

OCTOBER 2007



A Memorial to the American Experience
In Vietnam

“All included, none excluded”

REVETMENTS

The Official Journal of The Tan Son Nhut Association

SPECIAL NOTICE

Due to job responsibilities, it has been impossible for our Revetments Editor, Walt D'Ambrosio to get an issue to press. We are sorry about that and are working on what to do. In the meantime, I have compiled this newsletter, hopefully, for your enjoyment.

Larry E. Fry
VP. TSNA

“NOTATIONS FROM APPLICATIONS”

From new member **Craig E. Rice**: “I worked night shift flight line security guarding RF4, C-130 and C-123 Revetments. Also walked security around J Doc Hq. Bldg, and Quick Reaction Team (QRT), after regular shift. I was finally assigned to tower duty on Tango Alpha near the SPS HQ. and J Doc. Tango Alpha along with the main tower, Tango One and Tango 10 were tasked with spotting the and alerting central command to rocket and mortar attacks, telling CSC the coordinates from where the rockets came and where they impacted. Also, the approximate number of rounds coming in.”

From member **Rick Driesbach**: “I served as a young lieutenant in the 12th Reconnaissance Intelligence Technical Squadron. The linebacker II Operation was most fulfilling as we read out and reported on BOA and collateral damage claims from RF-4, U-2, SR-71, and Buffalo Hunter Firebee drones. In March 73, I redeployed most of 12th RITS assets to 432nd RTS at Udon RTAB.”

From member **Gary R. Edwards**: “Got in country 27 April '68 one week before 2nd TET. Woke up to helicopters and Skyraiders diving overhead dropping their ordnance just outside of the fence. VC stored their guns and ammo in the grave sites next to the base. TDY twice to DaNang to help their fuel system maintenance. Lived in CES barracks. When I first got there we were putting sand bags around the barracks that the commander from the first TET offensive took down for area beautification.”

From member **Garry W. Entress**: “I was responsible for the control of 1,443 vehicles and 250 pieces of industrial plant equipment at TSN. Project Bitterwine Monitor at TSN from 12/01/66 to 11/20/67.”

From member **Charles W. Gray**: “First in country in Phu Cat, 37th SPS. 7-67 was in a Tango Watchtower—west perimeter during TET. Lived in the old French barracks SP area until moved to the 1300 SP area.”

From member **Fredrick “Nick” Harper**: “I lived on the air base in a new compound. I worked as desk sergeant and flight line security. I also learned to fly at the south Vietnam Aero Club operated by Frenchmen on the International side of the airport. As such I flew private aircraft all over Vietnam. Witnessed the fall of President Diem's government. My flight commander was SSgt. Charles H. Rollins and the NCOIC was MSgt. Wilbur J. Emma. Lt. Col. Robert E. Karberry was the Base Commander.”

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We'll Be There Again Dale Bryan TSNA Secretary

Your association is going to "The Wall" again. On Sunday, November 11, we will be placing a wreath before the polished, black slabs of the Vietnam Veterans Memorial in Washington, DC. This is the third time, fellow members, that you have honored me by allowing me to represent our great organization during the ceremonies. Another member and I will place our wreath.

The ceremony is always stunning, yet sad. All of those names carved on so many square feet of granite. A few of them I knew – they were reconnaissance pilots not returning from a mission over the north. One name, in particular, is most important to me. It is one of my college roommates; we went through AFROTC together.

I look forward to November 11 as the scene below comes alive again.

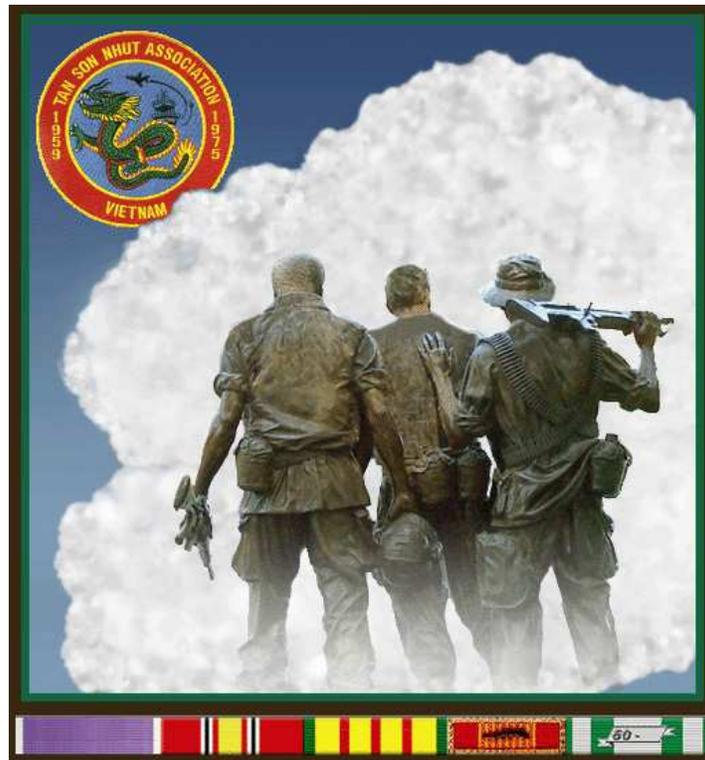


Our Wreath at Staging Area in 2006

Please join me, if not in person, at least in spirit.

God Bless all of our fallen from all of our wars for our freedoms.

