



REVETMENTS

The Official Journal of The Tan Son Nhut Association

A Memorial to the American Experience in Vietnam



FEBRUARY 2017

2017 Reunion Activities

ment.

We are trying to set up some group activities that may require group bus transportation. These will be in addition to two USAF Base tours that are already on our schedule. There is so much to see and do in Colorado that I almost hesitate to even suggest anything. That is why I am asking those of you who read *Revetments* to make some suggestions as to what you would like to see in the Colorado Springs area. These would be in the afternoon on Thursday or Friday and would be 2-4 hours in duration. If you haven't already requested your print copies of the Colorado Tourism Guide, or the same guide for Colorado Springs, I strongly suggest that you do so. You can order them online at: <https://www.go-colorado.com/>

I would like to have your suggestions and/or ideas as soon as possible. You can contact me by mail, telephone, or email:

Joe Kricho
1698 Clemens Circle
Rochester Hills, MI 48307-5602

(248) 797-6878

TSNA2017Reunion@gmail.com



Looking forward to hearing from y'all!

Joe Kricho
Director of Reunion Planning

CHAPLAIN'S CORNER

Over the years the Chaplain's Corner has covered a lot of thoughts but for February 2017 it really is a sermon!

The theme is "Love", an important word, a theme, a condition and is so important as to have 28 definitions in Webster's Unabridged Dictionary.

As a student in Seminary we heard this definition, "Love" is of God for His creatures and a reverent affection due from them to God!"

The evaluation of love has a very strong feeling among the military "troops" as they carry love for family around the world and for us. TSNA meant some separations of loved ones as we served our country in Vietnam.

The Chaplain passes on our concern for those who serve with wives and families separated by our military commit-

Here is a special "sermon" to those who have wives and families in just a few words. It is addressed to love of wives, parents and children and remember these as we look back at TSN times!

True love contains this: love has only four letters but when we have true love for our relationships we have to add "love for and caring for" our others, respecting our loved ones, mentally having respect for them, supporting them. Truly in February we are reminded for the present and for the memory of the past a "profound tendency for our families", a passion of feelings for those close to us even if they are not able to be with us.

LOVE is to be held in our hearts as a very special feeling and commitment where ever we may be from those who have touched our very beings! Love is a passion that goes a long way to make our lives meaningful.

End of real sermon.

Chaplain Bob Chaffee

FROM GEORGE, ABOUT GEORGE

Larry,

George & Trish Plunkett stopped by the Veterans Cafe & Grille in Myrtle Beach, SC. It was great seeing the both of them since we missed the last reunion. We had a nice visit and they both were impressed with all the Veteran's memorabilia, all which have been donated from veterans and families from across the country. George was kind enough to donate a TSNA challenge coin that left our footprint at the Cafe.

Maybe you can add this photo in the next Revetments. Left to Right: Georgette, Trish, George P & George B.

Thanks, George Bontya



REUNION 2017

Our Director of Reunion Planning, Joe Kricho, has received an updated internet "link" that will get you directly to the HOTEL website for making reservations for the 2017 TSNA Reunion, to be held September 14 - 17, in Colorado Springs, CO.

Here is that link: Just point to it, hold down your "Ctrl" key and click your "Mouse" ..

[Book your group rate for Tan Son Nhut Association Military Reunion](#)

Remember- this is for the hotel!

We are still in the process of finalizing the many details of the Reunion, and we will get them out as soon as we can.

IN THE MEANTIME, Joe would like to know how many are planning on coming to Colorado Springs, all things being as they are today.

Please send a memo to Joe at the special internet address he has set up for reunion questions, and tell him of your plans.

We need to get as accurate a count of who is coming as early as possible.

The address to write to is:

TSNA2017Reunion@gmail.com .

(Just point to the above address, press and hold "Ctrl" and that good ol' infamous "hand" will show up. Click with your "Mouse", and you will have an email form ready to go.)

Please do this ASAP to help your Board. Thanks.

The rate for the Reunion is \$114. per night, plus tax, including breakfast "tickets" for 2.

