

Tan Son Nhut Association



3rd Edition T.S.N.A

July 17, 1997



Airman Bob Need arrives at T.S.N. in 1967. S.M.S.G.T. Need is retired now but will be at the Reunion- Meet Bob and others October 1997 in Hampton!!!



Welcome to Tan Son Nhut!

1967



Don't forget to send in your reservation for Hampton by October 1, 1997.....

Johnnie Beasley (J.B.) And Bob Need both contributed \$100 dollars to the memorial fund, and I want to thank them and others who have helped in this endeavor. J.B. has also helped tremendously in keeping our mailing list correct, cancer and J.B. are in a war and the only support we can send is word to the Supreme commander to help J.B. win this war. So we will keep J.B. and many others in our prayers.

J.P.

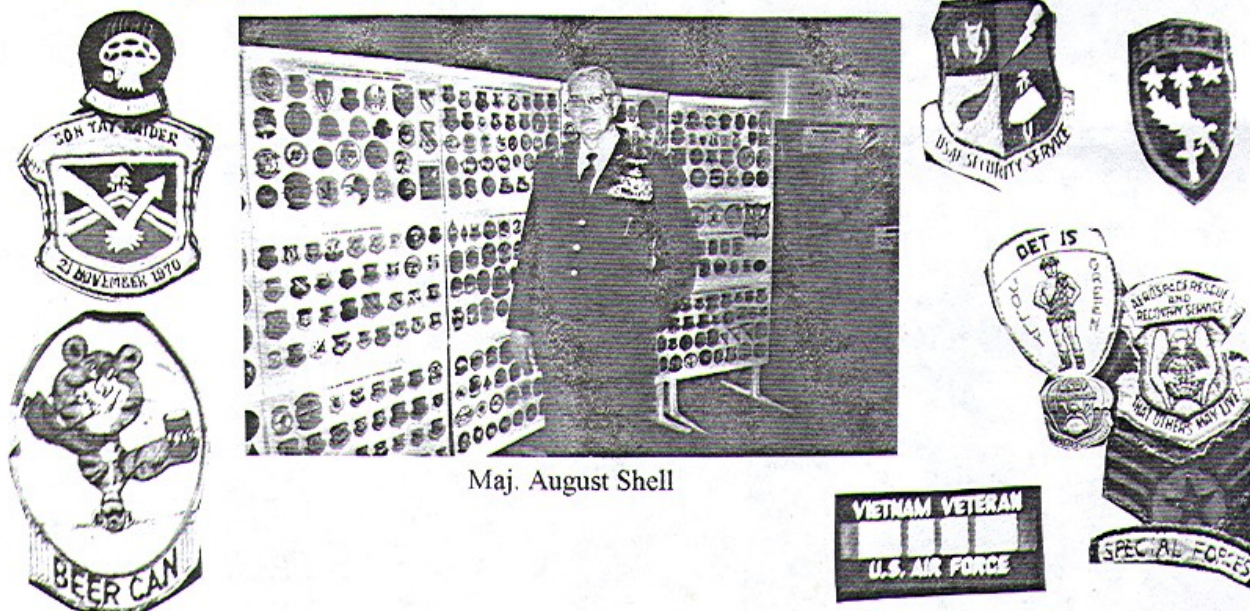
-Changes-

Some change in our guest speaker schedule...

Congressman and Air Force POW Sam Johnson will not be able to make this reunion now because of a scheduling conflict. But just like in Vietnam there is always a replacement. Lt. Gen Gordon Graham Vice Commander of 7th Air Force -66-67- has volunteered to help us for this event. Adrian Cronauer (Good Morning Vietnam) is still on schedule.

Base Commander Tex Peebles (TET 68) who's health hasn't been good this year is still trying to make it but we can't promise he will be able to attend. Maj. August Shell will be in attendance he will be displaying his fantastic collection of over 5,000 patches and uniforms. I've seen his display several times at Armed Forces Day at Andrews Air Force Base and seeing his display is worth the trip alone.

Also the dinner dance has been changed to just dinner, for all of you two left footers I know you will be very disappointed to hear this!



Maj. August Shell

Don't forget to send in your reservation for Hampton by October 1, 1997.....

The T.S.N.A. has joined a coalition of 80 other Vet groups called the National Vietnam Veterans Coalition.

History

The National Vietnam Veterans Coalition was established in 1983 to unify diverse veterans groups in support of common goals. Since its inception, the N.V.V.C. has assisted Vietnam veterans and advocated passage of legislation and administrative procedures vital to their well being.

In 1984 and again in 1989-1991, the Coalition directed media attention to remedial legislation concerning Agent Orange, and played a significant role in the passage of legislation providing for benefits in 1984 and 1991.