IN MEMORY



Graphic by Charles Penley
TSNA Webmaster

THIS MONTH, LET US SALUTE THE MEMORY OF:

APPELHANS, Richard D.	LTC, USAF	12th TRS / 460th TRW	16 Oct 1967	28-E	015
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Captain Appelhans was a pilot of an RF4C Phantom reconnaissance aircraft who flew 120 missions in South Viet Nam.

On October 16, 1967, the RF4C Phantom reconnaissance jet flown by Capt. Richard D. Appelhans disappeared while flying over Saravane Province, Laos. Radio and radar contact with the aircraft was lost at grid coordinates XC961808, which is located in the northeast portion of Saravane Province, Laos. Aerial searches were conducted, but no trace of the missing aircraft or its crew were found.



APPELHANS, Richard

Check the Tan Son Nhut Association web site "Memorial" section for the names and Vietnam Veteran's Memorial Wall location of our fellow veterans who "gave their all".





CHAPLAIN'S CORNER



ON A BAD DAY

Some days just seem too right from beginning to end. These are those days when loving life comes easily, when smiles seem to brighten the face of others, and a positive outlook seems to put a spring in my steps. God is in His Heaven and all's right in my world.

But not all days are like that. This morning I misplaced and/or lost my key case containing house and car keys. I panicked. Then I retraced my morning walk inside and out looking for the lost. Not found. How could I be so careless, so stupid? Will someone else find the keys and rip me off? Fears build up and divert my attention away from a productive day. Oh yes, I have a spare set of keys, but what about the lost?

Many articles and books have been written about how to cope with a bad day. Such remind us to find some object of beauty to offset our dark thoughts, to remember some person whose problems are really big, to get out to do some act of love and kindness to break the cycle, etc. These suggestions have their value, but I commend we read once again Psalm often numbered 77.

Here is a man writing centuries ago who has almost exactly my and our problem: "I am so troubled that I cannot speak....Will the Lord cast off forever? Will he be favorable no more? Is his mercy clean gone forever? Doth his promise fail for evermore? Hath God forgotten to be gracious? Hath he in anger shut up his tender mercies?"

And how does this troubled man find help? Listen to his answer: "And I said, This is my infirmity; but I will remember the years of the right hand of the most High. I will remember the works of the Lord; surely I will remember thy wonder of old. I will meditate also of all thy work, and talk of thy doings....Thou art the God that doest wonders....Who is so great a God as our God?"

Here is a man lifted out of self pity and despair by creative remembrance. He seems to be saying, "Today may be a bad day, but God is still God and I will not forget it!"

Chaplain James M. Warrington

DID YOU KNOW?

Tan Son Nhut Airport was built by the French in the 1920s when the French Colonial government of Indochina constructed a small unpaved airport, known as Tan Son Nhut Airfield in the village of Tan Son Nhut to serve as Saigon's commercial airport. Flights to and from France, as well as within South-east Asia were available prior to World War II. During World War II, the Imperial Japanese Army used Tan Son Nhut as a transport base. When Japan surrendered in August 1945 the French Air Force flew a contingent of 150 troops into Tan Son Nhut.

This web address is the site of the Tan Son Nhut Association. Do you have it “bookmarked”, or marked as a “Favorite”, or whatever it takes to keep checking out our site?

And don't forget that it takes INPUT from everyone to make this a success. “Keep those cards and letters coming!” We need your comments, suggestions, requests, and yes, your complaints!

AND, while you are on the web site, don't forget to check out the “Monthly Photo” item. The October photo is an article about “The Empty Table”, and to quote TSNA Director Johnnie Jernigan, “It is a must-read for anyone associated with the military.”

ALSO, our BX/PX page contains a complete listing of items available for your purchase. Christmas is coming!



THE TAN SON NHUT ASSOCIATION TRAIN KEEPS MOVING ON!!

OFF THE BEATEN PATH!

HOW TO GET NOTICED BY YOUR AIR FORCE RECRUITER

In February, 1958 a record setting blizzard descended upon Eastern Pennsylvania with record snowfall and cold temperatures. The small town where I lived then, and do now again, was isolated for four days. I decided to take a friend and drive the 12 miles into Lancaster City to visit the Air Force Recruiting Office.

About two miles south of town, the road had been drifted very deep, and they managed to get about a little more than a lane opened. It looked like I could get past a car coming the other way with no problem until my right front wheel hit a chunk of ice and we bounced to the left.

I tore off most of the left front fender of the 1956 Chevrolet Station Wagon in the other lane, and we found some of my 1955 Ford left front fender under what was left of his. We had glanced off of each other, and he wound up on a snow bank. When I went back to check on him and opened the drivers door, all kinds of literature were picked up by the wind and went flying.

And lo and behold, there sat MY AIR FORCE RECRUITER! Nice to meet you, Sgt. Kuster!

He definitely had a personal knowledge of me after that, and managed to get me into the Air Force in September, 1958, instead of the original timing of November.

A little over three years later, I arrived at TSN!

Larry E. Fry
VP, TSNA

PS: Other than getting in the Air Force sooner, the other good thing was that I worked at an auto body shop and got paid to fix my own wreck!



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Annual Membership: \$20.00
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Graphic by Charles Penley
TSNA Webmaster

“MEMBERSHIP CARD”

Did your TSNA membership card get lost or beat up?

Did you ever have one?

Did your favorite dog or cat chew it up?

Would you like a replacement?

If so, please contact Larry E. Fry, VP, TSNA, at lfry2@dejazzd.com,
and your card will be replaced at no charge.