

August 2005



A Memorial to the American Experience
in
Vietnam
“All Included—None Excluded”

Revetments

The Official Journal of The Tan Son Nhut Association



Camp ALPHA
Ton Son Nhut AB, VN
Dec. 1972

By Ivan Barton



LIEUTENANT GENERAL JOHN D. HOPPER JR.

We are pleased to announce that Lieutenant General John D. Hopper Jr. will be the keynote speaker at the Gettysburg reunion.

Lt. Gen. John D. Hopper Jr. (Ret) was the Vice Commander, Air Education and Training Command, with headquarters at Randolph Air Force Base, Texas. The command recruits, trains and educates more than 370,000 men and women for the aerospace force and the nation.

General Hopper received his commission in 1969 upon graduating from the U.S. Air Force Academy. He has flown in combat in Vietnam and as Commander of the 1660th Tactical Airlift Wing (Provisional) in Southwest Asia during Operation Desert Storm. He also served as the Commandant of Cadets at the U.S. Air Force Academy, and on the Joint Staff at the Pentagon. He is a command pilot with more than 3,900 flying hours in 12 different aircraft.

EDUCATION

1969 Bachelor's degree in general studies, U.S. Air Force Academy, Colorado Springs, Colo.

1974 Distinguished graduate, Squadron Officer School, Maxwell AFB, Ala.

1977 Distinguished graduate, master of science degree in logistics management, Air Force Institute of Technology, Wright-Patterson AFB, Ohio

1982 Distinguished graduate, Air Command and Staff College, Maxwell AFB, Ala.

1988 Industrial College of the Armed Forces, Fort Lesley J. McNair, Washington, D.C.

1997 National Security Leadership Course, Maxwell School of Citizenship and Public Affairs, Syracuse University, N.Y., and Paul H. Nitze School of Advanced International Studies, Johns Hopkins University, Washington, D.C.

ASSIGNMENTS

1. August 1969 - September 1970, student, undergraduate pilot training, Laughlin AFB, Texas

2. **February 1971 - May 1972, C-130 pilot, Ching Chuan Kang Air Base, Taiwan, and Vietnam**

3. May 1972 - June 1976, T-37 instructor pilot, academic instructor and class commander, 71st Flying Training Wing, Vance AFB, Okla.

4. June 1976 - June 1977, student, Air Force Institute of Technology School for Systems and Logistics, Wright-Patterson AFB, Ohio

5. June 1977 - June 1981, Deputy Director of Cadet Logistics, and aide to the Superintendent and Air Officer Commanding, Cadet Squadron 12, U.S. Air Force Academy, Colorado Springs, Colo.

6. June 1981 - June 1982, student, Air Command and Staff College, Maxwell AFB, Ala.

7. July 1982 - March 1984, chief, pilot and assistant operations officer, 18th Military Airlift Squadron, McGuire AFB, N.J.

8. March 1984 - June 1985, Chief, Wing Command Post, 438th Military Airlift Wing, McGuire AFB, N.J.

9. June 1985 - May 1987, Commander, 438th Field Maintenance Squadron, McGuire AFB, N.J.

10. May 1987 - June 1988, student, Industrial College of the Armed Forces, Fort Lesley J. McNair, Washington, D.C.

11. July 1988 - July 1990, Chief, Exercise Division, Headquarters U.S. Forces Command, Fort McPherson, Ga.

12. July 1990 - August 1991, Deputy Commander for Operations, 63rd Military Airlift Wing, Norton AFB, Calif. (December 1990 - May 1991, Commander, 1660th Tactical Airlift Wing (Provisional), Thumrait, Oman, Southwest Asia)

13. August 1991 - August 1992, Commander, 89th Operations Group, Andrews AFB, Md.

14. August 1992 - December 1993, Commander, 63rd Airlift Wing, Norton AFB, Calif.

15. December 1993 - October 1994, Commander, 375th Airlift Wing, Scott AFB, Ill.

16. November 1994 - July 1996, Commandant of Cadets and Commander, 34th Training Wing, U.S. Air Force Academy, Colorado Springs, Colo.

