

# PHAN RANG

PHAN RANG AIR BASE, VIETNAM

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## Phan Rang Rated Best

Phan Rang AB is rated the best Air Force base in Vietnam for the January-through-March quarter, according to a letter from Gen. George S. Brown, Seventh Air Force commander, to Col. Frank L. Gailer Jr., commander, 35th TFW.

In his letter commending Phan Rang's selection, General Brown said, "This selection is indicative of the completeness of facilities, high standard of maintenance and attention to base appearance and cleanliness." The letter continued, "Noteworthy items were your new theater, improved defense facilities, troop housing area and overall base appearance."

Col. Robert G. Coold, base commander, praised the personnel on Phan Rang. "Our winning the 'Best Base in Seventh Air Force' award... is directly attributable to the close cooperation and hard work contributed by all base organizations," his letter read. "Of special note were the outstanding accomplishments of the 554th Civil Engineering Squadron (RED HORSE)."

A team of officers from (Hq., 7AF,) visit all bases every three months. They tour the installations to inspect new construction, judge improvements and determine the cleanliness and condition of all facilities. Each base is scored, with the highest score earning the quarterly award.

Phan Rang also earned the

## New Service Station Opens; Boon To Motorists, Mechanics

Air Force vehicle drivers now say "fill 'er up" at the new service station opened on Phan Rang AB recently.

Col. Frank L. Gailer Jr., commander, 35th Tactical Fighter Wing, and Capt. Louis W. Simmons, manager of the new service station, cut the ribbon to officially open the new facility. Then Colonel Gailer drove his staff car to one of the pumps, becoming its first 'customer.'

"We haven't yet completed full transition from the old to the new service station," commented Lt. Col. Joseph E. Herrmann Jr., commander, 35th Transportation Sq. which operates the facility. "But when it is fully operational, Phan Rang will boast the best service station in Vietnam, and probably all of Southeast Asia."

The modern facilities were constructed by the 554th Civil Engineering Squadron RED HORSE to replace the temporary structure previously used. Red Horse required only a couple of months to complete the construction.

Replacing the mobile fuel tank utilizing one nozzle are two new gas and one diesel fuel pumps. "The additional pumps will enable quicker service to our 'customers,'" Colonel Herrmann said. An average of 90,000 gallons of gasoline and 12,000 quarts of oil "sold" on Phan Rang monthly.

The new building has four stalls for minor vehicle repairs. It also offers complete battery, tire, lubrication and tune-up services and has a rack for washing vehicles. A new hydraulic

## Medics Visit Orphanage

The Ngoc Binh Orphanage had been open only a few days when Air Force doctors and corpsmen from Phan Rang Air Base, escorted by Civic Actions personnel, brought their medicine to 20 destitute children aged five months to 15 years.

The orphanage is temporarily housed in a Buddhist pagoda in Phan Rang City. The children had arrived earlier from an overcrowded orphanage in Quang-Tin Province, 240 miles from Phan Rang. The journey took nine days. Another 50 orphans are expected to arrive soon.

"The Buddhist Kuns at the pagoda are taking good care of the children," said Capt. James F. Carney, flight medical officer. "The kids need a better diet, however, and the food Civic Actions people gave them should provide a good start. I think it will provide a useful and interesting medical-civic action project."

Capt. G. James Berry, flight surgeon, agreed. "I think they'll be in good shape by the time more orphans arrive. We'll be out again."

Three corpsmen helped clean and bandage sores and give inoculations. They were

## Lt. Col. B. H. Varner

### KNOW THE COMMANDER

Lt. Col. Ben J. Varner, a native of Elm-Pott, Texas, has arrived at Phan Rang to become the new 311th Special Operations Wing deputy commander for materiel. He replaces Col. George W. Hedge who rotated to the U.S.

Graduating from aviation cadets at Vance Field, Ga., in 1943, then Second Lieutenant Varner departed for his first flying—as a P-47 pilot at Dale Mabry Field, Fla.

His dreams of becoming a fighter pilot were rudely interrupted however, when there was an urgent need for bomber crews. Boarding a train, his entire class was diverted toocatello, Idaho, for transition to B-24s.

As a group, they flew the Atlantic to North Africa and later to Italy. During this tour, he accumulated more than 500 combat hours in 50 missions including three runs on the infamous Ploesti oil fields.

Upon the close of World War II, Colonel Varner became a civilian and accepted his reserve commission. He attended Texas A&M where he completed work in Agriculture during two and one-half years.

