



REVETMENTS

The Official Journal of The Tan Son Nhut Association

A Memorial to the American Experience in Vietnam



SEPTEMBER 2018

NOTATIONS FROM APPLICATIONS

I spent the first two months at TSN leading a group of airmen exploiting imagery to develop strategic targets for strikes in North Vietnam. The balance of my tour was spent as a Shift Chief in the Defense Analysis Division of the 13th RTS. During my tour, I lived off-base in a "hooch" approximately 2 miles from TSN AB. On 1 January, 1967, I was deployed on a tour extension to Udon AB, Thailand, where I served as an Operating Officer in the 432nd RTS for 6 months.

Robert S. Kaminski
Beavercreek, Ohio
7th AF, 13th Recon Tech Squadron
Dec 65 - Jan 66
(New Member, August, 2018)

I lived in Supply Sqd. Hooch. I was assigned to Inventorying Air Force Warehouses & Vehicles. I came in E3 and left E4. Accidentally got mail for E6 Thomas E. Metzler one time but never met him.

Thomas E. Metzler
Tulsa, OK
377th Supply Squadron
Jun 70 - May 71
(New Member, August 2018)

Barracks #892 (C Sector). Personally experienced Tet offensive in its entirety - from January through May 1968 and beyond.

(By the way, at 3:30 AM on January 31 (Tet) a 122mm rocket overflew the revetments across the street and struck Barracks #891, taking out an entire corner of the building.

Two airmen sleeping on the 2nd floor were hit with a mass of shrapnel. There was so much blood everywhere that I always assumed they died, although I've never seen any books or article that mentions the incident.

Does anyone else in TSNA know about it?

James C. Wayson
St. Helena CA
1876 Communications Squadron (1964th Comm. Gp.)
Aug 67 - Aug 68
(New Member, August 2018)

FROM THE PREZ

We are getting very close to the Dayton Reunion, so just wanting to again mention to everyone to collect those toilet-tries, M & M's for the goodie boxes going to our troops overseas this holiday season.

We got a nice monetary donation from Robert Burdick of Marquette, Wisconsin. A big thank you for his kindness and generosity.

Looking forward to September and seeing everyone.

Randall W Brown
TSNA-President

AWP SPECIAL REUNION GUEST

I am writing to inform the membership that our guest this year from the American Widow Project will be Veronica Mora from Perrysburg, Ohio.

Veronica will be joining us in Dayton for the reunion banquet.

Randall

2018 TSNA REUNION LOGO



Our thanks to TSNA Member Gary Redlinski for another great logo!

My Exit from Vietnam

By: Andy Csordas
Special COMSEC Support
Jun 70 - Dec 70

In a previous Revetments article I discussed my entry into Vietnam and how I thought I was going on a Special Assignment, etc. only to find out I was just like everyone else when I arrived. I was due to leave Vietnam and process out of the Army in March of 1971. As they reduced troop strength in 1970 almost any reason to get out a bit early was being approved. A good reason was going back to school and getting out before the next semester started, which worked for me. I would need to be back home and ready to start tech school the day after Labor Day, so an early out was approved.

I started the processing out around the 18th or 19th of December 1970. My small unit, the Special COMSEC Support Detachment, located inside the perimeter of the H3 heliport, provided repair services for Crypto gear including the KW-7, KY-8, KY-28, KY-38 and KL-7. Most of our support was provided to army's other than US units; primarily the ARVN's but also included Aussies, Koreans, etc.

Our battalion level command was in Long Binh and had detachments from the "Delta to the DMZ" as they said on the AFVN. So I went north from Tan Son Nhut to process out. I spent several days at the processing center waiting to be put on a manifest for the flight home. It seemed that every time I was at the head of the line at the mess hall, they called a manifest, so I rarely got to eat while there because I did not want to miss my name being called. Of course the ride home was more important. There was an announcement that they were going to bring in two Pam AM 747's to reduce the backlog and get everyone home for Christmas. Those planes were manifested and I would have been on the second flight after the 747's. Then they announced that the 747's could not land in country. Rumors were the South Vietnamese government wanted to charge Pam Am an exorbitant tax to land those planes on their runways, runways we built and had multiple C-5 landings each day. Whether that was true or not is still a mystery, perhaps Pam Am did not want to risk a 747 being shot at, or another reason.