17. July 1996 - July 1998, Vice Director for Logistics, the Joint Staff, the Pentagon, Washington, D.C.

18. July 1998 - July 1999, Director of Operations, Headquarters Air Mobility Command, Scott AFB, Ill.

19. July 1999 - October 2000, Commander, 21st Air Force, McGuire AFB, N.J.

20. October 2000 - present, Vice Commander, Air Education and Training Command, Randolph AFB, Texas

FLIGHT INFORMATION

Rating: Command pilot

Flight hours: More than 3,900

Aircraft flown: C-9, C-17, C-21, C-130, C-141, KC-135R, T-1A, T-37, T-38, UH-1, UV-18 and VC-137

MAJOR AWARDS AND DECORATIONS

Defense Distinguished Service Medal

Distinguished Service Medal

Defense Superior Service Medal

Legion of Merit with two oak leaf clusters
 Distinguished Flying Cross
 Meritorious Service Medal with three oak leaf clusters
 Air Medal with two oak leaf clusters
 Air Force Commendation Medal with oak leaf cluster
 Southwest Asia Service Medal with two service stars
 Kuwait Liberation Medal (Kingdom of Saudi Arabia)

EFFECTIVE DATES OF PROMOTION

Second Lieutenant Jun 4, 1969
 First Lieutenant Dec 4, 1970
 Captain Jun 4, 1972
 Major Oct 10, 1979
 Lieutenant Colonel Mar 1, 1984
 Colonel Jul 1, 1988
 Brigadier General Jul 15, 1994
 Major General Jan 1, 1997
 Lieutenant General Jan 1, 2001

Thoughts of Our Sky Pilot Rev. Dr. James M. Warrington *Chaplain, TSNA*



Are You Ready?

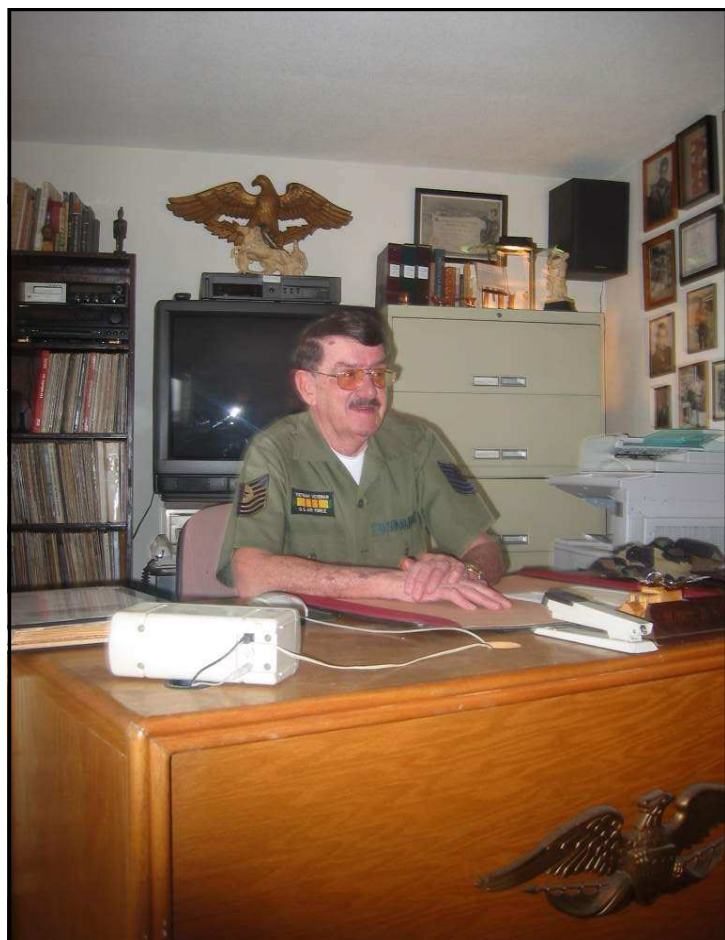
Several years ago a popular magazine carried an article about the ghastly toll of killing on our highways entitled, "And Sudden Death." Though many who read it were appalled by the statistics it revealed, there is little indication that more careful driving has resulted. Indeed the newest statistics are more shocking than ever, and there is a new concern on the part of many responsible agencies as to what can be done.

While we need to give every possible support to plans for driving safely, i.e., use your seat belts, we need also to face the fact that all around us there is "sudden death." Not only are there the highway casualties, but modern life include plane crashes, industrial accidents, fatal heart attacks, and other unpredictable forms of tragedy in civilian life.

Since sudden death is much a feature of our times, we will be reminded of this as some of us will tour the Gettysburg battlefield together, it is surely in order to point out that each person needs at all times to be prepared for death. It is not a terrible thing to die, though modern humanists think it is. The sad thing is to die without a chance to clear up the slate, not only with our Creator, but with our loved ones. This is why I have a strong feeling that dying people always have a right to know what they are facing.

I read recently of a military pilot whose plane crashed and he was fatally injured. He lived for a couple hours while waiting for medical help to reach the scene of the wreckage. In that short period he wrote a letter to his parents. "Dear Mother and Dad – I am writing this last note to you while waiting for transport to carry me to a hospital. No body has said as much but I have a feeling I am not going to survive this wreck. But you will be happy to know that I had time to say my prayers."