EDITOR'S NOTE: I MADE MY RESERVATION THE OTHER DAY. And I noticed that there appears to be a limited number of rooms with two double beds. It appears as though the earlier you get your request in for that, the better the chance you have of getting such a room. Lois and I have 2 Doubles, and it is listed as "guaranteed" on our reservation confirmation.



Lobby, Marriott Colorado Springs



Lobby, Marriott Colorado Springs

MARK YOUR CALENDARS! :)

SEPTEMBER 14 - 17, 2017 COLORADO SPRINGS, CO

TAN SON NHUT AIR BASE—EARLY 1962

The paragraphs below starting with "asterisks" are from a publication I found titled "Vietnam Air Losses" by Chris Hobson.

The other two paragraphs are from the original "onionskin" carbon copy of the TSN Air Base Chapel notes that I typed, obviously as you can see, on a manual typewriter with no eraser handy.

**2 February, 1962

C-123B 56-4370 Special Aerial Spray Flight, attached to 464 TCW, USAF, Tan Son Nhut. Captain Fergus Coleman Groves, KIA; Captain Robert Darrel Larson, KIA; SSgt Milo Bruce Coghill, KIA.

The first U. S. Aircraft lost in South Vietnam was a C-123 Provider of the Ranch Hand Defoliation unit. The aircraft was on a training flight when it crashed into dense forest during a practice spray run in an inaccessible area near Route 15 between Bien Hoa and Vung Tau killing all on board. The Viet Cong were thought to have removed items of equipment from the wreckage before a search party could be flown into the area. As the wreckage was largely destroyed by a post-impact fire it was not possible to find evidence of sabotage or engine failure or hits from ground fire. However, after the crash all Ranch Hand aircraft were escorted by fighters during their spray missions.

2 February 1962. Chaplain Kilpatrick was busy all morning with C123 plane crash. He visits various units within the Ranch Hand organization and made arrangements for a Memorial Service to be held at 100 hours, 3 February. Airman Fry went to Bien Hoa as a guard, then cleaned the Chapel and helped out in the Mail room.

3 February 1962. The Break Hanger was turned into the Chapel for the Memorial Service, which was held at 100 hours. Attendance was about 300, including BG Anthis, and Ambassador Nolting, and many VNAF Officers and men. Airman Fry cleaned the Chapel and made things ready for Sunday Services.

**11 February 1962

In the early phase of American involvement the U. S. military was supposed to be in South Vietnam on an advisory or training basis. Consequently each aircraft had to have a Vietnamese on board, ostensibly for training but often merely to "legalise" the operation. This was especially true with regard to aircraft like the B-26, which the US had no intention of providing to the South Vietnamese. Nevertheless, the USAF did train thousands of VNAF air and ground crew over the next 10 years and valuable combat experience was gained during these early operations. An SC-47 was on an early morning leaflet dropping sortie along the main route from Saigon to Da Nang when it crashed in the mountains near Bao Loc with the loss of all on board. It was unconfirmed whether the crash was due to enemy action or an accidental cause. This aircraft had been based at RAF Bovington in England in 1961.

12 February 1962. Chaplain Kilpatrick had to cancel trip to Nha Trang due to emergency (plane crash). Chaplain Kilpatrick prepared letters to Chs Davy, Radtke, Richards and Venters. Airman Fry typed same and sent them out. Chaplain Kilpatrick kept abreast of news of plane crash and met helicopter when bodies were returned to Det 8. Airman Fry had 2nd ADVON CQ from 1630 - 0730, 12-13 Feb.

13 February 1962. Chaplain Kilpatrick, Airman Fry, and Sgt Ortiz, went to Bien Hoa (Det 9) by truck. Met with Det 9 Commander and made arrangements for a Memorial Service to be held at 1830 hours 13 Feb, then returned to Tan Son Nhut. Chaplain Kilpatrick and Airman Fry met the Bien Hoa Courier Run (C-47) at the Terminal at 1515 hours, and returned to Bien Hoa with it. Visited the men there and made final arrangements for Memorial Service. Service began at 1847 hours due to late arrival of VIP's. VIP's in attendance were: General Harkins, General McGarr, General Timmes, General Weede, General Anthis, and General Le Van Ty, Chief of the VN Armed Forces, Mr. Nolting, U.S. Ambassador to Viet Nam, Mr. Ansbacher, Chief of USIS, Col Turcott, Col Ritchie, Col Osborn, Lt Col Beebe, Maj Bentz, Maj Klus, Lt Col Aquila, Maj Bartlett, Maj Fahy, Capt Perry, Capt Richardson. Chaplain Kilpatrick and Airman Fry returned to Saigon in VIP airplane.