So they took the troops that were manifested for those two planes and put them on the next four flights, including the one I was likely to ride home on. They then announced the Air Force was bringing in C-141's to take care of the backlog. We were to fly to Japan and meet the 747's. That did not happen. I was on the third flight out of Bien Hoa on a C-141. I remember sitting there in that terminal waiting to board the flight as they called names of guys being bumped for emergency leaves. It is perhaps the one of the most stressful days of my life. I knew in my head that if I was bumped I would get on the next flight manifest and could not be bumped twice, but it was a time that no one needed to say a word to me as we waited several hours. I suspect it was the same for others as the terminal was relatively quiet.

NBC news was filming a news clip as we boarded, I did make the nightly news and several folks from back home saw me get on the plane. We finally taxied away and headed for Japan where it was 32 degrees. We did not meet the 747 as announced, but re-boarded the C-141 and flew straight into Travis. We landed within 20 minutes of the exact day and time we left the ground at Bien Hoa. I spent the next 24 hours processing out and then took a red eye flight back to Philly out of San Francisco. Mom picked me up and we drove home to the bank in Phillipsburg NJ where my wife worked and I was home just in time for Christmas and our one year wedding anniversary on December 27th.

LAST 2018 REUNION POST

To all of you who have: registered for the reunion; made your hotel reservations; sent in your banquet menu choice; and, let me know who is attending and how their names should appear on their nametag; THANK YOU!

We are less than three weeks away. There has been a last-minute flurry of activity with people signing up for the reunion. Which we welcome.

Although the deadline for making hotel reservations at the preferred rate, and, with breakfast included, has passed, there may still be rooms available at our hotel on a first-come, first-served basis. If not, there are numerous other hotels nearby, from every major brand out there.

So, until Thursday, Sep 20, 2018, looking forward to seeing ya 'all.

Joe Kricho
Director of Reunion Planning

HONOR FLIGHT MEMORIES

By: Gary Fields
Feb 69-Feb 70
377th CES

I was privileged to go on Honor Flight #42 in 2016. It was the welcome Home we never received and the trip of a lifetime. I have volunteered for every flight since. We had our annual Honor Ball recently and was attended by over 750 guests.

We are a non-profit 501c(3) organization created solely to honor America's veterans for all their sacrifices. The group transports our heroes from throughout Central Missouri to Washington, D.C., to visit and reflect at their memorials at no cost to them. Since our inception in 2009, we have transported thousands of veterans to Washington on more than 50 flights. Top priority is given to senior veterans – WWII survivors, along with other veterans of Korea and Vietnam who may be terminally ill. We are a totally volunteer organization and are **funded by donations** from individuals, organizations and businesses who wish to see our aging veterans honored before it is too late.

Of all the wars in recent memory, it was WWII that truly threatened our very existence as a nation and free society. Now, with more than 640 WWII veterans dying each day, time to express our thanks to these brave men and women is running out.

Central Missouri Honor Flight will do whatever it takes to fulfill the dreams of our veterans and help them travel at no cost. Medical and mobility issues are no problem. We travel with doctors, nurses, paramedics and younger veterans who serve as personal guardians to our honored guests. We also travel with a "large fleet" of wheelchairs for those veterans who require wheelchairs or may need one as they tire. We complete the trip in one day so our veterans do not have to spend the night in Washington.

While we continue to give priority to WWII veterans, we are now moving into the ranks of our Korean War and Vietnam veterans.