Perhaps in our daily prayers we need to include something like this: "Lord help me to live that I may be ready not only to face death without fear but also to die without shame and with the knowledge of sins forgiven at peace with Thee my Lord, and with my fellow members of humanity. Amen."



Master Sergeant Robert S. Need, USAF (ret)

It has been a year since our friend and fellow member passed away. Bob set a high standard when it came to publishing Revetments and caring for the TSNA office. We give pause and remember his great contribution to the Tan Son Nhut Association. He is missed by all those who knew him.

Ordered To Vietnam

By Jim Dugan
Life Member

In 1969, I was in the second year of a three year U.S. Army enlistment. At the time, I was still at Ft. Dix, New Jersey, where I had taken basic training in late 1967. I was assigned to the Medical Company at Walson Army Hospital, where I was a clerk in the company's training office. I was also a stone's throw from my family home. Although I knew the Vietnam War was looming in the future, we all did, the overseas replacement levies that came down each month from First Army, had apparently missed me.

I was surprised when, in mid-April of 1969, my First Sergeant summoned me to the company orderly room to inform me that I had now been assigned TDY at Camp A.P. Hill, Virginia. I was to be part of the company cadre for the summer. Camp A.P. Hill was used at that time for Army Reserve and National Guard training. He said I would be there until after the Labor Day weekend, then I be returned to my job at Ft. Dix. As I left his office, he told me, "When you come back, at least you won't have to worry about Vietnam anymore. You'll have less than a year remaining on your enlistment. They won't take you then."

That weekend, I left for Virginia. The bus ride there was longer than I expected. In the Summer of 1969, Trailways Bus Service was on strike. I had to go to Philadelphia, and wait standby for a Greyhound going South. As it turned out, there was no bus going directly to Virginia, so I had to get off in Washington, D.C., and try to reconnect to my destination. After waiting three hours, I finally got on a bus to Fredericksburg. Two steps of my journey had been completed. The final step remained, catch a taxicab to Camp A.P. Hill.

When I finally arrived, around 10PM at night, it was pouring rain. I found what looked to be the orderly room, only to be redirected to another building. I went in, soaking wet, reported to the CQ on duty and gave him my orders. He told me that it was too late at night to do much, and said to find a bunk in one of the large tents that had been erected for the summer training. I found the "tent city" they had erected, but did not have to find a bunk, the tent was empty! I recall saying to myself, "Is this some kind of joke their

playing on me?" The following morning, I found out different. There were others already there, in my haste to get out of the rain, I had just picked an empty tent. The sergeant who was in charge of the TDY platoon, a recently returned Vietnam veteran, came looking for me, and directed me to the proper tent. He was an E-5, and awaiting a medical discharge due to wounds received in Vietnam. He told me that, "You're going to hate this place. I'd rather be back in Vietnam than here doing this, but it's just until the end of the summer, and then I'm out!" They were not comforting words.

I was there only two weeks. All we did was train with the Virginia Forestry Service to fight forest fires. It was blazing hot during the day, and freezing cold at night. The only advantage was the opportunity to see Richmond the second weekend when they gave us a pass.

On Friday morning, the end of my second week there, I was summoned to the orderly room. When I reported, I was given the news that I was to return to Ft. Dix between "now and 8 o'clock Monday morning. My company called. Orders had come down for me. I was going to Vietnam. Finally, I thought, after almost two years. My new platoon sergeant was elated for me. "I wish it were me," he said, "I hate this stateside duty. You're going to love it much better than here, you'll see."

The following Monday morning, I reported back to my company at Ft. Dix. The First Sergeant was shaking his head in disbelief. "I don't know what happened, Dugan," was all he could say, "I never thought they'd touch you for Vietnam, but here are your orders." I was to report for two weeks Vietnam orientation training at Ft. Dix, then a thirty day leave, followed by reporting to the Army Overseas Replacement Center in Oakland, California on June 26, 1969. This was going to be an adventure.

I reported to the Replacement Center in Oakland, after a thirty day leave during which my sister got married earlier than planned because she wanted me to be there; my mother cried a lot, and my father told me stories of his Navy experiences in Haiphong during the 1930's. He constantly reminded me that it was French Indochina then, which I knew, but he enjoyed remembering, and I knew it was only to hide his concern over what lay ahead for me. He had served twenty-two years in the Navy, had spent time in China in the 1920's, and in the South Pa-

cific during World War II. "But it was the Navy," he told me, "not the Army where you're on the ground all the time where you can be shot at. When I served in the South Pacific, I never thought we'd have to do this again."

