RANG AB, Vietnam (Special) — A U.S. Air Force F100 Super Sabre mechanic assigned to the 614th Tactical Fighter Squadron here, has been named Pacific Air Force's (PACAF) Crew Chief of the Year.

His selection was announced by Gen. **Joseph J. Nazzaro**, PACAF commander in chief. Sgt. **Stephen E. Shuman** received congratulations on his selection from Nazzaro; Gen. **Lucius D. Clav Jr.**, 7th Air Force commander; Col. **Gregg P. Nolen Jr.**, 35th Tactical Fighter Wing (TFW) commander; and Col. **Henry C. Gordon**, 35th TFW deputy commander for operations.

A first-term airman, Shuman was selected for the award for his outstanding performance in the maintenance of his F100 Super Sabre, integrity and devotion to duty, and his attitude and cleanliness in completing his job safely.

An aircraft crew chief is "a troubleshooter — constantly checking his "bird" for damage or system malfunction. He is responsible for the condition of the \$650,000-plus fighting machine, and the life of its pilot.

During the last six months of 1970, Shuman's Super Sabre achieved an enviable 86.2 per cent operationally ready rate, 15 per cent greater than the 35th TFW and Air Force average. Another accomplishment made by the 23-year-old crew, chief, is that his fighter never aborted

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a mission due to a maintenance problem even though the F100 recorded over 240 hours in the air on 161 combat missions in the six month period.

Col **Alton J. Thogersen**, 35th TFW deputy commander for materiel, based Shuman's qualifications for the award on his integrity and devotion to duty. "These qualities are those that you would normally find in an older noncommissioned, officer."

Thogersen added, "Professionally, and. socially, Shuman is well-mannered, and courteous, a a true, gentleman." "It's really wonderful to have someone of Shuman's caliber, assigned to the aircraft I fly," commented Maj. **Joe H, Banks**, pilot of Shuman's plane.

"It really means something to a fighter pilot to know that he can depend on his crew chief to keep the bird in perfect operating condition. He takes care of that Hun like some teen-agers take care of their jalopies," Banks said. "He is always there working on it and I think that I speak for all the pilots who fly his aircraft when I say that he's one of the best crew chiefs in the wing." (*Pacific Stars & Stripes Friday, June 4, 1971*)

1st Air Guardsmen in Viet Prove ‘Pros’ in Combat

By *ROGER A, Neuman*

S&S Staff Correspondent

PHAN RANG, Vietnam —On a quiet day at Buckley Air National Guard Base in Denver, scattered groups of relatives stood near the base operations building, As F100 pilots listened to preflight briefings maintenance crews made final checks of the aircraft.

A few photographers snapped pictures, and relatives waved to the pilots as the Supersabre jets taxied to the runway. Then the supersonic fighters were gone.

Without fanfare, the 120th Tactical Fighter Sq. went to war. The squadron's destination was classified until the planes touched down at Phan Rang AB, and only then did Colorado learn that it was represented by the first Air National Guard unit in Vietnam.

Giant C141 carriers hauled more than 300 airmen, noncommissioned, officers and officers to Phan Rang, and the 120th began operating as the fourth F100 squadron in the 35th Tactical

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Fighter Wing.

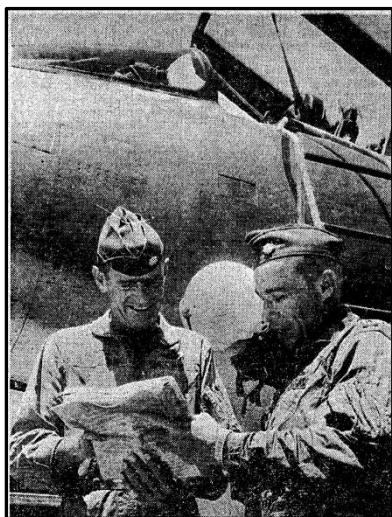
The 614th Tactical Fighter Sq. was host to the new unit. Lt. Col. **Tom Knoles**, commander of the 614th, headed a welcoming committee on hand when Lt. Col. **Robert C. Cherry**, commander of the 120th, led the F100s into their new base.

"We wanted them to know that we're glad to have them as a part of the regular Air Force," Knoles said. "They made it easy; they're real pros."

