



REVETMENTS

The Official Journal of The Tan Son Nhut Association

EDITOR'S NOTE! The main reason for this Special Edition is the story that begins on page 2.

However, this is also a very good time to bring you more information on the TSNA 2010 Reunion.

**TSNA REUNION 2010
SAN ANTONIO, TEXAS
OCTOBER 7—10, 2010**

Military and Civilians associated with the Tan Son Nhut Air Base, Republic of Vietnam 1959 - 1975.

The TSNA 2010 Reunion will be held at the Crowne Plaza Riverwalk Hotel - San Antonio, TX., beginning on Thursday, Oct 7th and ending on Sunday, Oct 10th.

To obtain our special TSNA room rate of \$119.00 (plus tax) per night at this Four Star Hotel on the historic San Antonio Riverwalk, please visit the Crowne Plaza reservation secure-link at URL:

<https://resweb.passkey.com/go/TSN>

When the secure Crowne Plaza reservation page asks you for the check in date and check out date, please enter your planned reservation dates. Those without Internet access, please call the Crowne Plaza at 1-888-623-2800. Be sure to mention you are with the Tan Son Nhut Association reunion to receive the special room rate.

The TSNA \$119.00 nightly room rate will be honored for up to 3 days prior to and 3 days after the actual TSNA Reunion, should you decide to extend your San Antonio Fall 2010 vacation. Check in time is 3 pm; check out time is no later than 11 am.

Reservations must be made before Sept 7th to ensure this special TSNA room rate.

Reservations made with a credit card will not be charged to your account until check-in day.

To obtain complementary in-room wireless Wi-Fi Internet connection, please enroll in Crowne Plaza's "Priority Club" during your hotel check-in. It's free!

More details about our TSNA 2010 Reunion will be announced as plans are finalized.

Come and enjoy a San Antonio River barge evening cruise, field trip to Lackland AFB to attend Basic Military Training graduation parade, bus tour of Lackland AFB & Medina Annex, Bat 21 Panel Session, along with guided shopping tours for the spouses in downtown San Antonio, TSNA briefings in our Crowne Plaza meeting room and our Saturday night TSNA Reunion Banquet.

Guests of Honor are:

Thomas R. Norris, LT, USNR (Ret.)
Recipient - Medal of Honor The Rescue of Bat 21

Nguyen Van Kiet, former Petty Officer SEAL, Republic of Vietnam Navy. Recipient - U.S. Navy Cross The Rescue of Bat 21

Darrel D. Whitcomb, Colonel, USAFR (Ret.)
Recipient - Silver Star. Former OV-10 Nail FAC, O-1 Raven FAC, Historian, Lecturer and Author of the book - "The Rescue of Bat 21"

Also joining us will be TSNA "Life Member" LT Michael E. Thornton, USN (Ret.). Recipient of the Medal of Honor for rescuing his SEAL squad leader LT Tom Norris from North Vietnam on 31 October 1972.



See Page 10 for some Reunion related pictures.

Flying a T-39 to Katmandu

This is a story of royalty, romance, and death. Oh, yes, and flying. The events described took place thirty-six years ago, in a far off corner of the world. They are recreated here from the combined memories of three of the actual participants (with a little help from *Google*).

Background

In July 1941, American President Roosevelt and British Prime Minister Churchill met for the first time off the coast of Newfoundland. Their objective was to issue a joint declaration on the purposes of the war against Germany. Just as Wilson's Fourteen Points delineated the First World War, so the Atlantic Charter provided the criteria for the second.

The first three articles read:

First, their countries seek no aggrandizement, territorial or other;

Second, they desire to see no territorial changes that do not accord with the freely expressed wishes of the peoples concerned;

Third, they respect the right of all peoples to choose the form of government under which they will live; and they wish to see sovereign rights and self government restored to those who have been forcibly deprived of them; ...

The third article led to the disestablishment of the British Empire and the withdrawal of the French from Indo-China, where they had ruled over Vietnam, Cambodia, and Laos for a hundred years.

