

PHANFARE

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THE PHAN RANG WEEKLY

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NEW CHAPEL TO OPEN SUNDAY

Base Chaplain (Lt. Col.) Theodore J. Kleinhaus, has announced that the first services are scheduled to be held in the brand new base chapel on Sunday. The chaplain says these plans are 90 per cent definite.

A Catholic Mass will be held at 6:30 a.m., and Protestant Services will be held at 8:30 a.m. The regular chapel program will be in effect, except for the switching of the hours for the Lutheran and general Protestant Services. The Lutheran Services, formerly held at 10:30, will be held at 9:30 a.m.

Chaplain Kleinhaus noted that pews and altar furnishings for the handsome new structure are due in from Taiwan in about a month.

He added that the chapel annex now under construction should be completed within a month.

"Everybody appreciates the fine work that has been done," said the chaplain as he praised the 554th Red Horse Civil Engineering Sq. personnel who designed and

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NEW AIRMEN'S CLUB TO OPEN NEXT WEEK

The new airmen's club building will open at about 6 p.m. next Friday, Aug. 11, according to airmen's club secretary MSgt. Bobby G. Wolfe.

The \$25,000 facility, located alongside the present home of the airmen's club, will have a built-in snack bar, modern rest-room conveniences, a barber shop, and a green plywood interior.

The opening festivities will include the presence of a band. More details may be available in next week's PHANFARE.

The present home of the airmen's club will remain open as a recreation area replete with a pair of pool tables.

Sergeant Wolfe congratulated SSgt. Harold Winslow of the 35th Civil Engineering Sq. for spearheading the creation of the new facility over a period of five weeks. The new club has a patio and a three-tone beverage counter.

SHOPPING CENTER OPENS FOR BUSINESS

They say the new facility which opened near the dispensary on Tuesday is a base exchange, but it has all the earmarks of a modern suburban shopping center.

MSgt. Henry L. Laws, 41, from Union, S.C., NCOIC of the handsome facility, stated flatly that "this will be one of the largest, if not the largest, and most modern base exchanges in Vietnam."

Featured are a diamond concession, a tailor shop, a separate beverage shop, the presence of three automobile salesmen, and service via eight cash registers.

On hand is at least a half-million Vietlar stock ranging from food items to three styles of refrigerators.

Coming up will be a modern six-chair barbershop and a gift shop. A public address system is being installed so that music can be piped in to the spacious new facility.

An airline ticket agency will be set up soon on the premises. The Red Horse Sq. (554th CES) and 35th Civil Engineering Sq. created the new facility, which has about double the shelf space of the old base exchange, and tiled ceilings and a shaded walkway.

HOW TO CALL HOME BY WAY OF 'MARS'

The Base MARS (Military Affiliated Radio System) Station, operated by the 1882nd Comm. Sq., can handle 30 to 40 phone patches during a 24-hour period.

This low figure is due to the fact that there are only two or three authorized gateway stations in the U.S.A. on the air at any one time.

There are 25 MARS stations in Vietnam and Thailand which must share time with the gateway stations. At any one time, there are eight South-

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Welcome, Sue and Camilla!

Maggie Neitzey, popular Red Cross recreation center assistant left the base a few days ago for a new assignment at Fleiku. She was reported to be sad about leaving.

On Sunday, a new girl, Sue White, from Tulare, Calif. arrived for duty at the center, and a second girl, Camilla Meyerson, was due in yesterday. "I feel like I'm in the States," commented Sue upon her arrival at Phan Rang.

'RED HORSE' MEN 'MOVE MOUNTAIN' TO BUILD 'PARKING LOT' FOR C-123'S

By MSgt. Gabby Moran

When a construction problem arises at Phan Rang, a call to the 554th (Red Horse) Civil Engineering Squadron will inevitably lead to the solution....even if it means moving a mountain!

The arrival of the 315th Air Commando Wing on base was preceded by a Herculean effort to build a parking ramp for this unit's many C-123 Provider transports.