(These two photos from Facebook, Central Missouri Honor Flight Network)



THE LYLE DAVIS STORY

Editor's Note: The following GREAT story was sent to me by Charles Penley, after his correspondence with Chuck Henry. I have included the first email to help explain the whole story.

From: Nancy Kennedy
Sent: Monday, July 23, 2018 6:46 AM
To: chenrypt@gmail.com
Subject: writing a story about Lyle Davis, the man whose life you saved in Vietnam

Chuck,

My name is Nancy Kennedy, a reporter with the Citrus County Chronicle. I've known Lyle Davis for many years, but only as the "tractor man!"

Recently, he told me about his ordeal in Vietnam more than 50 years ago and meeting up with you earlier this year in Albuquerque.

I have a copy of the notes you wrote about that day and about finding Lyle.

My question to you:

What was it like when you saw him again?

Thank you for your service,

Nancy Kennedy

From: Chuck Henry

Date: Mon, Jul 23, 2018 at 11:21 AM
Subject: Re: writing a story about Lyle Davis, the man whose life you saved in Vietnam

To: Nancy Kennedy

Thank you for asking, Nancy. And thank you for taking an interest in a man who served his country honorably and came close to paying the ultimate price for it.

Lyle was not the only man from our unit injured in that firefight, which was one of a series of fire-fights over a period of three days and three nights. But, aside from the three of our men killed, for whom we all still grieve, Lyle was surely the most seriously wounded. He was hit pretty much in the middle of his chest by an AK-47 round, and went down heavily. By the time "another man" and I got to him from about 15 feet

away, he was clearly in total shock, glassy eyes uncomprehending, and struggling to sit up right into the line of fire of a heavy small arms exchange between 3 NVA and our group of security policemen. The other man and I jumped on him to hold him down for safety until we could assess his condition and do something for him. When he calmed, and we got his shirt open to find the little bullet hole starting to froth pink, we knew we had a lung shot to deal with, and it was awful close to his heart. We did what we could to patch the wound, an ambulance came and carried him away, and the firefight resumed. I assumed I may have just seen him for the last time, and did not yet know that we already had three dead mates a short distance away.



A2C Davis, Lyle K., wounded in action on 4 Dec 1966, is being presented the Purple Heart at U. S. Army 3rd Field Hospital by Col Grover K. Coe, Tan Son Nhut's Base Commander. (Dec 1966)

About two weeks later, when I heard some of the wounded were being Medivaced, I went to the flightline to see them off, and was astounded to see the same man walk unaided from the ambulance bus to the C-141 flight out. I took his picture, and talked to him and the other men, for what I assumed was the last time. I failed to record names because there were so many. That was December, 1966.

For nearly 50 years I had my photos from that era. When I started reaching out to other members of the squadron website about 10-12 years ago, I periodically posted my photo of him on the airplane, and asked if anyone remembered his name or what became of him, with no luck until about three years ago.

At a squadron reunion in Reno, I was showing the photo of him around when a man across the table looked at it and said he remembered as he and “another guy” had jumped on the gunshot victim to hold him down while we patched him up. He, Bill Trimble, asked why I was interested, and was flabbergasted when I told him that I was the “other guy”. We shared notes, which led to us finding Lyle by email inquiries, and on July 6, 2016 he made return contact with both of us. We have exchanged memories, and learned that he remembered almost nothing of the event, but has a shadow box with his Purple Heart and the ballpoint pen which had been in his shirt pocket and deflected the bullet just enough to make a certain heart shot into a glancing heart shot and a punctured lung.

So when we arranged to meet again, for the first time in almost 51 years, at the Albuquerque reunion in April, 2018, I could hardly deal with my emotions. Neither of us look a thing like we did in 1966, but it was warming and deeply moving to me to see that he had not only survived but had recovered and led a good and rewarding civilian life. I doubt either of us showed nearly as much emotion as we felt. It would have been embarrassing to do so in the group of former military men. I was kept awake for several nights in anticipation, and it took several days for the excitement level to die down again although it remains one of the things that makes me smile when I think back on it. Out of a group of 580 men, for Bill Trimble and me to meet again that way is statistically improbable. For either or both of us to care enough to track Lyle down and restore that ancient connection, seems even more improbable. If anything, it has reminded me how closely people in combat, who relied for their lives on each other once upon a time, can carry that respect and caring for the rest of their lives.