In 1947, India was given its freedom from Great Britain. The French did not leave South East Asia until after their defeat at Dien Bien Phu in 1954. According the Paris Accord which terminated the French occupation, the Viet Minh took control of the northern half of Vietnam until national elections could be held. However, it soon became apparent that if national elections were held the Communist Viet Minh would gain control of the entire country. This was unacceptable to the United States.

The primary foreign relations goal of the United States after World War II was to contain the growth of international Communism. Three strategies were being pursued.

First, the United States would oppose the expansion of Soviet control of nations in Europe. This was the mission of NATO.

The second strategy was to develop the capability to counter Communist-inspired "wars of national liberation." The military contest in South East Asia was, in the American view, a classic conflict of this kind.

Thirdly, the United States would seek favorable relations with the non-aligned nations to slow the spread of communism. India and Nepal were two of the leading non-aligned nations at the time.

The events in this story grew out of the American policies to implement the second and third strategies of its primary foreign relations goal during the Cold War.

In the late 1960s and early 1970s, most of the tactical aircraft of the United States Air Force engaged in the War in South East Asia were assigned to the Seventh Air Force with its headquarters at Tan Son Nhut Air Base, just north of Saigon. Fighters were assigned to air bases throughout South Vietnam and Thailand.

Most fighter attacks required the pilot to identify his target visually. The most accurate weapon delivery at the time was by dive bombing. Pilots could consistently place their bombs within 100 feet of their targets using this technique on the practice range. During combat, with less than perfect weather conditions and enemy anti-aircraft fire, the accuracy sometimes decreased from that achieved in more favorable conditions.

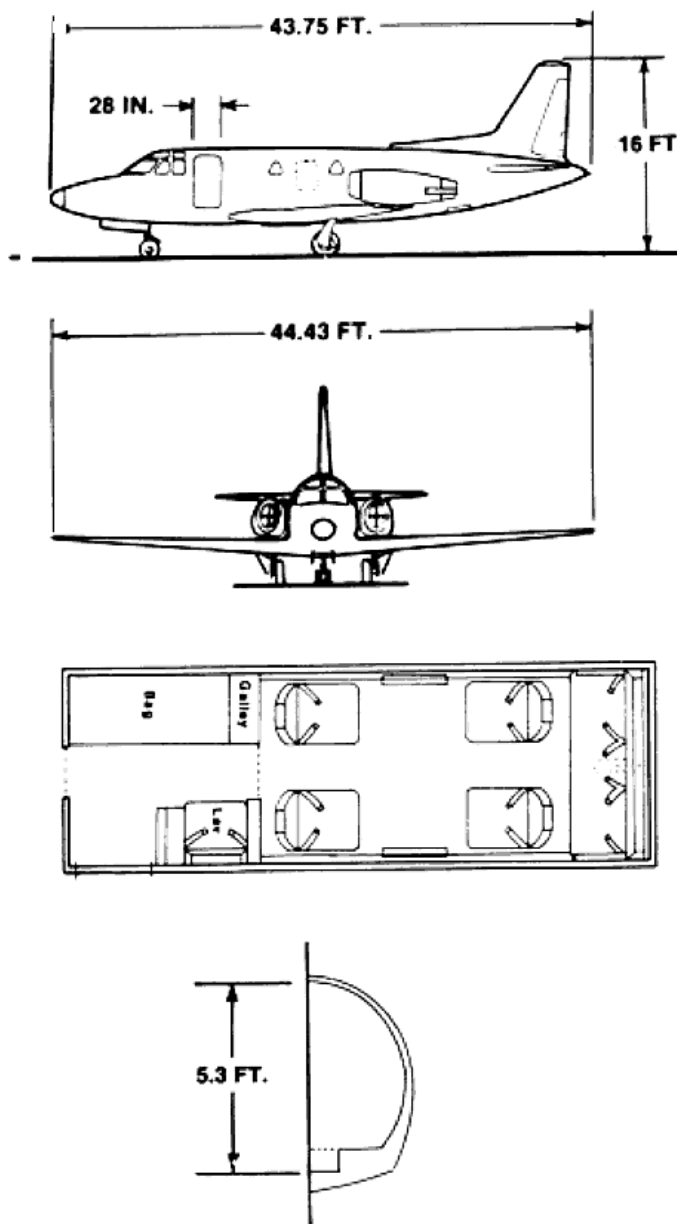
If a pilot could not identify his assigned target visually, he had to use ground-based radar or a signal from a Loran radio station. Both of these methods increased the expected "miss distance" between the bomb and its intended target.