I remember the Army Overseas Replacement Center in Oakland as being a well kept, sprawling place with perfectly manicured grass. Looking across the bay, you could see the skyline of San Francisco in the distance. It would be the last place I would see in the United States for a year.

Arriving there about 2AM on Monday morning, I began processing right away. My stateside clothing issue had to be boxed, addressed, and shipped home. I was issued jungle fatigues, new web belts with an open faced, subdued buckle, subdued rank patches, and two pairs of jungle boots. My eyeglasses were checked for their prescription, and I was told to report back late Monday to pick up two pairs of prescription sunglasses.

Formation was at 7AM, where they called out the names of those who were to ship out on the morning flight. These formations took about a hour, and if your name was not called, you were free until the afternoon formation at 1PM. They repeated this process two more times each day. That night, they assigned a fire watch list. Everyone pulled a two hour watch. Others were assigned to post upkeep, such as grass cutting detail. Now I knew why the well manicured grass.

When you pulled fire watch duty, which I did that night, you got to meet, and talk to some of the others there. They were a mixed group of guys, both pro and con on the war. One thing I noticed right away, I was one of the oldest. I was 23.

The next day, at the 1PM formation, my name was called. I was going out on the Tuesday night flight. We were instructed to gather our gear, and meet back there in an hour. Since everything was packed into my duffel bag, I was ready in ten minutes, and back at the formation meeting place. The NCOIC returned to tell us that we would be marched to a processing building, and once inside, we were not to leave under any circumstances. "Any circumstances!", he said again to drive the point home. The building was like a high school gymnasium with tables. In that building we were briefed on what would take place next. We were assigned our flight number, and given what appeared to be a commercial boarding pass. We were going to Vietnam out of Travis AFB on a TWA

MAC Charter fight that night. We spent what seemed like hours in that building, waiting. Finally near 5PM, buses came to take us to Travis. I cannot recall the distance between Oakland and Travis AFB, but the ride took an hour or two. We were off-loaded, taken to a terminal, and told to sit and wait again.

Finally, near 9PM, we were told we could board the plane. When we got on the plane we were told not to change our assigned seats for identity purposes. My seat was between two Warrant Officer helicopter pilots who knew one another, and were returning, one for his third tour in five years, and the other for his second consecutive tour. He had been on leave, and was going back. They asked me if this was my first time, and I responded, "Yes, sir." "What's your MOS, Specialist?", they asked. I replied that I had been a company clerk at Ft. Dix. "Then that's what you'll probably continue to do in Vietnam. The Army hates to lose people who know how to push paperwork in triplicate." They asked how long I had been in the Army, and I told them almost two years. We exchanged small talk like that throughout the flight, and I have to admit, they made me feel better about going to Vietnam.

The flight had two layovers, one in Hawaii, and another in Japan. When our feet touched ground again, it would be in Vietnam.

We caught site of Vietnam for the first time somewhere over Nha Trang, then we lost site of it. The monsoon season was upon Vietnam, and the pilot had to change altitude because of the rainstorms. When we saw what was on the ground again, I saw nothing but green hills with an occasional brown road running through them. One of the Warrant Officers said to me, "It's beautiful isn't it? It's almost hard to believe there's a war going on down there." I replied in the affirmative, and kept on looking out the window.

About a half hour later, the pilot said over the intercom, that we would be landing at Bien Hoa Air Base in the Republic of Vietnam. He wished us all a safe tour of duty, and then told us the time and weather in Vietnam. It was approximately 10AM, and there was a monsoon rain falling.

When we landed, an Air Force sergeant entered the cabin, and instructed us to deplane as quickly as possible. Bien Hoa, he said had been hit by rockets a few times that morning, and the Vietcong would like nothing better than to hit one of these troop transport planes. We exited the plane

in the pouring rain, and were directed to a large receiving tent. Once inside we were separated by branch of service. An Army sergeant gave us a briefing at which we were handed wallet card after wallet card which contained information he said we would need to know to "survive in this country." I still have them to this day. Everyone of them.

About an hour later, we boarded buses that would take us to the 90th Replacement Battalion at Long Binh for further assignment to our new units. The ride was a dismal one through settlements of Vietnamese living in homes constructed from wood and beer and soda cans.

When we arrived at the 90th, the rain had stopped, and we were told to fall-in for formation. At the formation a rooster of names was called, and our personnel files taken from us. We were assigned billets, and told we could go to chow, but there would be another formation at 1300 hours.