A short time ago the 554th built revetments for the base's F-100 Super Sabre fighters, B-57 jet bombers, and Australian Canberra bombers on the west side of the Phan Rang runways.

This left space for the arriving C-123's on the east side of the runways. The vacated parking ramp was covered with about one million square feet of aluminum matting, better known as 'AM-2'.

This matting had become rough and wavy because of constant use by the F-100's and B-57's. The area needed a more substantial base and a smoother surface if it was to be converted into a C-123 parking facility.

There just wasn't enough time, money, or manpower to lay the one million square feet of concrete needed for the conversion. The next best thing, it was decided, would be a three-inch layer of asphalt over a 20-inch base of crushed rock.

Capt. David D. Currin, 26, of Oxford, N.C., holder of a master's degree in civil engineering from Oklahoma State University, was appointed project officer for this task by Col. Robert H. Carey, the squadron commander.

"The first thing I found out about this project," said the captain, "was that the 554th had never tried a construction job of this size and scope before.

"Our problem was this: move a mountain, crush the mountain into small rocks..... five inch in diameter and smaller for the base materials and one inch and smaller for the asphalt.....add heated tar....mix well.....transport the product three miles from the asphalt plant....lay the asphalt over the rock base.....roll and level.....and you have a parking ramp for the C-123's.

"We had the mountain and the men and equipment to do the job. When you say it this way the job seems smaller....but when you do it, that is another thing.

"Since no one in the 554th had any experience in an operation of this size, we knew that we would need some technical advice... so we contacted the contractor, RMK, who had laid the concrete runways at Phan Rang, and arranged for the loan of Mr. A.B. Julian of Seattle, Wash.

"Mr. Julian has spent the past 36 years in the construction field, and was well qualified to become our technical advisor. CMSgt. Richard G. Hogevar, 40, of Cleveland, Ohio, was appointed chief construction supervisor, and we went to work. (Cont. next week

COLONEL AND SON ON DUTY AT BASE

On one side of the base you'll find 'Dad', a lieutenant colonel in the Air Force, and on the other side you'll find his son, a specialist fourth class in the Army.

Lt. Col. Horace W. Lehman, 45, from Albuquerque, N.M., is chief of the Tactical Unit Operations Center of the 35th Tactical Fighter Wing, and works in the wing headquarters building.

His son, SP4 Hal W. Lehman, 21, is over on the other side of the flightline, as chief armorer in the supply section of the Army's 48th Aviation Assault Company.

Father and son see each other just about every day, share meals in Army and Air Force dining facilities, and occasionally go out together to the beach near the base.

Colonel Lehman came to Vietnam nine months ago. When his son came over from the States five months later, 'Dad' went to the Long Binh processing center near Bien Hoa to greet the boy, gave him a tour of Saigon, and then flew to Phan Rang with the young soldier on a C-130 transport to personally deliver him to his unit across the flightline.

The junior Lehman is taking University of Maryland courses through the Air Force education center at Phan Rang, and has hopes of some day becoming a jet pilot.

He'll have a long way to go, to catch up with 'Dad', who has over 9,000 flying hours, believed to be the highest total of any pilot at Phan Rang.

Colonel Lehman has flown 111 combat missions in the B-57 jet bombers of the base. A veteran of 25 years of military service, he flew 35 combat missions over Germany in B-24 Liberator bombers in World War II.

As chief of the tactical unit operations center at Phan Rang, the busy officer has scheduled and seen to the execution of at least 25,000 combat missions by wing pilots. The wing command post and all current operations fall under his jurisdiction.

The colonel's wife Charlene, he commented, is happy that her son and husband are stationed in the same place. Another son, Charles, is serving with the Army in Germany.

MUNITIONS MEN PUT STING IN WING

Millions of pounds of bombs, rockets, and cannon shells are expended by the tactical fighters and bombers of this base each week, and the 435th Munitions Maintenance Squadron handles every single pound of them.

"We've got to meet that daily 'frag'," said CMSgt. Paul N. Thiebaud, 43, from Pittsburgh, Pa., the squadron's maintenance superintendent. "That's our daily existence and they haven't missed one yet."