For a pilot to have good visual identification of his assigned target, he needed a photograph taken from the air. The Seventh Air Force employed RF-101, RB-57 and RF-4C reconnaissance aircraft and unmanned AQM-34L Firebee drones (project Buffalo Hunter) to take pictures both before and after attacks. The reconnaissance aircraft taking pictures over the Ho Chi Minh trail in Laos and Cambodia, as well as and over targets in North Vietnam were initially based at Tan Son Nhut, then later in Northeast Thailand at Udorn RTAFB. The drones flew out of U-Tapao RTAFB, a base in the southern part of Thailand, on wing pylons attached to DC-130 Hercules, but were recovered post-mission in the northern part of South Vietnam, near Da Nang AB, RVN.

The officers who reviewed the aerial photographs and determined what targets were to be struck the next day worked out of the 12th Reconnaissance Intelligence Technical Squadron and HQ Seventh Air Force Command Center on Tan Son Nhut AB, in the southern part of South Vietnam.

In 1972, there was no military internet, no satellite communications system, and a very limited secure telephone network. The only way to transport the reconnaissance film to Saigon for developing and exploitation and then to deliver the correct pictures to the pilots for target study before they took off on their strike missions, was by aircraft. This was the vital military mission of an organization known as Seventh Air Force Flight Operations, code name “*Scatback*.”

Scatback employed a small fleet (~8) of T-39s, twin engine executive jet aircraft, for this role. <http://www.nationalmuseum.af.mil/factsheets/factsheet.asp?id=573>



These aircraft could carry two pilots, a crew chief/flight mechanic, and six passengers. When the military demand warranted, the seats were removed to increase the courier

cargo load. The reconnaissance film and target folder missions were flown between Tan Son Nhut and the Thailand fighter bases typically during night hours and during daylight hours to air bases throughout South Vietnam.

During the day, *Scatback* aircraft flew established routes stopping at the Seventh Air Force bases in South Vietnam and 7th/13th AF bases in Thailand where they delivered official mail, priority parts and picked up bomb damage assessment and gun camera film. Sometimes all of the seats were installed and the aircraft would ferry high level military and civilian visitors.



Ambassador Bunker and Ambassador Laise on a trip from Singapore to Saigon in 1971.

The Mission: Flying to the King's Funeral

After ruling Nepal for 17 years, 51-year-old King Mahendra died of a massive heart attack on 31st January 1972. Arrangements for the funeral procession were made soon after the official announcement of the King's death. Hindu religious rites and rituals do not allow the keeping of a body in state for more than 24 hours.

King Mahendra was born on June 11, 1920. He studied politics, economics, Nepali language and culture, and the English language privately in the Palace. The study of Nepali literature and composing Nepali poems also formed part of his busy life. He ascended the throne of the Kingdom of Nepal in 1952 following the sudden death of his father, King Tribhuvan. Mahendra's Coronation Ceremony was held on May 2, 1952.



Nepali King Mahendra

In the Nepal American Embassy the announcement of the death of the beloved king created an unusual level of concern. As it happened, the United States Ambassador to Nepal, Carol C. Laise, was out of the country. Ambassador Laise was visiting her husband in Saigon, Ambassador Ellsworth Bunker, United States Ambassador to the Republic of Vietnam.