14 February 1962. Chaplain Kilpatrick wrote a rough draft of his Memorial Service address. Airman Fry obtained the names of the VIP's in attendance and also names of the deceased personnel, and typed up the address.

MORE ON RED HORSE

Hello my brothers from another mother. I was assigned to 1st Civil Engineering Group (Heavy Repair), activated on May 8, 1967 and headquartered at Tan Son Nhut. The unit distinguished itself over the next three years by earning seven campaign streamers including one for the 1969 TET counter-offensive. 1st CEG command section included the commander and his deputy serving as a staff element of the 7th Air Force Directorate of Civil Engineering. The group was authorized 17 officers and 58 enlisted personnel. The Engineering Division standardized the facilities designed and constructed by RED HORSE, reviewed project designs accomplished by the squadrons, and established a master file of all designs for construction in the Vietnam theater. In addition, it issued construction directives for projects assigned to RED HORSE with the AF Regional Civil Engineer for Vietnam. This helped insure proper design and siting of RED HORSE projects, and to formulate specifications and project requirements by reviewing and evaluating contractor proposals for various projects requiring procurement of pre-engineered structures. The Operations/Plans Division analyzed squadron capabilities, monitored construction schedules and priorities, and coordinated operations with 7th Air Force. In addition, it maintained liaison with Military Assistance Command, Directorate of Construction (Army) and Officer in Charge of Construction (Navy) agencies in country. The division also had cells that monitored Prime BEEF teams and well-drilling operations in country.

<http://www.redhorseassociation.org/forum/index.php?topic=315.0>

The Materiel Division identified sources of supply and procurement, and expedited supply actions when necessary. It maintained a consolidated list of squadron equipment resources, assisted critical equipment parts and repair actions, and controlled and directed redistribution of equipment assets in light of the overall RED HORSE mission. I served from 22 June 1968 – 26 June 1969 with 1st CEG as a SSGT (Logistics Specialist). I coordinated time sensitive acquisition and delivery of heavy equipment/construction material to RED HORSE Squadrons, provided logistics support and inventory management for heavy construction equipment and materials to assure assets were available for Red Horse Squadrons. My duties included TDY on multiple military transport (C123 Provider/C124 Old Shaky/C130 Hercules/C7 Caribou) to the 554th Phan Rang, 555th Cam Ranh Bay, 819th Phu Cat, 820th Tuy Hoa, 823d Bien Hoa. I drove military and civilian vehicles to accomplish mission critical tasks at Vung Ro Bay Port, RMK-BRJ Construction Depot Saigon Vietnam, Binh Thuy Navy Base Vietnam and many other bumpy roads “in country”.

RED HORSE “can do” motto and attitude carried me through the rest of my military, civil service and civilian careers. But for a surgery at the VASFCM in 2010, I’d still be a “can do” guy.

Although I still have the memories, I lost most of my military stuff and photos over the years. Moreover, Vietnam was a brief blip, but memorable experience. I went on to become airman of the year 3640th Pilot Training Wing Laredo Texas, and moved on to the AFCS Eielson AFB AK where I lost 14 units of blood from a bleeding ulcer. They stopped the bleeding, and I was reassigned to AFCS Little Rock AFB. Two years later surgery to address my peptic ulcer issues resulted in a nicked and removed spleen after 5 hours under the knife.

Regardless, I will be happy to contribute, but do not remember the dates. Prior to deployment, I went through Combat Arms Training and Maintenance (CATM) at Hamilton. When I got to Saigon, 3 days at Hamilton felt inadequate. The 1st CEG Commander didn’t want to hear excuses why material or equipment were not available to the RED HORSE squadrons. Consequently, I was running more than sitting at a desk.