PHAN RANG FLASHES

Phan Rang basketball players showed flashes of brilliance Monday night as they took on an All-American aggregation from the U.S., the 'Venture for Victory' team.

Nevertheless they were overpowered 111-57 by the flashy play of their opponents, as Father (Maj.) Edward B. Hemkens reported each play in lively style over the P.A. system in his new role as sports announcer.

Tomorrow night at 8 p.m. the 1967 Command Performance Variety Show will be on stage at the base theater at 8 p.m. Sounds promising.

Maj. Carroll L. Ligon, 35, from Blair, S.C. has switched from 615th TFS combat pilot to a new role as chief of current operations for the 35th TFW.

In his new job this affable veteran of 103 F-100 combat missions schedules missions through coordination with wing maintenance and operations agencies and the Tactical Air Control Center and strike plans office of 7th AF Hq., Tan Son Nhut AB.

Major Ligon was chief of officer training at Craig AFB, in Selma, Ala., for more than four years, and he has run into approximately 30 of his former students in Vietnam.

They got pre-flight, primary flight, and basic flight training at Craig.

"You're seeing the end product," said the major describing his former students. "You see them actually in combat and know that they can do the job....sometimes even better than you do!"

Last week's temperatures showed an extreme maximum of 102 degrees and an extreme minimum of 76 degrees. Precipitation over a five-day period was just .13 of an inch.

In next week's PHANFARE....The story of a sergeant's devotion to a "big, liquid tranquilizer"....The story of Capt. Gerald W. Magoon, 435th SPS official slated to receive the Bronze Star for his many security innovations at Phan Rang....The story of the 'time hogs' of the 352nd TFS....The story of a Vietnamese teenager and his Air Force guardian at the beach....Some inside poop on the singing "Thads"....And the story of Phan Rang's four-footed detectives, the sentry dogs who are our "first line of defense"....

He was referring to the planned missions (frags) of the F-100 Super Sabres and bombers which are the business end of the 35th TFW.

Each aircraft is assigned a specific configuration of bombs, rockets, and shells for every combat mission, and the munitions men supply the specific ordnance required for each mission many hours before the aircraft are scheduled to take off.

Commanded by Lt. Col. Frank Martinjak, 50, the squadron has close to 200 enlisted men, a handful of officers, and more than 70 Vietnamese workers.

They assemble bombs and rockets, store vast amounts of munitions in the squadron bomb storage area, and deliver all ordnance to the flightline.

"You don't see any fat ones (munitions specialists)," Sergeant Thiebaud commented. "They really get in shape here...They stay in shape too."

The munitions maintenance and storage area is in the hands of "the hardest workers I've seen in a long, long while," said their boss, CMSgt. John R. Patterson, 46, from Philadelphia, Pa.

Eleven crews of enlisted men work in the area, and each crew is determined to outdo all the other crews in the speed and efficiency with which it builds up and handles the ordnance.

Recently the crew of A1C Earl Bootier, a former squadron airman of the month, was selected as the 435th MMS Munitions Maintenance Crew of the Month. This crew includes A1C Steven V. Mitchelson, A2C John Asher, A2C James H. Kucipeck, A2C Harold O. Otwell, A2C George R. Howell, A2C Stephen J. Stubits, A2C Robert G. Wells, A2C Walter Wiener, and A3C Richard A. Conner.

Safety briefings and inspections are held daily, said Sergeant Thiebaud.

(Continued next week)

AIR COMMANDOS AID C-123'S AT DA NANG

In the wake of the massive rocket attack on Da Nang Air Base, the 315th Air Commando Wing of Phan Rang is helping out the 311th Air Commando Sq. up there.

Three C-123's have been flown to the unit, according to wing scheduler TSgt. Weldon D. Knox. He noted that three of the Da Nang unit's C-123's were damaged in the attack, and will undergo major maintenance at Phan Rang. Wing plans and scheduling technician SSgt. Donald G. Von Buskirk in that a C-123 wing was flown up thi

HOW TO GET YOUR GEAR HOME

(Editor's note: In last week's PHANFARE, readers were informed that the first step in getting baggage back to the States consisted of taking orders and hold baggage to the Air Force baggage warehouse to be inspected by the transportation management office. Here's what happens next:)

The transportation management office will prepare a government bill of lading which will show that this baggage is to be delivered to your next duty station or place of residence.