The Laise-Bunker marriage on January 3, 1967 was the first ever between two U.S. Ambassadors. He was 23 years older than his new wife, who was 49 at the time. It was her first marriage, his second. He held the title of U.S. Ambassador-at-Large at the time of their wedding in Katmandu, where Bunker planned to make his headquarters between trouble-shooting missions around the world.



Ambassadors Bunker and Laise in Katmandu in 1971

Shortly after their wedding, President Johnson asked Ambassador Bunker to take the post in Saigon. As part of the negotiation, LBJ offered Bunker the use of an airplane to fly between Saigon and Katmandu to visit his new wife every month.

Ambassador Bunker's airplane was a VC-118A *Liftmaster*, serial number 51-3827.



VC-118A *Liftmaster*, serial number 51-3827 aircrew (1970-'71) included flight engineers CMSgt Bobby McCasland (L) and TSgt Larry Fritts (M) with their aircraft commander/instructor pilot Maj Dossy Merritt (R)

Scatback also had two other C-118As, serial numbers 53-3231 and 53-3304. However, these aircraft were not "VC" (for VIP) models.

The C-118 was a military variation of the Douglas DC-6 commercial airliner. The VC-118 differs from the standard DC-6 configuration in that the aft fuselage was converted into a stateroom; the main cabin seated 24 passengers, or could be made into 12 "sleeper" berths. The cruising speed was 230 knots.

The flights to and from Katmandu were popular with the staffs of the two embassies and with space available military personnel heading for R&Rs. The flights took most of a day, but the ride was comfortable and the accommodations on board were excellent.

In those days, the communications out of Nepal were not the most reliable. In fact, there was no direct phone service between Katmandu and Saigon in 1972. Ambassador Bunker found that Amateur Radio was the only way he could communicate by voice with his wife. Utilizing a Military Amateur Radio System (MARS) station at Tan Son Nhut Air Base in Saigon, Bunker had a weekly chit-chat with his wife in Nepal.

The slow communication in the area meant that by the time Ambassador Laise had been notified of King Mahendra's funeral in Katmandu, there wasn't time to make the seven-and-a-half hour trip required by their VC-118A. The T-39, which cruised at 430 knots, would take only four hours flying time for the trip.

The Flight

Scatback T-39A, serial number 61-0675, was selected for this mission. This aircraft was the only T-39 in the organization with a High Frequency Single Side-Band (HF-SSB) radio for long range communications. It had been the dedicated aircraft for Lieutenant General "Spike" Mommyer, when he was the Seventh Air Force Commander.

Ambassador Laise's flight to Katmandu took off from Tan Son Nhut around 0400 hours on February 1, 1972. The aircraft flew over Phnom Penh, Cambodia and refueled at Don Muang Air Base just outside Bangkok, Thailand. This leg of the flight was a little over 400 nautical miles.

The next leg of the journey flew over Rangoon, Burma and on to a refueling stop at Calcutta, India. This was the longest leg of the flight, almost 900 nautical miles. The U.S. State Department had made all arrangements for overflight approvals from the foreign nations between Saigon and Katmandu.

India had recently engaged in their war with Pakistan that led to the emergence of an independent Bangladesh. Reminders of the recent conflict--sandbag bunkers and anti-

aircraft batteries--were still on the airfield. The United States had supported Pakistan during this conflict and the presence of a United States Air Force jet with clear markings was not a welcome sight. Still, the Indian officials did not wish to delay the flight unduly-- Ambassador Laise had spent eleven years in the Foreign Service as one of the State Department's top Asia experts and she was highly respected in India. The officials settled for requiring the crew to fill out a lengthy flight plan form that included all sorts of unusual data requests.

The final leg of the flight was a little less than 400 nautical miles. The T-39 flew northwest to Patna, India and then due north to Katmandu. The distance from Patna to Katmandu is only 130 nautical miles.

In 1972, Patna was the last location with a VOR navigation radio station. Katmandu had a low frequency non-directional radio beacon, but the T-39 did not have a functioning ADF receiver for that type of navigation aid. The pilots depended on "pilotage" to find the airport at Katmandu, which means they look out the window, then look at their map, and try to find points of common identification on both.