At the outbreak of the Korean hostilities in 1950, he was recalled to active duty and was sent to assist in establishing a civilian contract flying training school at Bainbridge, Ga. There, he instructed fledgling pilots in the T-6.

Two years later, he was bound for the war zone himself as a T-6 "spotter." He was "short-stopped" in Japan, however, and sent to Matsushima air field to help found the Japanese Pilot Training Program, forerunner of the present Japan Air Self Defense Force.

In 1946, he was assigned to the Strategic Air Command at McCoy AFB, Fla., as a B-47 aircraft commander. A subsequent tour to a SAC found him in the logistics division working on the A-1 computer system.

chief of maintenance and assistant DCM.

He will soon join the ranks of full colonel as he is presently awaiting the date to pin on his eagles.



I'D LIKE A GREAT BIG BAG OF SALTED PEANUTS!

## Screaming Eagles

### Blast Bunkers

F-100 Supersabres of the 612th TFS "Screaming Eagles" hit an enemy base camp in the central highlands of Vietnam recently, destroying 13 bunkers and damaging five others.

Lt. Col. Warren H. Rice, 612th commander and lead pilot on the strike, commented on his return, "We had a 3,000-foot cloud layer with a little hole in it that kept moving around. We used it to dive through on our bomb runs.

"If that wasn't enough of a problem, the area we were hitting was right under a major air route. Every time we recovered from our bomb run, we had to wait for clearance from the guy upstairs before we could come back up through the clouds."

## CHAPEL SCHEDULE

### SCHEDULE OF CHAPEL ACTIVITIES

#### PROTESTANT

Sunday: 9:30, 10:30 a.m. 7:30 p.m. Worship Services  
9:15 a.m. Adult Bible Class  
Monday: 7:30 p.m. Think and Talk Series  
Wednesday: 7:30 p.m. Mid-Week Worship Service  
Second Wednesday of the month - 6:15 p.m. PMOC  
Cookout and Program  
Thursday: 7:30 p.m. New Testament Class  
Friday: 6:30 p.m. Choir Rehearsal (Morning Service)  
7:30 p.m. Choir Rehearsal (Evening Service)  
Saturday: 6:30 p.m. Informal Bible Study

#### Denominational Service

Episcopal Service: Church of Christ:  
Sunday: 8:30 a.m. Sunday: 7:00 a.m. & 7:30 p.m.  
Wednesday: 7:30 p.m. Worship

#### Latter Day Saints:

Sunday: 3:30 - 5:30 p.m. Worship Service

#### CATHOLIC

Sunday: Mass 8:30 a.m., 12:00 and 6:30 p.m.  
Mon - Sat: Mass 12:00 p.m.  
Tuesday: 1:30 p.m. and 7:30 p.m. Catholic Instruction  
Class  
First Friday: Mass 12:00 p.m. and 6:30 p.m. followed by  
Steak Cookout  
Confessions: One half hour before all Sunday Masses  
15 minutes before weekday Masses

FROM

"NGUYEN"  
With LOVE



Dear Nguyen,

Just read a letter put out by the Base Commander about our Viking Theater and escort of Vietnamese guests. Seems as though to do this, written permission is now required. However, my question is this. This certain Vietnamese female employee I know is authorized to be on base during the late evening work hours. Is this written authorization needed to bring her on base during the daytime to attend a movie? If so, does the paperwork need to be renewed for each visit? And finally, what are the chances of bring two guests at one time?

Wondering

Dear Wondering,

Yes, yes, and no. As it presently stands, the base work pass is valid only for her to go from the main gate to place of duty at the start of her shift and return directly to the main gate at the termination of her work day. The regs don't allow for an early arrival and a movie--this would require a letter approved by the Base Commander and 35th SPS commander. As to your second question, yes the letter would be required for each visit. And for your third question, better find a GI friend for the second girl, one guest per sponsor--now I know a lonesome old master sergeant who.....

Nguyen

Dear Nguyen,

The food at the RMK dining hall is mighty fine but the heat there is something else, particularly during the high noon meal. Could they open the windows or something to reduce the heat and provide a little ventilation?

Sweltering from ANS

Dear Sweltering,

I checked with the RMK Broops and their answer was, "You're telling us it's hot,

ing was constructed with sealed windows (so we can't open them and the air conditioning isn't up to keeping temperatures down--and fans aren't available. The men did thank you for the compliment on the food though and said they aim to make up in quality what they lack in comfort.