Extensive Coalition resources also have been dedicated to helping members and non-members alike in their search for information from the U.S. and other governments about American servicemen reported missing in action or held captive in Vietnam. The Coalition played a critical role in securing passage of legislation, to establish the select Senate committee on POW/MIA's. In turn, this led to long-sought declassification of most POW/MIA intelligence.

From its 10-member beginnings, the national Vietnam Veterans Coalition has grown to its present strength of 80-member organizations that represent Vietnam veterans throughout the United States, Canada, and Australia.

Coalition Goals:

1. ENHANCE PUBLIC RECOGNITION OF THE SERVICE OF VIETNAM VETERANS.
2. MAXIMUM RELIEF FOR AGENT ORANGE VICTIMS.
3. RETURN OF POW'S AND ACCOUNTABILITY FOR MIA'S.
4. APPOINTMENT OF VIETNAM VETERANS TO GOVERNMENT POLICY MAKING POSITIONS.
5. ENSURE PRIORITY GOVERNMENT LOANS AND CONTRACTS FOR VIETNAM VETERANS.
6. SECURE MEANINGFUL JOB PROGRAMS FOR VIETNAM VETERANS.
7. OBTAIN POLITICAL SUPPORT FROM THE NATIONAL POLITICAL PARTIES FOR VIETNAM VETERANS.
8. JUDICIAL REVIEW OF VETERANS ADMINISTRATION BENEFITS DECISIONS.



Don't forget to send in your reservation for Hampton by October 1, 1997.....

MEMBER LETTERS

To all former 360th, 361st, and 362nd Tactical Electronic Warfare Squadron Members.

Come one and come all to a grand reunion in Hampton, VA this October 8,9,10,11 and 12. All former "Phyllis Ann" and "Drill Press" crew members are strongly encouraged to meet with old acquaintances to hear what has transpired during the past 30 plus years when the 360th was first constituted. Besides renewing old friendships we will have the opportunity to participate in wonderful tours such as to Colonial Williamsburg, Langley AFB, and the Air and Space Center.

You should expect to have a great time when a goodly number of former buddies shows up.



John F. Mitchell
Pilot on 4th Phyllis Ann Aircraft



Dear Friends,

Well it was great to see all you guys again in Dayton last year I met some new guys, and reacquainted with some old faces. Saturday night in the hospitality room sure brought back the old days, what with all the stories flying around. Actually they brought me back to some of the days when in 1966-67 we were flying the old FC-47 Gooney. Sure, we were doing the electronic recon gig, but as I recall there were some missions that were a little more tense than usual. There was this one time I recall when I was flying with Lt.Col. T.D. Keiser, and Lt Al Strauss...down in the Delta I believe, we were cruising at our usual 30,000 ft when T.D. spotted a caravan of VC field artillery and SAM Launchers. "Got us some activity on the ground Rick" he says, "let's give 'em hell".

As we prepared to dive, I readied the payload in the bombay, you know, the 500 pounders. I'm busy release'n all the safeties when T.D. calls out "Bogies At 12:00 High!" I dashed around to the top guns earlier and was ready just in time as I spotted an attack formation of MIG's bearing down on us. I wasted no time zeroing in on the leader and with one short burst took off his left wing. The other two broke away one high, one low, I concentrated on the high one and as he made it overhead toward 10:00, another burst send him into a death dive. The third one knowing he was outmatched and seeing his comrades fall to earth, just kept going southwest into the sun.

"Good shooting Rick" T.D. said, "We'll complete our descent to 10,000 to release the payload." "Roger" I said, my hear is pounding like a triphammer "payload Pre-Release checklist complete sir." As we descended to our release altitude, the trucks on the ground were trying to scatter but without much success as the recent rain had made the side roads impassable, they would have to make a run for it, knowing we were gaining on them. "Release in 30 seconds" T.D. said, but no sooner than he said it he shouted "Flak Ahead Flak Ahead", then "We'll continue on the run... hold on Rick... prepare to release payload" I grabbed onto the hand hold near the NAV station, reached over and pulled the bomb bay

Don't forget to send in your reservation for Hampton by October 1, 1997.....

release lever to open position. "Bomb Bay Doors Coming Open T.D." I shouted the adrenalin rushing as the Flak with its black smoke exploded all around us "Roger Rick-Release In 15 Seconds"

Just then the right door stuck! It was open only 3/4 while the left door had opened fully. I panicked.. We'd never be able to go around again, they'd adjust for our speed and altitude for sure and we'd be finished. "T.D. The right door is stuck I've got to free it" "10 seconds pal is all you've got" was his only reply. We'd flown 80 combat missions till now, T.D. had learned to trust me.