Nepal is landlocked in a strategic location between China and India and contains eight of the world's 10 highest peaks, including Mount Everest and Kanchenjunga - the world's tallest and third tallest - on the borders with China and India respectively. Mount Everest is 29,030 feet above sea level. The T-39 pilots on this flight knew that Mount Everest was the world's tallest peak. They did not realize that many of those other beautiful snow-covered mountains were almost as tall.

As the aircraft entered Nepalese airspace, Ambassador Laise came forward and stood between the pilots, asking "Where are we?" The two pilots looked out the window, then at their maps, then at each other, and replied, "We do not know."

{One of the pilots recently reread this section and said, "*I have never been lost, I always knew where I was. I just didn't know where everything else was.*"}

Prudently, the Ambassador, who had made the trip many times, remained between the pilots until she sighted Katmandu down to the left. "There it is," she said and returned to her seat in the back of the aircraft.

When the pilots finally contacted the airport control tower at Tribhuvan International Airport, a crisp British accented voice came back on the airways, "Roger, *Scatback* Echo. Call entering the valley." With tall mountains on all sides, the only approach was to circle down over the airport until the traffic pattern was reached. The runway was only 6,000 feet long and had an altitude of 4,390 feet above sea

level. The combination of altitude and short runway was why few jet aircraft attempted to land at Katmandu in those days.

Scatback Echo was directed to park on the ramp a good distance from the main terminal. One car and a large group of local men greeted the aircraft. Many men wanted the honor of helping Ambassador Laise with her things. One lady from her staff escorted her to the waiting car and she was off to prepare for the King's funeral. Mission accomplished, except that the aircraft and its crew still had 1,700 nautical miles to go to reach home base in Saigon.



Ambassador Laise (right) followed by a member of her staff. Pilot Bill Goodyear is partially blocked behind Amb. Laise. Pilot Dick Miller can be seen in center of picture. An official from embassy with back to camera was arranging service for the aircraft. This picture taken by crew chief, Bobby Thrower, at Katmandu, Nepal, February 1, 1972.

The airport officials provided weather information and processed the flight plan request. They followed the same procedure as the Indian officials in Calcutta, with each man in the approval chain demanding his own opportunity to examine each sheet of paper and ask his own questions, just as if he had not been sitting ten feet away in the same room while the last official conducted his examination. In due course, the flight was approved. That is when the crew learned that the one telephone land-line to India for flight data requests was not in operation that day. Katmandu tower was willing to clear the flight to the border, but no further.

At this point the HF-SSB radio in the T-39 really proved its value. A radio call was made to Calcutta Radio, requesting flight plan approval from the Indian national air traffic control in Delhi. The request was relayed from Calcutta to Delhi via land-line and the crew was told to stand-by. A ground power cart was started for electrical power to keep

the radio on the air. It was two hours before the Delhi air traffic control approved the flight.

During the wait the crew allowed some of the Nepalese children gathered around the aircraft to come aboard. One at a time, each was allowed to sit in the pilot's seat with the radio headset on and wave to his friends outside. What a thrill for 8 to 14-year-old boys!



T-39 on the ramp at Tribhuvan International Airport, Katmandu, Nepal

No girls sat in the aircraft. Being near the Ambassador's airplane was a privilege reserved for males only. But on the way to the end of the runway for takeoff, the crew saw a large group of women and girls waving energetically.

The T-39 arrived in Calcutta, without the Ambassador on board, and the Indian air traffic control delay continued. Finally, with only thirty minutes before sunset, the flight was cleared to take off. The timing of this clearance was important. The flight had to overfly the Rangoon Flight Information Region and the diplomatic overflight approval granted to the U.S. State Department did not allow night flights.