Nguyen

Dear Nguyen,

I'm not a finicky eater, but I would like to know what I'm getting when I order at the NCO Club. By that, I mean will the potatoes be baked, mashed or french fried; will the vegetable be peas, succotash or corn; will the salad dressing be oil, french or vinegar? I'm not against surprises but I'd prefer to have them on Christmas and birthdays. Could the menus be expanded to include this information?

Shadow

Dear Shadow,

Sergeant Wilson, the club secretary, has been trying to do something about your problem. White letters for a menu board was ordered nearly six months ago as were menu covers--but the stuff has to come from half way around the world. The wheels of progress grind slowly, but be assured, they're grinding.

Nguyen

## BOBCATS EARN 'Appreciation'

Accurate delivery of their bombs despite bad weather and heavy ground fire earned a Letter of Appreciation for two F-100 Supersabre pilots of the 615th TFS "Bobcats."

The letter from Air Force Maj. Thomas W. Cox, air liaison officer, 1st Brigade, 1st Air Cavalry, commended the "outstanding job" by Maj. Wayne R. Chaffer and Capt. Royal R. Theberge.

"Thirty-five-hundred-foot ceilings and visibility of four miles made... delivery of their ordnance exceedingly difficult," began the letter. "Despite the weather and enemy ground fire, the pilots delivered their munitions with great accuracy.

"Theirs was the last of three immediate strikes to be put on this particular target and, as such, was forced to hold above the clouds for some time before they could begin their mission.

"Immediately following their strike, a highly experienced Army helicopter scout team assessed the target for bomb damage.

"It was, of course, impossible to separate the damage done by each flight as they all hit essentially the same point. Thus, I have been forced to divide the score among these three flights and one that had gone into the target late that morning as equitably as possible."

In thus distributing the damage assessment, Major Chaffer's flight was credited with destroying one hundred enemy bunkers and damaging eighty more, uncovering a large tunnel, exposing a major communist underground complex, "blowing great quantities of bloody North Vietnamese Army (NVA) clothes and helmets into the tops of remaining trees, turning up a number of full ammunition boxes and killing an undetermined number of the enemy.

"Intelligence information received later in the day disclosed that the afternoon strikes had totally disrupted

MOTHER'S DAY



## Targeting Positive With Shadow's Modern Gear

"OK pilot, I'm tracking the target now."

"Roger NOS, I have your light," replies the pilot. "I'm starting orbit now. Arm the guns!"

The co-pilot flips the arming switch to "ON" as the big Flying Boxcar rolls left. On the pilot's gunsight combining glass, a dotted line reticle controlled by the fire control computer, moves up to converge with the fixed reticle in the center of the glass.

One more cross-check back to the instrument panel reveals that the aircraft is on the firing circle and at the correct angle for accurate fire. As the pilot thumbs the trigger, the tropic darkness is blasted apart by the roar of mini-guns and the hot, lava-like stream of lead pouring into the Viet Cong positions below.

"Shadow" is the third generation gunship to see action in Southeast Asia. One of her principal advantages over the first generation aircraft is this ability to locate and fire upon targets under cover of complete darkness. This feat is made possible through use of the intricate fire control system installed in the AC-119G.

The system is comprised on an analog computer, night light intensifying observation sight (NOS for short), safety CRT-type display panel, optical gunsight, sight amplifier, sight control panel, and boresight box. Other interface units plus a variety of switches, circuit breakers, conduits, etc., make up the integrated package.

Target identification begins with the four-power, telescope-like NOS which has been designed for night viewing in low intensity light. When aimed at a prospective target, the NOS transmits data on angular line of sight between the target and the aircraft lateral axis.

This information combines

## Base Camp Bunkers Gone

Despite poor visibility and high cross-winds, F-100 Supersabres of the 614th TFS "Lucky Devils" hit a Viet Cong base camp and destroyed 25 bunkers after being scrambled off the Phan Rang alert pad.

Pilots on the strike were First Lieutenant Jefferson S. Dotson and Daniel B. Cecil.

"The weather was terrible," commented Lieutenant Dotson, "the haze making it pretty darn hard to see."

"It was just a matter of keeping everyone in sight, which wasn't too easy, plus to allow for a bothersome 20-knot cross-wind on our bombing passes."

"Half the time the forward air controller couldn't see us or else we couldn't see him."

"An Army chopper came in and counted the bunkers we had destroyed," he concluded, "but when he got to 25, he didn't bother to count any more."