I climbed down between the swaying payload, held on to a fin of one of the bombs and kicked that door near clean off-then pulled myself up in one motion and grabbed the bombs' away lever. "Doors open.. ready to rock and roll" "Roger Rick" he shouted back "Bombs away in 4..3..2..1 bombs away.." "Bombs away T.D." I said and felt the aircraft lighten its load, then quickly turn and bank to the left. We climbed to Angels two zero as we watched the payload vaporize the enemy.

"Great going Rick" said co-pilot Al Strauss "Prepare for a second wave of MIG's they don't like us pulverizing their convoys". I climbed back into the gun turret, but there were no other takers of our 50 cal's. "We'll return to Tan-Son-Nhut Rick" said T.D. "Stow all gear and make ready for landing". I closed the bomb bay doors, and locked as best I could when Strauss shouted "Fire in engine #3.. Releasing fire bottle" I looked out the window to see black smoke and flames billowing out, then a white cloud as the extinguisher did its job, flak had taken the engine out for the remainder of the trip home. "Feathering three" Said Strauss as the prop rotated to its silent position. "Getting ready for our final approach, flaps one quarter" said T.D. "Flaps are not responding" was the reply from the right chair. I stuck my head out the rear door to see that half the inboard right flap was blown away, the torn metal jamming the flap from coming down. "It's the right flap T.D. it's damaged" "Roger Rick.. Ok we'll have to come in without flaps, power back and give me some elevator" "Rick" he continued "we may have to use the drag chute" were coming in high and fast. "It's going to be a long landing" said T.D. "Power back more Al". They struggled to get the aircraft down and near the middle of the runway our wheels chirped again. This time for good "No brakes! No brakes!..Deploy chute!" The chute blew out but too late "We're going too fast, we may go beyond the end of the runway...Rick we're going to go into the river" "No sweat sir the pontoons are on-we'll go amphibious" Was my calm reply. No sooner than I'd said it, the ground below became grassy then sandy then a great spray and lunge and the ship came to a slow floating stop.

"Hot damn" I said coming up to the flight deck, "there is just no airplane in this air force like a damn Gooney-Bird!" We all laughed and agreed as we made a slow turn back to the beach. "Hey T.D." I said "do you think in twenty-five years when we tell our kids about this day, that they'll believe it?" "Probably Rick", he grinned "why wouldn't they"

-Editors Note-

Rick Miller, an A.F. Gooney Bird vet, wrote this wonderful story. Rick is one of our members and a professional stage actor who performs mostly on New York stages.

J.P.

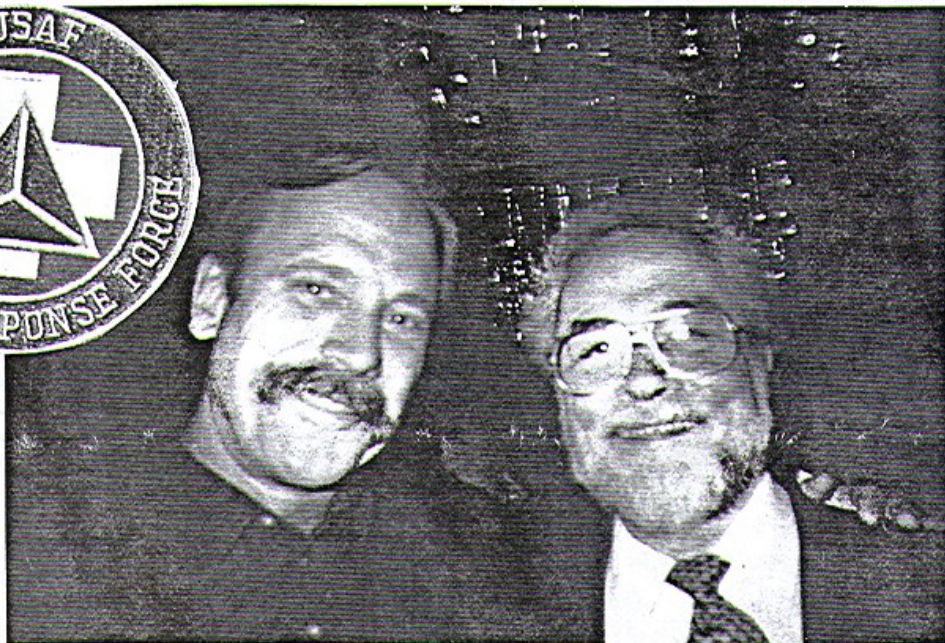


July 17, 1997

Don't forget to send in your reservation for Hampton by October 1, 1997.....