During all the ground delay the T-39 crew reread the Flight Information Supplement and discovered that the Rangoon FIR extended from the surface to 40,000 feet. On this evening *Scatback* Echo climbed to 41,000 feet, turned east high over the Bay of Bengal without a word to anyone. When the moon came up with Rangoon straight ahead and Mandalay to the left, the crew could almost hear Rudyard Kipling's famous words:

*On the road to Mandalay,
Where the flyin'-fishes play,
An' the dawn comes up like thunder outer China 'crost the Bay!*

With a strong tailwind and the reduced fuel consumption of two jet engines at high altitude, no refueling in Bangkok was required. It was non-stop all the way back to Saigon.

The Flight Crew

It was a flight to remember for the *Scatback* T-39 crew: Major Dick Miller, Major Bill Goodyear and Staff Sergeant Bobby Thrower.

Dick Miller, Mission Commander



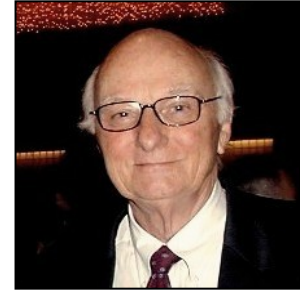
After his tour with *Scatback* in 1972, Dick Miller requested a follow-on assignment at one of three southern bases in the United States. In classic military fashion, he was sent to Kinchloe AFB on the upper peninsula of Michigan. There he served as chief of Command and Control in the wing command post. Retiring after two years, he moved to a small town in southern Michigan called Paw Paw. After completing his college degree, he taught in the public school system for three years. In his words, "They wanted a baby sitter and I wanted a disciplined class. I lost, so I resigned and got a job as purchasing agent for Welch foods. I might add with a lot of perks."

When their three children were in college, Dick and his wife of 51 years, Lillian, sold their house, their cars and almost everything else they had and moved onto a 37' sail boat. For almost six years, they fulfilled the dream of so many as they sailed the Atlantic and the Caribbean. When Dick's mother became very ill they sailed into Pensacola, Florida and liked it so much that they stayed. Dick became very active in the Navy yacht club and for seven years was the primary race sponsor for sail boat races.

The next adventure involved selling the boat and buying an airplane. Hurricane Ivan tried to destroy it but with Dick's maintenance skills and help from some friends, they managed to put it back together. Its last flight came when the engine quit just after a touch and go landing. Dick was over a gravel pit with trees on both sides. His landing wasn't all that good. In fact, he totaled the plane and almost bought the farm. He still hangs out at the airport and flies with friends, but is not ready to get another airplane himself.

Dick and Lillian have enjoyed traveling Space A to Europe and plan to do that trip again in the future. He says he is satisfied these days with just being an old retired Air Force Vet, "...and that suits me just fine because I am with a lot of really great people".

Bill Goodyear, Pilot



Bill Goodyear returned to Maxwell AFB, AL in 1972 and served on the faculty of the Air Command and Staff College for four years. After three years on the Air Staff as part of Air Force Studies and Analysis, he attended the National War College. He completed his Air Force career as a plans officer at strategic Air Command Headquarters, near Omaha, NE.

After retiring from the Air Force in 1984, Bill tried to open a gold mine in Arizona. He ended up losing his life saving and for penance worked for one year as a civilian in the Pentagon. The next year he became the general manager of a country club near Sarasota, FL. It went broke as well. Northrop Grumman, his next employer, fared better; Bill held the position of business development manager for the B-2 (Stealth) bomber for 15 years before retiring for good in 2001.

Bill and his wife, Linda, a former college professor, divide their time between Atlanta (where their grandchildren live) and Cashiers, NC (where the temperature is very livable in the summer). In 2006, after not flying for thirty-two years, Bill earned his private pilot's license. He is now teaching grandson Drew the joys of flying in a rented Piper Warrior they fly out of DeKalb-Peachtree airport in Atlanta.

Bobby Thrower, T-39 Crew Chief



Prior to his Vietnam assignment, Bobby served as a T-39 Sabreliner crew chief, flying with Lt. Gen. LeRoy J. Manor during the work-up planning for the famous Son Tay POW camp raid in 1970.