The 90th Replacement, it seemed, followed the same procedure as the Overseas Replacement Center in Oakland. I recall laughing to myself, and thinking, it must be an Army disease, and it's contagious! After chow, I was there. They called out name after name, told them what units they were going to, and where. This went on day after day, until there was only a handful of guys left in the building where I was billeted.

Finally, three days later my name was called, but instead of giving me a unit and location, I was told to report to the company orderly room. It seemed that that was all I did the past two months. Two others were also told the same thing, Tom Tessman, and Harry Harsha.

After reporting, we were told that our files had been held back from USARV for assignment to the 90th Replacement, but not there in Long Binh. The 90th's one company at Tan Son Nhut, the 178th Replacement Comp, needed to replace a cook and two clerks. We were told that the 178th was a special assignment, and it was not for every one, but our records showed possibility. We would have to go down to Camp Alpha to be interviewed first before a final decision would be made. We were instructed to be on the convoy to Tan Son Nhut leaving Long Binh at 11AM.

We went to Camp Alpha to meet the CO, Major Schmidt, a former enlisted man who had climbed through the ranks, and the first sergeant, who seemed rather young to be that rank. His name I cannot remember, because his DEROS was soon after. After a short interview at which we were told that the 178th did the R&R proc-

essing for the 90th Replacement, and how much better we would like it there at Tan Son Nhut than any other place in Vietnam, we left with high hopes that this would be our assignment. We returned to Long Binh, and waited. Complete strangers when we arrived, we were now fast friends.

The following day, we were called to the orderly room once more, and told to report for duty with the 178th Replacement Company at Tan Son Nhut. It would be our home for the next year.

During my stay there, the 178th went through physical changes. Shortly after my arrival, a construction program began that by December, would move us out of the wood and tin hootches covered by sandbags, and move us into a two story brick building, with hot showers, flushing toilets, and water fountains. The Orderly Room and Supply Room would do likewise. The USARV Liaison would relocate from the terminal to occupy an office with a walk-up window on the ground floor of the orderly room building. An auditorium building would be built for R&R processing and would be named: E.B. Robinson Hall, after the civilian construction supervisor who was killed in an accident shortly after.

Only a year, but a lifetime of memories of Tan Son Nhut, the Gateway To Vietnam.



Jim Dugan ~1969~



Jim Dugan ~ 2005 ~

Bread and Beer

By Harold Boone
460th TRW

Some years ago, my wife and I had dinner with some friends at a nice restaurant. After we had finished the meal and ordered coffee, the usual small talk ensued. I asked the question "What is your most memorable meal given the food, the people you were with, location, circumstance, etc.?"

We tossed that question around for a while and then it became my turn to answer. After pondering for a few minutes, I said that I had several but they are related in a strange and distant way. I remember having meals with some close family members who were terminally ill and that is always a special time in anyone's life. The other notable meal was the last meal I had at Tan Son Nhut as I was leaving.

I worked nights as did my friends, Mike from Illinois and Mike from Mississippi. On my last day there, they used the truck to drive me to the passenger terminal and in doing so, forfeited their morning sleep. All for my benefit.

After I did the routine of checking in and doing the paperwork, we sat down to await the loading of the plane. Somewhere we found a loaf of French bread and some beer. The three of us had been together for almost a year and now, one by one, we were going home, all within a few weeks of each other.

The beer was cold (almost) and the bread was warm - - just as nature had intended. We sat eating, drinking, and enjoying one another's company as only good friends could. When it became time to load and go my two friends waited for me at the gate. We shook hands and said goodbye. I did not have an appreciation of the moment nor did I have any idea of how much it would eventually mean to me until much later in life. Here were three guys who shared a lot of time together and we simply said goodbye to one another by sharing a meal.

Recently, I had the opportunity to teach a Bible class and the subject matter was the last supper and what came from that meal. I offered the class my personal thoughts; a group of men sat together for a meal not knowing how special it would later become and how it would alter the course of history. In my remarks, I told the class of my special meal at Tan Son

Nhut and how I, too, had no idea that it would become so special to me as the years went by. And now it is counted as one of my treasured memories of life.

If there is a underlying message in this article, it is this: Sometimes the best life has to offer is found in the most unusual place and usually it is something very simple. Good and loyal friends, laughter and joy, and in my experience, a going home meal of bread and beer.

I plan to attend the 2005 Reunion at Gettysburg and I would be honored to share my bread and beer again.

Working Kilo-3!

by Charles Penley
TSNA Webmaster

I was working for the 377th Air Police Squadron on a sentry dog post, at night. We called all the sentry dog posts, "Kilo-1, Kilo-2 and etc.