Chuck
Port Townsend WA 98368
chenrypt@gmail.com

Henry

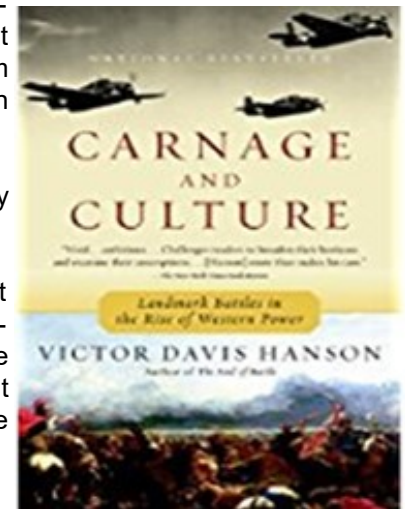
BOOK REPORT - CARNAGE and CULTURE

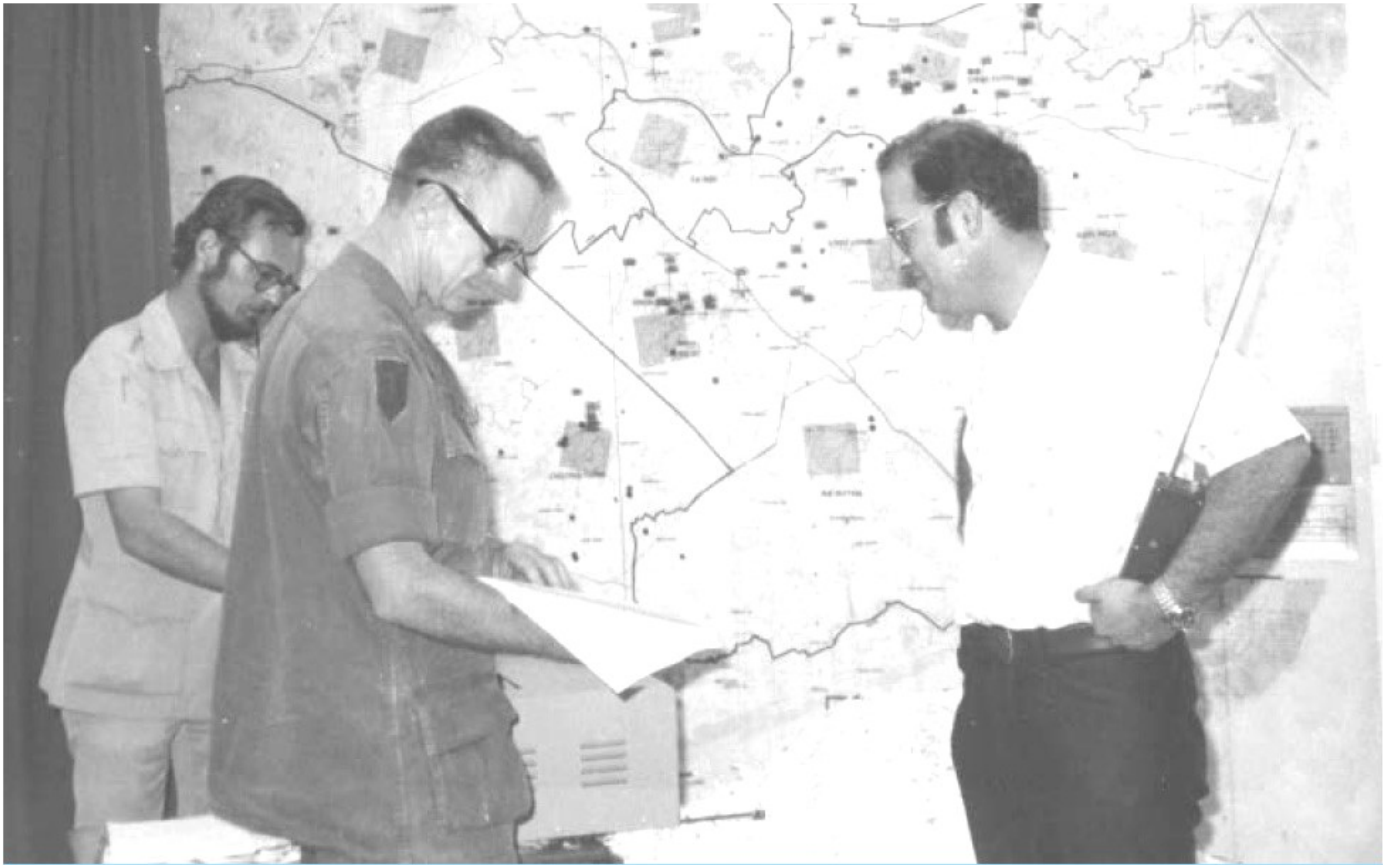
I just finished reading “Carnage and Culture” by Victor Davis Hanson, one of my favorite newspaper columnists. Professor Hanson is an astute historian and classicist at Stanford University. His depth of knowledge of classical (i.e., ancient) history gives him a solid platform from which to analyze and comment on the recent events of modern history.