Cherry flew in his first combat sortie as the rear-seat observer in Knoles' F100F and watched 614th pilots blast enemy positions.

"Those guys are fantastic," he said. "They hit all targets right, on the money. It'll be a tough act to follow, but we'll do our best."

The 120th pilots didn't have to wait long to show what they could do. During the latest Communist offensive, the former Guardsmen were assigned missions in the Saigon-Bien Hoa area.



Left, Lt. Col. **Tom Knoles** (left), commander of the 614th Tactical Fighter Sq., briefs Lt. Col. **Robert C. Cherry**, commander of the Air National Guard 120th Tactical Fighter Sq.

Any doubts about their abilities were quickly erased, "For the first week or two, they could do no wrong," said wing staff officer. "They hit everything they went after. They were just terrific."

Cherry was pleased with the timing of his unit's arrival.

"With the offensive on, we got in some good missions — none of that tree smashing where you can't see what you're hitting. We got a chance to look at our work, and I think its real fine for the morale of people like us who are just getting into the game."

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Morale hasn't been a problem for the squadron, although its people left civilian jobs to don jungle fatigues or flight suits. "The only morale problem we have is with the men we left in Denver," said Cherry. "They want to come over here, and I just wish we could get them."

Twenty-two of the 26 pilots were flying for civilian airlines when the unit was activated in January after the seizure of the USS Pueblo by North Korea. All have had previous tours of active duty. Six are combat veterans. Two have served in Vietnam.

Maj. **William Neuens**, a flight commander, was a United Airlines pilot for 12 years.

"I think it's fine that we came here," he said. "As long as they called us up, I'm glad they used us. We had fine training at Buckley from pilots who had flown in Vietnam, and we found just what we expected."

Perhaps the most noticeable change was felt by Sgt. **Gene Hoffman**, who came to Vietnam with the 120th but now works at the legal office of the 35th Combat Support Group.

When called to active duty, Hoffman was a deputy district attorney in Denver, a post he had held for two years. Knowing his active tour could last for two years, he was relieved that, he would go to Vietnam, "I think most of the men felt the same way," he said. "It was a relief to know where we were going and that we would be doing something worthwhile."
(Pacific Stars & Stripes Saturday June 8, 1968)

Crews, Viets Will Remember ‘Devil Doctor’

PHAN RANG, Vietnam — "The Devil's Own Grim Reapers" said good-bye recently to a remarkable man.

When Capt. **Howard C. Joondeph**, 28, of Ridgewood, N.J., left the 'Reapers', alias the 13th Tactical Bombardment Sq., to begin a new assignment in Germany, he left behind a legacy of achievements amounting to a one-man crusade.

Attached to the squadron as flight medical officer, the 'Devil doctor' achieved more in 10 months of Vietnam combat duty than the average military man.

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"He won the Air Medal with four Oak Leaf Clusters, the Distinguished Flying Cross, and the Air Force Commendation Medal.

On his own initiative he flew in the back seat on 150 combat sorties in a variety of aircraft. Not content with flying every type of mission handled by the B57 Canberra jet bombers of the 13th TBS, he also went out on missions with the pilots of F4C Phantoms , F100 Supersabres, F102 Delta Daggers. A1 Skyraiders , AC47 Dragon-ships, and UC123 Provider aircraft.

The Air Force doctor also joined forward air controllers on their danger-filled observation missions and he flew with helicopter pilots, but his many hours 'upstairs' are only half the story of his adventures in Vietnam.

During part of his tour, the doctor was attached to the hospital at Da Nang air base and while there organized a pioneering program of civic action. This program, initiated last fall, consisted of weekly medical visits by Air Force personnel to a nearby village which had been greatly damaged by Viet Cong terrorists and the crash of an aircraft.

As far as Joondeph knows, it was a first for the Air Force in the area of the country. He himself participated in the visits and treated 20 to 25 villagers. Combat and civic actions, however, didn't quench his thirst or personal participation in all phases of the Vietnam conflict.

He made a point of visiting Special Forces camps wherever he could to distribute candy, cigarettes, envelopes, and "anything they needed".

Joondeph noted that he didn't come across a single pilot suffering from any major problem related to combat stress throughout his tour in Vietnam.

In order to satisfy the official requirements of his job, he could simply have flown a few hours each month in an Air Force transport, but he preferred to earn his flight pay the hard way.