On this night, I was working Kilo-3 when one of my Lt's came to my post. (This was customary from time to time.) The Lt. was really a good man and easy to get along with. He was very much by the book and wanted us to challenge him, "Halt! Who goes there?" It was also a requirement. He would chat with all the Air Policemen he came in contact with. This was to see how we were doing and for him to know the various Air Police posts, as much as possible.

Well this Lt, also like to be called "Sir." (After all it was protocol.) However, when my sentry dog, REBEL heard me say the word, "Sir," then REBEL would get very aggressive. It was a good thing that I had a short leash on him. After that incident, the Lt. did not require me to call him "Sir," as long as I had my K-9 with me.

The Early Days At TSN

December 1961 – June 1962
377th Air Police Squadron
by William C. Franke
New Member

I was with the first group to set up the USAF compound at Tan Son Nhut. At that time we all lived at hotels in Saigon – Continental Palace, Caravelle and the Majestic.

We set up operations in an abandoned hanger that had about a foot of dirt and

dust on the floor. Once the place was cleared up we moved into a tent city with the troops that were transferred a few months later.

(Editor Note: William is the earliest former TSN resident that we have on record)

My Time At TSN

by Dennis Boyer

My time at TSN was a bit different. Though a 21 year old USAF SSgt with only 14 months left in my enlistment when I arrived, it was my first assignment after training that put me in an AF environment.

Prior RVN I was assigned to the Environmental Technical Applications Center in the Washington Navy Yard. I had been trained at Chanute as a weather observer, but was spun off in "data collection" involving environmental factors, mostly targeting and even stranger stuff for my AFSC.

At TSN I was assigned to an detachment that I learned upon my arrival did not exist. The first signal of something amiss was the Army 3/4 ton truck and PFC sent to fetch me at the terminal. I was hauled to CICV (the joint service and allied intelligence branch of MACV) down off Vo Tanh street (not far from 3rd Field Hospital). This was the summer 1970.

CICV had a usual complement of 3-4 AF personnel, a handful of Naval personnel, some ARVNs, some Aussies, some Koreans, some spooky characters, and about 200 Army personnel when I arrived. Most of the Army troops were out of the 45th MI Co. The CICV commander was a USMC full bird colonel.

The AF personnel were assigned to the area analysis branch/terrain section. Other sections had names like "Out Country" and seemed busy when things were afoot in RVN's quaint little neighbors.

My new buddies hauled me around quite a few places. Di An, Tay Ninh, Can Tho, Vung Tau, Thanh Nha Be, Da Nang, Dong Ha, and Dalat were among some of the more scenic spots.

Occasionally we got off UH-1s and were no longer "in-country". What did all this intrigue involve? Well, as strange as it sounds, sometimes it was stuff like collecting rocks. No kidding. Only some guys carried guns instead of geologist hammers.

Thanks to all who have advised me of their email change!



Benny Goodman's Tan Son Nhut Association sticker

Grant Smith Williams, Sr.

7th Air Force
Sep 71 – Feb 72
New Member

I entered service February 26, 1942 at Fort Dix, NJ and was sent to Tuskegee Army Airfield, Alabama for basic training. Following basic I was assigned to the 96th Air Service Group which provided maintenance and base level support for the first black American combat pilots to fly for America. They became known as the Tuskegee Airman.

I served in Italy in support of these flyers for 22 months and was relieved from active duty as a Master Sergeant. I was recalled to active duty in August 1950.

I served at bases in the US, Japan, Turkey, and Vietnam. I retired from Headquarters TAC, DCS/Logistics, Langley AFB June 1, 1975 as a Chief Master Sergeant.

My duty at Tan Son Nhut was as liaison between the 7th AF Commander and the enlisted men in his command. I lived in a trailer in the NCO area.

(Editor Note: Due to the rigid pattern of racial segregation that prevailed in the United States during World War II, over 966 Black military aviators were trained at an isolated training complex near the town of Tuskegee, Alabama and at Tuskegee Institute now known as Tuskegee University. Four Hundred and fifty black fighter pilots under the command of Col. Benjamin O. Davis, Jr., (who was to later become the U. S. Air Force's first Black General) fought in the aerial war over North Africa, Sicily and Europe flying in secession, P-40, P-39, P-47, and P-51 type aircraft. These gallant men flew 15,553 sorties and completed 1578 missions with the 12th Tactical U. S. Army Air Force and the 15th Strategic U. S. Army Air Force)

Chief Williams, it is an honor to have you as a member of the Tan Son Nhut Association.