The pilots were also credited with causing a secondary explosion presumed to be an ammunition cache.

## Bobcats Blast Bulldup Area

F-100s of the 615th TFS "Bobcats" hit a suspected Viet Cong build-up area near an allied forces base camp recently with good results.

One of the Supersabre pilots was Capt. Alan E. Walker, 35th TFW told of seeing a series of structures along a small canal about 6 kilometers from a friendly base camp.

"There was a reported build-up in the area," continued Captain Walker, "and the ground forces wanted it hit before Charlie could launch an attack against the base camp."

"After we had dropped almost all of our bombs the forward air controller put in a mark short distance away and immediately started receiving ground fire. Number 2 went in and dropped two bombs and ended that in a hurry."

"Hit bombs were right on target," he concluded.

The FAC credited the fighter-bomber pilots with destroying six enemy structures and damaging five, destroying six sampans and damaging four, destroying four enemy bunkers, causing one secondary explosion with a 600 foot high column of black smoke, and killing an estimated four enemy soldiers.



## Spirit Of Early Aviators In Today's Fighter Pilots

On March 10, 1966, Maj. Bernard Fisher, with complete disregard for his personal safety, landed his A-1H on a tiny dirt strip in Ashau valley while under heavy fire from 2,000 enemy soldiers and rescued Maj. "Jump" Myers.

So reads the citation awarding the Medal of Honor to Major Fisher. The phrase "with complete disregard of his personal safety" captures the essence of the military ideal. Past generations have thrilled to, "Sir, we have not yet begun to fight!" "Damn the torpedoes; full speed ahead!"

All these cries of defiance have expressed for their own time the spirit of the soldier who, undaunted by personal peril, still presses aggressively at the enemy.

They represent the unique value of indomitable courage which has attracted most of us to the military profession.

Indeed, what else could it have been? Wealth? Security? Scholarship? Stability? These are not central to our profession. Courage is. Hear it again in the Air Force song: "We live in fame or go down in flame, nothing can stop the U.S. Air Force."

This is the spirit, the legend celebrated at dining-in, parade, O'Club bar; wherever "eagles" have gathered since the misty days of aviation's youth when the Mitchells, Foulloises and Rickenbackers were learning their trade. It is expressed well in verse from the "Ghosts of the Eighth Attack" written to immortalize the achievement of strong men who flew with the Eighth at Saint-Mihiel and Chateau-Thierry in world War I:

Kingsland turned to spin and burn  
Red and Gallagher died  
In battle flame on the  
fields of fame  
With Mitchell by their  
side  
From death unveiled they

By Lt. Col. D.K. Stephans

### Attack!

'Tis a proud heritage that is ours!

But we cannot live in the glorious past. Each morning you and I awake in Vietnam 1969. Here, rather than "Damn the torpedoes, full speed ahead," we daily hear "Stay out of the ground fire," "don't press; no target is worth the loss of aircraft and crew;" "minimum altitude is..."

Reinforcing this calculating approach to war are command responses to bomb damage achieved versus battle damage incurred. An exceptionally good air strike is recognized and celebrated at crew and squadron level, seldom higher. But non-battle damage incurred to aerospace vehicle or crew is investigated with a fervor born of the axiom that if a plane is damaged, somebody goofed!

This seeming inconsistency between legend and today's reality is confusing to most and frustrating to many. To the man who has steeled himself for his "moment of truth" in Vietnam it is disconcerting to not be immediately ordered at full speed "into the valley of death."

But the problem is not new: we encountered it in the later stages of the Korean police action when the violence of the first year's fighting had stabilized into a war of attrition.

There, our crews were soon categorized under the labels Lussy-Cat, Tom-Cat and Tiger. The Lussy-Cat response to restrictions was "O.K., I'll take your minimums and double 'em; I'll be very, very safe while you play our silly numbers game and the mission be damned!"

At the other extreme, the

## Gunship Hits Enemy Convoy

An AC-119 gunship of B Flight, 71st SOS recently thwarted an attempted enemy attack against a small friendly outpost and then went on to attack a supply caravan.

Called to an area about 60 miles southwest of Ban Me Thuot near the Cambodian border, Shadow brought her guns to bear against a Viet Cong position after receiving a description of the area from the ground forces.

The VC were so near the outpost that the ground forces had to whisper into their radio to tell Shadow where they wanted the fire. When Shadow fired into the position, the ground forces reported that the VC were withdrawing and that Shadow had probably stopped an attack against the friendly position.