"We took quite a few hits" on one B57 mission, he recalled, and on another occasion a UC123 in which he was riding had to limp to an emergency landing after ground fire knocked out an engine. A .50 caliber machine gun bullet thudded into the fuselage a foot from where the

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doctor was sitting during the flight.

"I didn't start shaking," he laughed, "until I got down on the ground and saw where the bullet hole was."

As he left for Germany, Joondeph's personal crusade in Vietnam finally ended, but the memory of it will long linger among the air crews and Army personnel and Vietnamese civilians he served. (*Pacific Stars And Stripes*, June 21, 1967)

Big Air Force Blast a Happy Event for Villagers

By Sgt. Edward T. Rollins

PHAN RANG AB, Vietnam (Special)— An Air Force explosive ordnance disposal (EOD) team from the 435th Munitions Maintenance Sq. here reblasted a route through a coral reef leading to the South China Sea recently.

The coral-blasting was a military civic action program to assist Vietnamese fishermen of the My Tan hamlet in Ninh Thuan Province, who rely on the reef channel to check their nets since there is no other way around the reef for their boats.

The route was previously opened by a team of engineers from the Military Assistance Command, Vietnam in late May 1970. It had become nearly impassable when the water currents deposited sand and rocks in the passageway.

The military civic action project was begun when My Tan hamlet officials contacted local province officials. With the needed coordination completed and paperwork approved, Capt. **Michael J. Selby**, Phan Rang AB military civic action officer was contacted.

After receiving the request, the Air Force's contribution to the project was set up. First Selby contacted the 435th MMS for the explosives and a team to set the charges. Once the explosives and team were ready, the only problem delaying the project was the sea itself. Before the EOD team could set the dynamite, the tide had to be out and the sea very calm.

After a few days delay, the necessary conditions prevailed and the team went to work. The

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three-man team, including MSgt. **Richard W. Johnson** and S. Sgts. **Orion L. Vick** and **James J. Cloonan**, was flown in by a MACV helicopter and worked for four hours together with 1st Lt. **Glenn Roushenburg** MACV team engineer.

The military civic action project temporarily cleared the passageway, but another blast is scheduled to make an even larger channel for, the My Tan fishermen's route to the sea. (*Pacific Stars And Stripes, March 09, 1971*)

AUTODIN Saves Dough

PHAN RANG, Vietnam (Special) — Incorporating an older command communications system into the newer automated digital network (AUTODIN) system by the 1882d Comm. Sq. has been validated, by the Southeast Asia Communications Region as saving U.S. taxpayers \$25,000.

This savings suggestion has pushed the squadron's fiscal, year 1971 Resources Conservation (RECON) program validated savings total to nearly a quarter of a million dollars.

According to M.Sgt. **Arthur G. Miles Jr.**, the squadron's RECON administrator, the latest savings is attributed to replacing a high-cost leased communications equipment used by the 35th Tactical Fighter Wing with the base communication center's AUTODIN system.

The new system provides with comparable message processing service using existing equipment and personnel without compromising the criteria of required command and control communications. In addition to the elimination of the older system, four-manpower, spaces as, sociated with it', were also eliminated.

Miles, and his. RECON assistants, S.Sgts. **Daniel P. Fiala** and **Jerry E. Braman**, attribute the success of the squadron RECON program, to participation and cooperation of lower echelon airmen. (*Pacific Stars & Stripes Sunday, March 21, 1971*)

Airmen Aid Viet Children

PHAN RANG, Vietnam - During -the past few weeks, about 1,500 youngsters in eight Montagnard and Vietnamese hamlets near Phan Rang AB have received toys and clothing from members of the 1882nd Comm. Sq. under a program called "Project Father."

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Capt. **Donald Terrell**, 28, Richmond, Va., telecommunications officer of the squadron, said the toys and clothing are the gifts of people in the U.S. who were contacted by squadron personnel. (*Pacific Stars And Stripes*, March 22, 1968)

‘Proficiency School’ - 101st Troop Learn Charlie’s Game



Firing tips come from experts at the Proficiency School. Sgt. Johnny R. Traylor (left) shows a newcomer how to sight a target. Traylor served 10 months on the line, holds the Army Commendation Medal and has been recommended for the Bronze Star with "V" device.

PHAN RANG, Vietnam — When 101st Airborne Div. troopers face Charlie on his own grounds, they're ready.