The office gives this bill to Asiatic Forwarders and turns the hold baggage over to them for handling and shipping.

Asiatic picks up the baggage, bands it so it will be secured, labels it, and makes any other preparations necessary to safely secure the contents of each container.

The hold baggage is then palletized and delivered to the flightline, where C-123's and C-130's pick up the pallets and deliver them to Cam Ranh Bay Air Base.

From CRB these pallets are flown aboard C-141 Starlifters to Travis AFB or Norton AFB, Calif.; Charleston AFB, S.C.; or Dover AFB, Del.....whichever base is closest to your destination.

The pallet is then taken apart, and the baggage is turned over to Railway Express to be delivered to your next duty station or your residence.

Travel time for this baggage averages 14 to 20 days. Such baggage has occasionally arrived at its destination in as little as seven days.

If you have hold baggage to ship back to the States, and there are some questions in your mind about the procedures to take, contact field representative Gary Whatley at his office in the Air Force baggage warehouse next to the transportation management office.

RETENTION BOOST

(Continued from last week)

Earlier this month, the selective re-enlistment board of the base, consisting of three officers and Sergeant Hall, held its semi-annual meeting.

Sergeant Hall noted that all first-termers with a discharge date occurring between now and June 30 can take a 'short' discharge and re-enlist right now, if they were deemed eligible for re-enlistment by this board.

The board considered the records of first-termers due for discharge between January 1 and June 30 of 1968 at its latest meeting.

A total of 208 base personnel were declared eligible for re-enlistment, and Sergeant Hall is notifying each of these men of the good news.

Located in the consolidated base personnel office, the new air-conditioned retention center was the scene of counseling sessions which, Sergeant Hall stated, spurred the first re-enlistments.

LIBRARY GROWING, GROWING, GONE!

The base library is growing, growing, and will soon be gone....to a new location down the hill from its current home in Bldg. 316.

Last Thursday, according to base librarian Joe Burns, a new shipment of 30 hard-cover books arrived. Among them were fiction and non-fiction works ranging from 'Other People's Money,' a new novel by the well-known writer Jerome Weidman, to a non-fiction book called 'The Art of Spying.'

Mr. Burns noted that all the books in the shipment were published recently.

Construction work has been started on a 'permanent' base library building just one block down the hill from the present site.

"In anticipation of increased space and facilities," Mr. Burns announced, "much furniture and equipment have been put on order, as well as 50 new magazines, 10,000 new books (the library now has 3,500 books), and a rotating collection of popular new publications. The library is open daily till 10pm.

Among periodicals recently purchased for the library are the Saturday Review of Literature, Vital Speeches of the Day, the New York Times, the Washington Post, and the San Francisco Examiner.

Services offered at the library include the reserving of books, an inter-library borrowing system, and a selection of giveaway paperbacks (three to a customer).

"If we don't have a book, we can get it from other libraries," said Mr. Burns as he explained the inter-library borrowing program.

The new structure which will house the library will also be the home of the base education center, and is visualized by Mr. Burns as a springboard for an expanded program of recreational, educational, and cultural activities.

35th FMS IN ACTION

Maj. Clarence E. Showers, 35th FMS commander, reported that last week:

The survival equipment section repaired an inflatable ('bubble') warehouse for the base exchange.....The welding shop manufactured a steak grill for the Army dining hall.....And the paint shop sanded, repainted, and re-stenciled seven 'water buffalo' units, thereby prolonging the life of each unit through corrosion treatment.

The corrosion control section can now inspect all aircraft and aircraft parts.

8th TBS FINDS HAPPY HUNTING

(Editor's note: It is with great pride that PHANFARE prints the following account of an actual bombing mission in North Vietnam, as written by B-57 jet bomber navigator Maj. Ernest L. Carlton of the 8th Tactical Bombardment Sq. We believe this account will give readers a unique insight into the operations of combat pilots in Vietnam.)