Robert Scott TSN April 1962 – October 1962 Unit Supply Officer and Deployed Personnel Finance Officer New Member

I received my commission at Gettysburg College through the AFROTC program in June 1961. I was assigned to Pope AFB November 1961 to May 1966 after supply school in Amarillo, Texas.

I was deployed TDY to Tan Son Nhut in April 1962 for 189 days under "Project Muletrain." I lived in Saigon at 88 Phan Than Gian. We didn't experience much terrorism, except for grenades thrown into outdoor cafes.

Served in Okinawa from May 1966 to January 1969; Yongson, Korea, August 1974 to July 1976, and US Military Training Mission, Riyadh, Saudi Arabia from May 1979 to August 1980. Retired as a Lt. Col. at Langley AFB, December 1989 with 28 years service.

Gary K. Rockett 377th Combat Support Group May 1967 – May 1968 New Member

There was no place for me to stay on base in May 1967. I stayed the first night in a transient tent close to the flight line. I moved to quarters off base at 459 Vo Di Nguy for three days, and then stayed a week with a friend from Charleston AFB a few days until I found my own apartment in Saigon. I roomed with Alan Johnson (7AF Munitions) in an apartment about a mile from the main gate. I was able to get a 90cc Honda for transportation.

The morning of Tet I called the bomb dump, where I worked, by radio and was told to stand fast, which I did for 24 hours. Then I headed to the office where I stayed for a week before returning to my apartment.

Bunker 051 where the Security Police were killed was out by the office. The mass grave for the VC was also out by the office. I was present for the funeral, "so to speak."

I have some interesting pictures and super 8 film converted to VHS. I'll get it to you for review sometime this year.



Candidates for Office

There are six candidates running for offices in the Tan Son Nhut Association (TSNA). We have at least one candidate for each office, except Secretary. Below in outline format are short biographies of the candidates. Focus of each biography is the military and the Tan Son Nhut (TSN) service of each candidate. It is interesting that four of the candidates were at TSN when the infamous Tet Offensive of 1968 occurred.

Wayne Salisbury, Candidate for President

Military Service:

USAF, 1959 to 1967:

Jet Aircraft Maintenance

Maintenance Analysis Technician

Minnesota Air National Guard and Air Force Reserve:

C-97 Flight Engineer

C-141B Flight Engineer Instructor/Examiner (ART)

Retired 1991 as MSGT, retired Civil Service, GS-10, 1993

Tan Son Nhut Service:

September 1966 to September 1967

460th Tactical Reconnaissance Wing, Maintenance Analysis Technician

7th Air Force, AF Directorate of Material, Maintenance Analysis Technician

Civilian Career:

Executive Office Staff, Advance Auto Parts, Roanoke, VA

Executive Buyer for tires, batteries, and automotive electrical merchandise

Executive Automotive Service Manager

Store Manager

TSNA:

Member since 2002

President Pro Tem since 2004

Moved TSNA Office to Roanoke, VA

Publisher and Editor of Revetments

Director of Membership Development 2002 to 2004

Larry Fry, Candidate for Vice President

Military Service:

USAF, September 4, 1958 to May 11, 1963. Entered from Harrisburg, PA

Chaplain Services Specialist: Dover AFB, DE and Tachikawa AB, Japan

Tan Son Nhut Service:

December 29, 1961 to March 11, 1962 (TDY from Tachikawa)

Assistant to Base Chaplain

Civilian Career and Community Service:

He and his wife retired from Holland Machine Construction Company after 32 years

Volunteer work with wife at local hospital:

Wife in accounting department

Larry installs Life Line units in clients' homes

Secretary of the board of a local social service organization of Methodist Churches in Lancaster, PA

Volunteer work at Pleasant View Retirement Community in various capacities. At-large member of Administrative Board of

church. Wife and he both serve on the Missions Commission of the church.

Jerry Lee Norville, Candidate for Treasurer

Military Service:

USAF, 1951 to 1972. Enlisted July 1951 and advance to rank of TSGT. Direct commission 1961 after completing Bootstrap degree in Business.

Medical Service Corps Officer

Declined promotion to Major to retire from USAF and enter new career in teaching

Tan Son Nhut Service:

1967 to 1968

Medical Services Advisor to Chief Medical Officer of VNAF

Responsibility for improving VNAF medical facilities throughout South Vietnam

Education:

Bachelor's in business administration, University of Maryland, 1961.

Master's in human resources management, University of Colorado, 1966.