*John Peele and Jan Scruggs- Founder of the Vietnam Veterans Memorial (The Wall).
Stay active in your community or national vet affairs. If you come to D.C. area call me, we still want
people for Veterans and Memorial Day Activities.*



Adrian Cronauer- Author of Good Morning Vietnam and guest at Hampton reunion.



Don't forget to send in your reservation for Hampton by October 1, 1997.....

Excerpt from the novel *AIR WAR: VIETNAM*

By Frank Harvey

Continued...

The largest planes in the Air Force, giant Douglas C-133 Cargo masters, are working hard out of Tan Son Nhut. There are clusters of various sorts of helicopters, which are used for every conceivable purpose. There is a row of handsome little North American T-39's, including the American Ambassador's personal VIP jet. Cessna 310 Blue Canoes dart in and out on their never-ending ferry flights back and forth across Vietnam.

One sees light transports, such as the de Havilland Dove and the C-123, and the Army Beavers and Caribous. A strange-looking French STOL propjet with two boxy kite-like tails floats out of the field buzzing like an angry bumblebee, yet hardly seems to be moving (its mission: supplying the boondocks). The pilot of an F-101 Voodoo, just back from dodging flak over North Vietnam, waggishly waves his fuel probe up and down at you in greeting.

Sitting incongruously in this crowd of military hardware are the familiar Pan Am and Air France 707's, DC-6's of Vietnam Airlines and swing-tail Canadair 44 turboprops of Slick and Flying Tiger Airlines.

On the main strip, a four engine C-141 cargo plane touches down and rolls quickly to the major unloading area. As it brakes to a stop beside a mountain of supplies, a huge flatbed vehicle trundles up to the back door. The door opens and the palletized load rolls out of the airplane onto the truck to be carted away and stacked, or shifted to another part of the field for transshipment.

As soon as the C-141 is empty, a crew of mechanics climbs into its cavernous belly and sets up stanchions and litters five high, transforming the huge jet into a medevac plane. Right afterward, a fleet of ambulances arrives from the local hospital specializing in preparing the wounded to their nurses and attendants. The C-141 taxis out and leaves for the Philippines.

Minutes later an air alert sounds. All traffic gives way to a squadron of F-102's that race out of their Armco-clad anti-mortar revetments and scream off, in formation take off. The all-clear is called and yet another senator flies in to have cocktails with General Ky, get the complete picture of what's going on in Vietnam, after which he'll hurry on to Bangkok or Hong Kong for R and R.

Premier Ky's famous coup Squadron of black Skyraiders, with their swish insignia and Vietnamese markings, stand jauntily in a row.

Armed choppers orbit steadily over the field, rotors muttering, door gunners sitting, black visors down, with their hands on 7.62 mm. machine guns, watching for the first sign of a mortar attack or a VC infiltration, ready with the most hellish firepower ever assembled in so small a machine. These are the Huey gun ships, known among the VC as "The Muttering Death", and in this writer's opinion the most savage machines of the Vietnamese war. They patrol Tan Son Nhut and the other American air bases around the clock.

Continued next newsletter.....



Name:

All reservations and meal money must be in by October 1, 1997, with this form
mail to :

T.S.N.A. 6203 57th Ave Riverdale MD 20737

Hotel Reservations Call- 1-800-842-9370- Tell them you are from the T.S.N.A to
GUARANTEE our "Special Discount Rate" of \$69.00. Make sure you get a reservation
number and the name of the person you spoke to.

☐

Yes I Reserved _____ Room or Rooms for _____ People. I will be
staying for _____ days beginning on _____.

☐

No I won't be staying at the Hotel.

Banquet Dinner \$21.00 Please make check payable to T.S.N.A , send with form.

Menu

Salad Bar- Including- Ham, Macaroni Salad, Seafood Chowder,
Fresh Garden Salad with all the Fixins, and more...

Main Entree'- Beef Bourguigonne

Seafood Newburg

Side Dishes- Scalloped Potatoes, Sautéed Mixed Vegetables

Desserts- Ice Cream, Tropical Fruit Salad, Assorted Pies

Also- Rolls, Butter, Coffee, Tea, Decaf

This includes 17% service charge (gratuity) and 8.5% Sales Tax.

Tours *optional*

1. Williamsburg and Yorktown - \$30 Payable at time of tour. (Lunch is at your
own expense)
2. Langley Air Force Base- Tour Free- Lunch at your expense.

The Tan Son Nhut Memorial.

☐

Please accept my TAX DEDUCTIBLE contribution for the memorial.

☐

I cannot donate at this time but please send me more information when it is
available.

T.S.N.A. Membership Dues.

☐

Yes I have paid my 97' T.S.N.A dues.

☐

Enclosed are my 97' T.S.N.A dues.