(Code names below are fictitious)

A short time ago I flew a typical night interdiction mission into North Vietnam. My pilot was Lt. Col. Robert S. Stedman, the squadron commander.

At 4 p.m. all the night interdiction crews were briefed by weather and intelligence personnel.

Targets were assigned, code words were distributed, and crews were told what to expect in the way of defensive reactions.

Then, while later-mission crews sought a few minutes' shut-eye, the early-mission crews pre-flighted their aircraft and checked their personal equipment.

As the sun dipped below the horizon, we were winging our way north. The lush fields below us turned a deep green in the approaching darkness, and pretty soon the lights of Da Nang and Hue appeared before us.

Heading out over the water at Hue to bypass the DMZ (De-militarized Zone), we called our airborne control center.

"Brown Dog, Orange Pony 22... Confirm One Foot, Green Toad (code words). Also request permission to enter the pack (North Vietnam airhandle) at base plus 2 (altitude). Orange Pony is feet wet (over the water)."

We were cleared to hit our primary target, which was anything moving on certain roads. Plum, an airplane with sophisticated electronic equipment, was going to help.

"How's business tonight?"

"Orange Pony, we've got 20 'movers' (trucks) just south of Bravo 21 (reference point)."

"Roger... We'll be there in three minutes".

In a matter of seconds, the white surf of North Vietnamese coastline passed under our wings....."Plum, we've got the lights.....rolling in now!".....Diving in, we hit the first set of lights with bombs. A fireball appeared where the lights had been. Then, as if someone had pulled a switch, the other lights on the road went out.

Coming around on another pass, we kicked out four flares. "Ground fire on the right.. Break left!", I told the pilot. I tried to spot the origin of the ground fire, but couldn't. However, the flares revealed three trucks stopped dead in the middle of the road. Making several more passes, we dropped our remaining bombs on the trucks, varying our heading and breakaway to keep the gunners on the ground confused.

As we left the pack, we checked out with Brown Dog. "Orange Pony leaving the pack at base plus 18.... We destroyed three trucks, saw seven secondary explosions, and started eight secondary fires just two miles southeast of Bravo 21."

By midnight we were back at Phan Rang, debriefing intelligence (section) on the mission. It's not every night that you get some trucks. Some nights it's storage areas, ferry crossings, or defensive positions, but never a night goes by that the North Vietnamese do not feel the sting of the B-57's of the 8th TBS.

THAT MARS CALL

(Cont. from Page One)

east Asia stations operating with Stateside station. It all boils down to the fact that Phan Rang can run only one patch each hour.

The base MARS station takes listings daily from 1 to 3 p.m. for phone patches. Significant difficulties have been noted in locating people at Phan Rang when their parties have been contacted in the U.S.

Even though the caller can't be contacted at Phan Rang, in these cases, the base loses one turn at making a call. Unlike callers at other Vietnam installations, base personnel can take these calls anywhere on base instead of waiting at the MARS station.

In the future, the base MARS station will call parties once (on base) before the call is placed to the States. If the party is not available, the call will be canceled.

No listings will be carried past noon of the day after such listings are made.

If your call has not been completed by noon of the day following your listing, you must re-list your call with the MARS station between 1 and 3 p.m.

This system does not effect calls placed within Vietnam or to the Republic of the Philippines.

FIRST SERVICES

(Continued from Page One)

built the new chapel.

Singled out for special praise were: Colonel Potter, the squadron commander; Lieutenant Bruehler, the designer; and TSgt. Johnson, construction supervisor. Formal dedication is planned for November.

The squadron is nearing completion of its most successful deployment to Vietnam. The 8th, oldest squadron in the Air Force rotates to Vietnam every two months from Clark Air Base in the Philippines. During the current combat tour, the 8th flew its first night interdiction mission into North Vietnam from Phan Rang. The ability of the B-57 to carry up to eight tons of bombs airborne over three hours makes it a true