Ther airborne soldiers are prepared the minute they hit the front lines. They've already passed their first major combat test—the "proficiency school" at the brigade's base camp at Phan Rang.

The first of its kind in Vietnam, the five-day school molds eager paratroopers into alert soldiers ready for any situation. Physical conditioning, adjustment to the hot climate and the spirit of the 101st are inherent in the course.

On the first day at Phan Rang every trooper is introduced to the most qualified faculty in the world. Each instructor won his combat Ph.D. the hard way— with at least seven months of jungle fighting.

Formal training begins the second day with each class, of newcomers cutting teeth on booby traps, claymore mines and punji sticks.

The third day the men fire individual weapons. The M-16 rifle, the M- GO machine gum and the M-79 grenade launcher receive attention. Swift break-down and accurate fire are stressed.

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"You've got five seconds to reassemble that bolt, trooper." "That barrel shouldn't jump, soldier. Squeeze the trigger, don't jerk it!"

Before the day is over, the airborne troops know the weapons. They also know how to dismantle and fire weapons used by the Viet Cong, including the Chinese-manufactured AK-47 automatic rifle.

The fourth day's activity is patrolling, the backbone of the brigade's "small unit" operations. Ten-man patrols are sent to reconnoiter an area near the base camp, carrying live ammunition. No place in Vietnam is 100 per cent safe from VC infiltration.

A night ambush occupies the fourth evening of training.

The ambush previews the fifth day's "final exam," a 485-yard reaction course. Running the rugged combat course with live ammunition and exploding grenades gives the paratroopers some idea of a firefight. With hardened, combat-tested sergeants following each man through, any mistakes are quickly corrected. Special "attention" from the sergeants prevents repetition of mistakes.

"Move in a low crouch," bellows a sergeant. "Hit the dirt and crawl for cover," booms another.

The paratroopers respond, learning a new lesson every second.

After graduation, the paratroopers are assigned to units within the brigade. Even those assigned to rear echelon jobs must pass through "P-School."

Officers and second-tour veterans also must complete the initial training.

Staff Sgt. **Bruce O. Gilmore**, who attended the airborne and Ranger schools and in his first tour served as an adviser to a Vietnamese unit, went through the training. No special consideration was given the 12-year Army veteran. To the 101st, he was a "newcomer" until completing "P-School."

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"I'm glad I went through it," said Gilmore. "You never get too much training for combat over here."

"P-School" was initiated under the brigade's replacement company in March, 1966. Not content to rest with the basic "P-school" course, the company also initiated two advanced courses—the Sniper School and the Combat Leaders' Course.

Only paratroopers with the 1st Brigade for at least three months are eligible.

The eight-day Sniper School instructs experienced paratroopers in the effective use of highpower, bolt-action rifles, and tactical deployment and evasion techniques.

The Combat Leaders' Course is designed for future non-commissioned officers. The six-day training involves small unit tactics, crew-served weapons, land navigation, patrol techniques, 'demolition and adjustment of artillery, mortars and air strikes. (*Pacific Stars And Stripes, May 03, 1967*)

Filling Up Takes a Long Haul

PHAN RANG, Vietnam (7AF) - An air base? This place looks more like a great harbor and a sprawling refinery.

But F160 Supersabres and B57 Canberra streak aloft every day from this coastal base some 200 miles from Saigon. They get their lifeblood—TP-4 fuel—from tankers and barges that, are anchored just a half-mile offshore from the base and Phan Rang village.

Talk about shortening supply lines—the fuel is pumped directly from ship to shore via underwater hoses, where the Army's 1st Logistics Supply Depot picks it up at the docks and sends it on through, a six-inch pipe to the bulk storage area on the base.

The fuel will then have traveled 12 miles in 1 1/2 hours and undergone two checks for water and other foreign matter, once at the docks and once more at the base.

Then it is pumped to the distribution point—four 50,000 gallon rubber, bladders—and is

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checked once more before it goes into 5,000 gallon delivery trucks.

From there, it's right to the flightline, where jets are gassed as their pilots are being briefed. There's one more check.—another sample taken to the base fuel and testing laboratory because, here a million-dollar plane and a priceless life are involved, you can't be too careful.

That's the whole process. Now it's up to the man who triggers the rockets and drops the bombs.