When his *Scatback* tour was over Bobby was assigned to RAF Bentwaters, near Woodbridge, England where he served as an F-4 crew chief before being assigned to Maintenance Control. This proved an enormous challenge as the status of each of the group was displayed in colored grease pencils on a lighted board. Being almost completely color blind, Bobby had to commit to memory the

configuration of some 25 different planes.

Bobby enjoyed being reunited with his wife and two children, touring the local area, and making short trips to London and Scotland. During their three years in England, the Thrower family had the opportunity to live in the local economy as well as in base housing. At the end of this time, they all returned to America and Bobby returned to civilian life. Within two weeks, he had a job and was closing on a house.

The job that marked Bobby's civilian career was as a mechanic with the North Carolina Department of Transportation. Working on all types of heavy equipment, he became a specialist in rebuilding and testing transmissions and hydraulic systems. The Department of Transportation used his skills in all 125 of the State's shops, solving equipment problems as a Diagnostic Technician.

Bobby was promoted to manager, overseeing the work of four shops and 35 employees, but still found time to attend night school and earn several college degrees. In the course of his career, he was often called on to do unusual jobs and to represent DOT functions and management. Once he was asked to explain the duties of a Diagnostic Technician: "I do what others can't or won't do, mostly what they won't do," he said.

Bobby Thrower is now retired, living near Raleigh, North Carolina, helping his children as they become young adults. His passion is in restoring his 1977 Dodge truck and traveling across the country.



After a scare with his heart and a six bypass surgery, he is following the doctor's orders and says he has not felt this good since leaving *Scatback*.



T-39 Crew Chief, Bobby Thrower

Bobby recently returned to Vietnam, landing at the old Tan Son Nhut International airport. While visiting northern Vietnam, Bobby performed important field research in the old Son Tay POW camp AOR, with a focus on identifying the "secondary school" where Apple-1 chopper erroneously landed during the POW camp raid.

Appendix



ELLSWORTH BUNKER ORAL HISTORY, INTERVIEW I Transcript, Ellsworth Bunker Oral History Interview I, 12/9/80, by Michael L. Gillette, Internet Copy, LBJ Library.

DATE: December 9, 1980

INTERVIEWEE: ELLSWORTH BUNKER

INTERVIEWER: MICHAEL L. GILLETTE

PLACE: Ambassador Bunker's residence, Washington, D.C.

G: Let's start with your appointment, Ambassador Bunker. Do you recall the circumstances under which you were chosen ambassador to Vietnam?

B: Yes, I remember how it occurred. I had been asked by Secretary [Dean] Rusk to go to Buenos Aires to head our mission to the OAS meeting. He had to leave, asked me to come there and take his place. I was then in Nepal.

On the way back from Buenos Aires to Washington, I had a message from him [the President] which I received in Sao Paulo saying he would like to see me on my return. I got back on a Saturday, went to see him, and [they] said, "The President is in Texas, but he would like to see you Tuesday morning on his return. But I forewarn you, he wants you to go to Vietnam." So I went to see the President on Tuesday morning, and he said he wanted me to go to Vietnam.



Well, I at first said, "Well, you know, Mr. President, you've just appointed me ambassador-at-large and I was married last month in Katmandu. I really have to consult Carol [Laise]." He said, "That's right, you do. I'll give you a plane.

You go out to Katmandu and consult Carol, and then meet me in Guam." He said, "I want you to go because it's the most important issue facing us today in our foreign affairs. I think it's very important that you should go out there and take over."

So I did go out. I cabled my wife that I would be there probably for only a few days. And as I got off the plane she said, "Well, I know the answer."

But the President said to me, "I'm going to give you a plane. I want you to go see Carol every month."

I did get the plane, of course. I didn't get up every month either.

But when I couldn't go, I would send the plane up to Katmandu and she would come to Saigon. It became a very popular flight because there were extra seats--I think some thirty extra seats in the plane--and we had a long line waiting for R-and-R in Katmandu.