For those Vietnam vets wishing to understand what happened to us and to our country back then, I recommend Hanson’s 10th chapter, “Dissent and Self-Critique.”

Although “Carnage and Culture” was published in 2001 and Chapter 10 centers on Tet '68 and US home front reactions, Hanson’s wide net pulls together relevant perspectives from European and Asian capitals of the period that served to push the US to the unhappy result. His insightful commentary about Vietnam War coverage by US print and broadcast media clarifies in sharp detail why the effective fighting force of which we were a part didn’t achieve a happier result.

Bill Grayson
Det 5, 6922nd Security Wing
1966-67





COL William Legro (center), chief of the DAO Intelligence Branch, shreds classified documents with two members of the 500th Military Intelligence Group on April 29, one day before the final evacuation of the DAO.

MACV HQ's opened circa August 1967.


The building was imploded on 30 April 1975 at the request of MG Homer Smith, the last Commanding Officer of the Defense Attaché Office.

Col William Legro, DAO was in charge of destroying classified material at MACV HQ, on 29 April 1975. One day prior to the implosion of MACV HQ. (See attached DAO photograph)

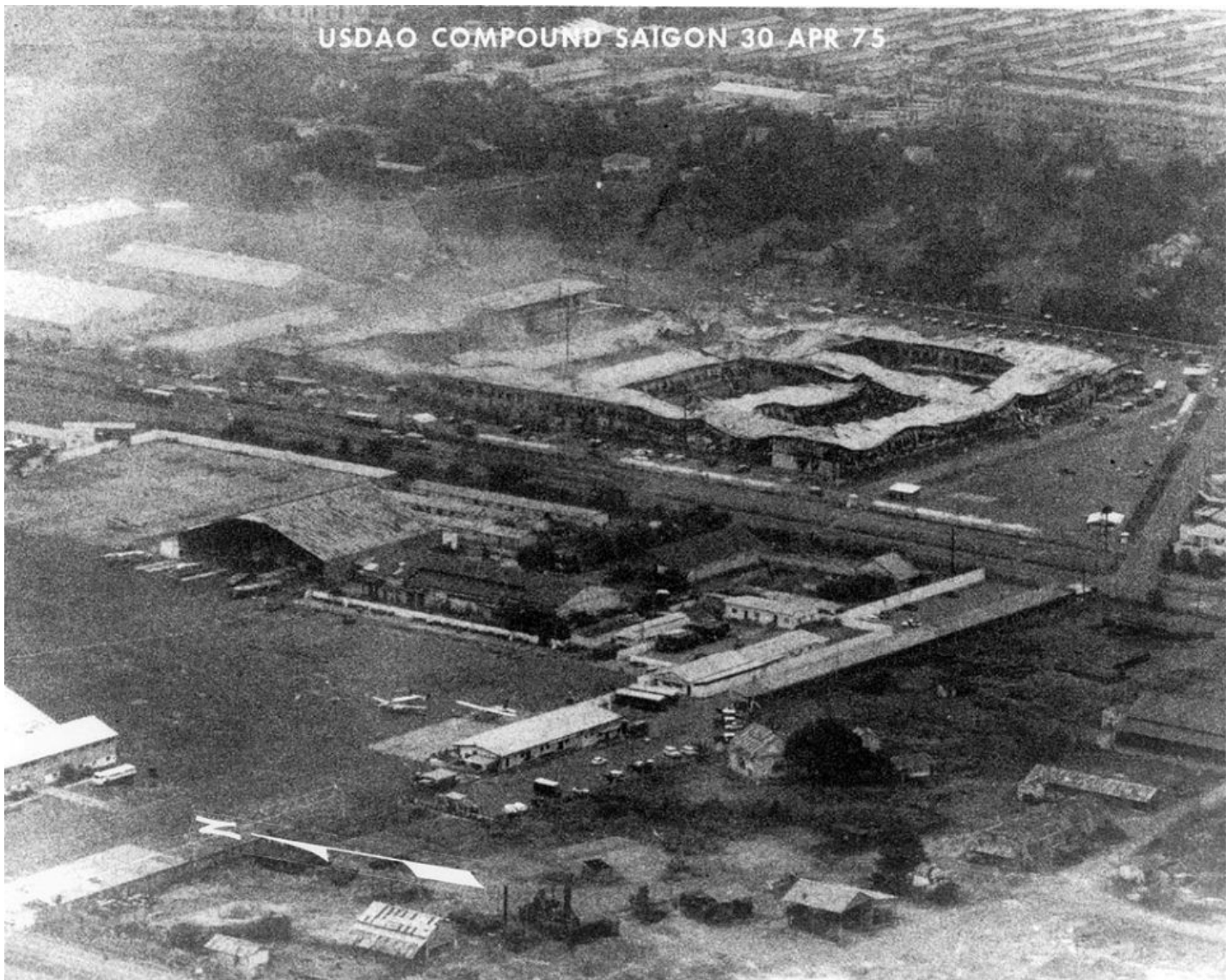
Supposedly CIA destroyed MACV HQ and destroyed twelve million dollars on 30 April 1975.

Additional information is found at URL:

<http://nebula.wsimg.com/a0014c66d60daa421291e91c80ff4e98?>

MORE: 

IMPLODING OF MACV



From Charles Penley: Above is an aerial photograph of MACV HQ, imploded:

From Bob Laymon: Photo by AQM-34 "Buffalo Hunter" drone.

The triangle area to the right is where the USMC CH-53 & USAF HH-53 helicopters extracted the final evacuees from Tân Sơn Nhứt.

I've noted two Air America aircraft still on the TSN flight line: 30 April 1975

- Beech Volpar
- Pilatus PC-6 Porter



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Photo by Robert Scott, Sr.
Nov 69-Jun 71
OL 1500 Postal & Courier Service

NEW MEMBERS

Robert S. Kaminski	Beavercreek	OH	minski10@woh.rr.com	Dec 65 - Jan 66	7thAF, 13th Recon Tech Squadron
Thomas E. Metzler	Tulsa	OK	ishmael_metzler@yahoo.com	Jun 70 - May 71	377th Supply Squadron
James C. Wayson	St. Helena	CA	jwandms@pacbell.net	Aug 67 - Aug 68	1876th Comm. Sqd.(1964th Comm. Grp)

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