Jerry D. Jenkins
USAF MSGT Retired 1960-1980
GED 1964
Disabled 50% Service Connected
BSBA 1984
GS-1102-12, VA Retired 2001
COMCAST Manager downsized 2010



EDITOR'S NOTE: I have seen and read other items and stories about Red Horse, but this is the first time I saw what the words mean: **Rapid Engineer Deployable Heavy Operational Repair Squadron Engineer.**

And at the same time, I noticed the definition for “Prime Beef”: **Base Engineer Emergency Force.**

Thanks Wikipedia—we learn something new every day.

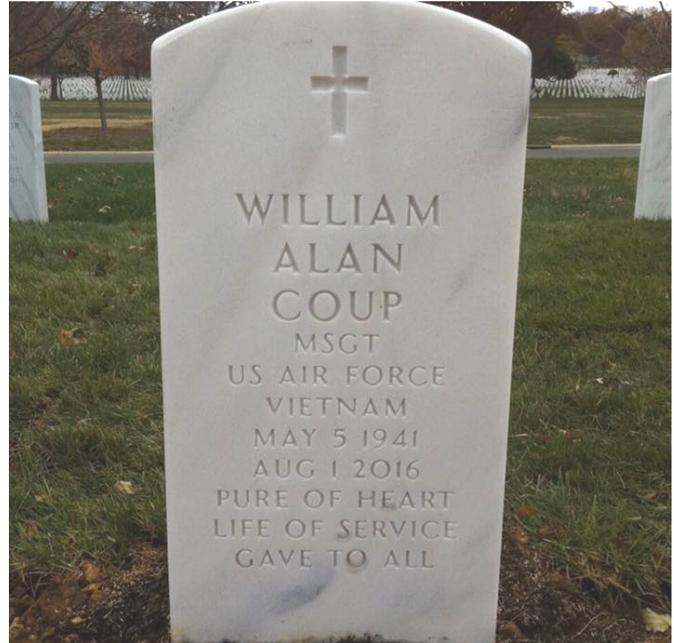


FROM THE EDITOR: To the left is Jerry Jenkins' "Career Board" as I call it.

I might be "old fashioned", but I still like this version of Master Sergeant stripes.

Do you have any pictures of your "Career Boards"? I know I have seen some on the "Tan Son Nhut Veterans Forum".

Please send pictures, descriptions, etc about them to me at: lfry2@dejazzd.com.



As an addition to the story we had about Bill Coup in the September and October, 2016 editions of Revetments, we have received this picture of his grave marker. Very appropriate wording.

STANDING UP

Contributed by:
Charles Penley
TSNA Webmaster
377th SPS



I stood up, I showed up.
I stepped forward, I raised my right hand.
I stood in the gap, I walked in the fire.
I did not run, I did not hide.
I did not dodge, I did not evade.
Consequently . . .
I have nothing to prove, no one to convince.
Those who matter already know.
Those who don't, never will.



Author Unknown
(The above from the July, 2009 Revetments)

Revetments is an official publication of the Tan Son Nhut Association, Inc. P.O. Box 236, Penryn, PA 17564-0236. The Association is a 501(c)(19) tax exempt Veterans' Organization incorporated in the Commonwealth of Virginia.

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FROM THE PRESIDENT

Well we are on our way to putting everything together for the Colorado Springs Reunion.

Joe is starting to put it in motion. Gary is working on our dedication site. I have lined up a tour of Peterson AFB.

Have you got your reservations? Never too soon.

Looking forward to another good reunion at another great city.

If you have anything you want to see or do you can let Joe know.

You can go to the TSNA website to see some pics of hotel, city, info.

Make your plans now, COS is a great place to see and do things.

We are also making plans to visit the AF Academy.

More details coming as we get them all together.

Make your plans now.

Randall W Brown
President-TSNA



Photo from George Greenwood collection, titled "Tire Shop and C-123 Plane."

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