Moving off the original position, the Shadow pilot, Capt. William R. Casey, saw moving lights along a narrow road leading from Cambodia to Vietnam. "By using binoculars and the night observation sight (NOS)," stated Captain Casey, "the other crew members could positively see pairs of moving lights headed deeper into Vietnam."

"Our first burst at the vehicles brought an explosion and fireball of considerable size and apparently partially blocked the road." Casey continued, "We continued to fire at the rest of the vehicles trying to move past the burning road block until we ran out of ammunition."

In all, twelve secondary explosions were counted by the Shadow crew and the ground forces in the area. Shadow also started three sustained fires as a result of her deadly accurate mini-gun barrage.

Additional battle damage will be forwarded to Shadow's home after the ground forces conduct a sweep of the area.

## Spirit...

(CONTINUED FROM PAGE 5)

300 knots, always searching for his elusive "plocsti" but too often finding more flame than fame. Fortunately, the majority of the crews were Tom-Cats. Their attitude was "You make the rules, Chief, and we'll show you the best results achievable within those parameters!"

Today as in those days we see the variety of responses. The timid betray the mission while using delivery limitations as a crutch for their consciences. The Tigers still bull their way through the treetops, ever re-proving to their own satisfaction that they are fearless.

but the majority still are the Tom-Cats, the real pros. They hone their skills carefully and take pride in being part of a disciplined professional fighting team.

In every war there will be moments and places where men are called upon to "Live in Fame or Go Down in Flame" and we will always glory in the selfless courage of those who answer this call. But the strength of the Air Force for the long haul will always be the steady, disciplined Tom-Cat who can take orders, live by them and still do a professional job.

## Targeting...

(CONTINUED FROM PAGE 4)

compute the aircraft-target relationship and thereby position a moving reticle--representing the target--for the pilot's viewing.

Three modes of firing are available for selection at the pilot's discretion. Of these, two utilize full system operation while the third, manual, involves only the pilot's gunsight.

"Being able to fly 'black-out'," relates one shadow crew member, "has allowed us to catch a number of VC/VA trucks flat-footed with their engines running, they can't hear us; and without using lights or illumination, they don't know we're around until that

## Station...

(CONTINUED FROM PAGE 1)

"The new service station will be great for the eight Air Force and 13 Vietnamese who work here, too," Sergeant Simmons said. "The modern facilities can be maintained more easily, and we'll be able to provide quicker and more efficient service to the Air Force vehicle fleet here."

Each vehicle is assigned a "credit card" to keep strict control on services provided, and also to monitor the gas consumption, repair record, safety inspections and utilization of each vehicle.

"Everybody's welcome at the Phan Rang service station," Colonel Herrmann said, "where we'll be able to provide the best service station and maintenance facilities in Southeast Asia, in keeping with the rest of the outstanding facilities on Phan Rang AB."

## Medics...

(CONTINUED FROM PAGE 1)

these trips to orphanages and villages," Novak stated, "and we have large medical kits to use on these visits. Many of our doctors and corpsmen go out several times a week."

Soon, the orphans will be housed in permanent facilities to be constructed adjacent to the pagoda. Action is also underway at Phan Rang Air Base to determine the unit that will serve as sponsor to the orphanage and play an important role in their well-being in the coming months.

## Scramble Aids Ground Troops

F-100 Supersabres of the 615th TFS 'Bobcats' scrambled off the alert pad to strike an enemy bunker complex 40 miles Northwest of Saigon, causing heavy damage to the enemy.

Pilots were Maj. Albert H. Nishihara, 1st Lt. James D. Thames.

"A helicopter had seen some enemy soldiers running for shelter in some bunkers about a mile and a half for a fire support base," Major Nishihara said. The chopper was also receiving ground-fire."

"We got to the area and discussed the target. A copter dropped some smoke, and a Forward Air Controller put one in to clarify our target," he said. "We made a pass and tore the bunkers open with our ordnance. The copters and FAC pinpointed another area, and we hit it, also."

"When we finished that pass, the whole area went skyhigh. We must have hit a large ammo cache, because the fireball was about 100 feet in diameter," according to Nishihara. "The copters and FAC were really happy with the strike, and we were pleased with them because of their perfect marking. That fireball was a fantastic sight, something like I've never seen," he exclaimed.

The mission accounted for three bunkers destroyed and two damaged, one structure destroyed, and two enemy soldiers killed.