Master's of business administration, Midwestern State University, Texas, 1971

Master's in employment law, Antioch School of Law, D.C. 1981

Civilian Career:

Medical College of Virginia or Virginia Commonwealth University: Assistant Professor of Hospital Administration, 1972

Full Professor, 1979

Professor Emeritus, 1992

Borgess Institute, Kalamazoo, MI:

Executive Director

Retired 1996 for health reasons but have beaten the cancer and heart disease

Community Service:

Professional associations and community organizations

Have been president, vice president, secretary, and treasurer of voluntary boards

Summary of life: "He lived to serve"

TSNA:

Presently fill pro tem dual role of Secretary/Treasurer

Secretary: Preparation of a strategic plan, revision of bylaws, preparation of policies, administrative management of the business of the board, ensuring compliance with legal statutes

Treasurer: Establishing an accounting/financial system that meets national standards, maintain all accounting/finance records, provide financial reports to the board, working with IRS as well as Wisconsin State Corporation Commission. There is much yet to be done. I am asking for your vote to enable me to resolve tax problems and establish IRS tax status for TSNA.

Charles Penley, Candidate for Web Master

USAF, 1966 to 1972

US Army, 1976 to 1992

Retired as Sergeant First Class (E-7)

Tan Son Nhut Service:

October 1967 to July 1969

Worked Charlie and Foxtrot Sectors

Worked with Sentry Dog Program

Handled Rebel A531 and Smokey M707

TSNA:

Current Web Master Built current page from scratch

"I'm asking for your vote to enable me to continue the daily duties for our Association."

Johnnie Jernigan, Candidate for Director

Military Service:

USAF: Enlisted September 1964; Retired September 1984 as MSGT

Keesler AFB, MS: Avionics Navigation School / Student and Instructor

Tan Son Nhut AB, Vietnam

Moody AFB, GA: 1968 to 71

Keesler AFB, MS: Teaching Loran C to en-route maintainers assigned to Vietnam and Thailand

Nakam Phenom AB (NKP), Thailand: Assigned to 40th ARRS and flew HH-53C. Involved in Cambodia and Saigon in April 1975 and with SS Mayaguez in May 1975.

England AFB, LA: 23rd TFW and Field Training

Tan Son Nhut Service:

Feb 1967 to Feb 1968

Assigned to 460th Avionics Electronic Maintenance Squadron (AEMS) supporting all flying units on base.

Worked on RF-4C, RF-101, RB-57E, EC-47, RC-47, C-54, C-118, C-123K, T-39, and others.

April 1975: Flying in HH-53C in Saigon during fall to the North

Civilian Career:

Moved to Beavercreek (Dayton), OH upon retirement for AF Supporting Air Force Research Laboratory (AFRL) as a contractor involved with Research and Development for past 20 years

Improving (computerizing) the maintainer's way of life

TSNA:

Presently Pro Tem Vice President

Assisted Pro Tem President in revitalizing the association

Active in new member recruitment

Dale Bryan, Candidate for Director

Military Service:

USAF, 1964 to 1969. Entered active duty as 2LT from AFROTC program at San Jose State College, San Jose, CA as a Distinguished Military Graduate. Discharged from Regular Air Force

as Captain.

Weather Officer, serving at F.E. Warren AFB, WY and Tan Son Nhut AB, Vietnam.

Aerial Reconnaissance Weather Officer Instructor, Andersen AFB, Guam. Flew with Typhoon Chasers in WC-130E into 20 fully developed typhoons. Awarded Air Medal.

Tan Son Nhut Service:

May 1967 to May 1968

Weather Forecaster, Detachment 2, 30th Weather Squadron:

Assigned to base weather supporting all units operating from TSN whose missions were weather sensitive. Approximately 90% of support was directly to 460th TRW working directly with flight crews and intelligence. Cloud cover has impact upon taking pictures from the sky.

Civilian Career:

Meteorologist, National Oceanic and Atmospheric Administration (NOAA) in Fresno, CA; Washington, DC; and Owings Mills, MD. 1972 to 1982.

The Weather Channel, Atlanta, GA. One of the charter on-camera meteorologists from May 1982 to December 1984

Worked with computer graphics systems used in weather analysis for television and industry. Worked with lightning detection systems used in aviation, electrical utilities industry, and broadcasting. Part time television meteorologist.

Since 1992: Technical support contractor to the Federal Aviation Administration (FAA) in wind shear detection and other weather programs. Have worked at FAA Technical Center in Atlantic City, NJ and FAA Aeronautical Center in Oklahoma City, OK. Now working runway incursion prevention program in Washington, DC where the mission is keeping aircraft from coming together on the airport. Career has been either weather or aviation related since 1964.

TSNA:

Presently a pro tem Director at Large

As a Director, I'd represent the Association in the Nation's Capital. Past experience in television media an asset when interacting with press.

Want to assist with Revetments as a Contributing Editor.





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