If that isn't fast, efficient customer service, what is? (*Pacific Stars & Stripes, Monday, May 8, 1967*)

Deep' North Raid Marks B57 First

S&S Vietnam Bureau

SAIGON—U.S. B57s bombed trucks parked along the Mu Gia Pass Thursday night in the first raids by the large jets into the heart of North Vietnam.

The Canberras set off 12 explosions on a truck park six miles north of the pass and four blasts at another parking area a mile to the south.

The twin-jet bombers — which fly slower than the speed of sound—were scrambled from the 13th Tactical Bomber Sq. at Phan Rang near Cam Ranh Bay.

A military spokesman said the twin-seat planes had flown "no specific strikes before" into North Vietnam.

Canberras have been called on missions just north of the DMZ, he said.

The B57s are flown by U.S. Air Force and Australian pilots over South Vietnam.

The Royal Australian Air Force has based one Canberra squadron at Phan Rang.

The strikes were part of 138 missions over the north Thursday. Targets included a railroad

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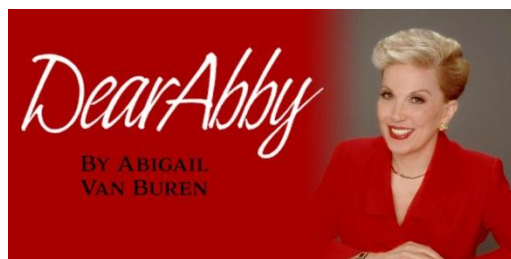
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yard 20 miles northeast of Thanh Hoa, scattered anti-aircraft sites and barges along the coast. In air action over the south Thursday, a Marine Skyhawk was hit by ground fire 23 miles west of Quang Ngai. The pilot bailed out and was shot at as he parachuted, but landed unharmed.

Another Marine Skyhawk was reported shot down Wednesday. The pilot is missing.

Strike pilots flew 547 sorties in the south Thursday. Nearly half supported ground forces.

B-52s bombed enemy base camps 35 miles of Pleiku Thursday and Friday and hit other base camps in Quang Ngai Thursday night. (*Pacific Stars And Stripes, May 14, 1967*)



AS SEEN IN A PREVIOUS ISSUE OF THE PACIFIC STARS

& STRIPES: DEAR ABBY: I’m not saying this to boast, but I am 25, my figure is 37-25-36, and I have won several beauty contests. Two years ago, I married what everyone (including myself) thought was a prize. He was 30, handsome, college-educated, rosy future,

etc. Well, this “prize” has made love to me exactly five times in the last six months! I’ve tried every trick in the book. Once, I even gift-wrapped myself in Saran wrap and greeted him at the door with a martini. And he said, “Hi. What’s for supper?” I told him he should see a doctor to find out what’s wrong with him, and he said I should see one to find out why I am never satisfied! Any suggestions? - **PRACTICALLY UNTOUCHED IN TULSA**

RESPONSE AS SEEN IN PACIFIC STARS & STRIPES, FEBRUARY 4, 1972: DEAR ABBY: This is for the husband of "PRACTICALLY UNTOUCHED IN TULSA": We don't believe that if he doesn't see a doctor, his wife should see a lawyer. He should see his nearest recruiting officer and spend a year in Viet Nam. Then he would appreciate one of the finer things in life—having his wife with him. [signed]

FIVE GI’S AT PHAN RANG

CAPT. ROBERT D. JACOBS

T. SGT. JOSEPH H. JOHNSON

S. SGT. JAMES G. GORDON

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SGT. CARTER S. RICHARDSON JR.

S. SGT. JAMES L. BARKER



Doug’s Comments: I have one apology and that is the Dear Abby letter, “PRACTICALLY UNTOUCHED IN TULSA” was actually published in Phan Rang Newsletter 145, but I thought it would be good to repeat it here. If there are other repeats, it might just be a different report about the same story or I

missed it. I always use the same headline so that stories are easier to find. It’s hard to believe that this is already Volume 3 and there probably will be several more volumes to follow. Not only the Pacific Stars & Stripes, but in particular ‘*The Canberra Times*’ had a lot of good stories and there might even be several volumes from down under as well. To see a list of all previous newsletters click [here](#). To unsubscribe to Phan Rang News, dougsevert@gmail.com and put ‘unsubscribe’ in subject line.