So it was always full, whether I sent it up for her, or whether I went up myself. It was a feature that added greatly to my satisfaction and situation.

Editor's Note: The email below came from Bobby as I was working on "assembling" this for Revetments, so I thought it was a good way to finalize it.

Hi Larry and Fellow Scatback Friends,

Larry, I would love for part or all of the story of the Scatback trip on the T-39 be published as you desire BUT Bill Good-year needs to get all of the credit for the article. I was only along for the ride and played a very small part as the Flight Mechanic. It was his idea to write the story, which by the way, is a completely true story. Dick Miller and I did give Bill some information, but Bill is the brains and drive behind this story. I think Bill had his wife, Linda, proofread and correct any language or spelling.

Bill and Dick are two of my very dear friends and I cherish the memories of flying with them and the Scatback crews.

Please let me know if I can be of any assistance.

Bobby Thrower

"Scatback Bobby" sometimes known as "Zip gun Bobby"



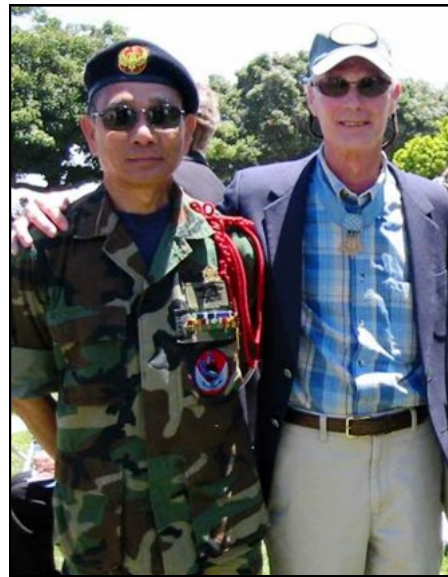
Tan Son Nhut Association
P. O. Box 236
Penryn PA 17564

Revetments is an official publication of the Tan Son Nhut Association, Inc.
P.O. Box 236, Penryn, PA 17564-0236
The Association is a non-profit fraternal organization chartered under the appropriate statutes and law.

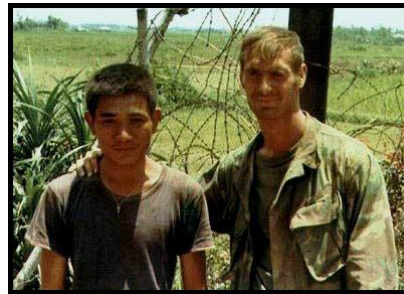
President: Robert Robinson Gales
Vice President/Revetments Editor: Larry E. Fry
Treasurer: Carol Bessette
Secretary: Dale Bryan
Dir. of Communications/Webmaster: Charles Penley
Director of Marketing: Johnnie Jernigan
Dir. of Membership Development:: George Plunkett
Director of Public Relations: Richard Carvell
Director of History: Bob Laymon
Chaplains: Rev. Dr. James M. Warrington,
Rev. Dr. Billy T. Lowe; and Rev. Bob A. Chaffee
Co-Founders/Presidents Emeriti: Don Parker and John Peele
President Emeritus: Wayne Salisbury

Web Site: www.tsna.org

Annual Membership: \$20.00
Five Year Membership: \$80.00
Life Membership: \$180.00



Nguyen Van Kiet, and Thomas R. Norris, LT, USNR (Ret.)



The Alamo



Darrel D. Whitcomb, Colonel, USAFR (Ret.)



Lackland AFB

San Antonio Riverwalk



TSNA and its officers, directors, employees and agents do not make any guarantees of any kind about the content, accuracy, or timeliness of information in the TSNA newsletter, *Revetments*. The use of information from this newsletter is strictly voluntary and at the user's sole risk. TSNA shall not be liable for any damages of any kind related to the information in this newsletter. The opinions expressed in the newsletter are those of the authors and do not constitute the opinion or policy of TSNA.