



REVETMENTS

The Official Journal of The Tan Son Nhut Association

A Memorial to the American Experience in Vietnam



OCTOBER 2013

I lived on base and worked part of the time on base and off base. My duty was collecting information from Army units, on the number of aircraft that they had flying or down due to maintenance or fire fight or destroy. I had to make reports to be sent to MACV, US Army HQ. PAC., Pentagon, and the ones that were listed as destroyed I sent a report to FAA by tail numbers on a daily basis. I was discharged in September 1965 and I worked in Saigon for a civilian contractor for US until I came home in August 1968.

James E. Long
MACV US Army Support Command
Oct 64 - Sep 65

Assigned to 460th FMS at Tan Son Nhut due to closure of Toul-Rosiere AB in France. My AFSC was 42152 or Pneudraulic Repair, primarily hydraulic and pneumatic systems on the RF-4C aircraft, but also worked on a little of everything that flew out of Tan Son Nhut except UH-1H Hueys. The repair shop was located directly across the street from Base Ops and engine shops. My barracks I think was 1244 or 45. Never encountered any serious combat - some rockets and mortars. Did part time work at the base MARS station, call sign Ai8AIR.

Billy L. Griffin
460th FMS
Sep 66 - Aug 67

NOVEMBER 11th

By: Johnnie Jernigan
TSNA Director of Marketing

We are working with Ms. Jane Leach to allow the Tan Son Nhut Association the honor of placing a wreath at our Memorial at the NMUSAF for Veteran's Day Nov. 11th. We will meet at

the Memorial at 9AM and perform a simple ceremony to honor all Veterans. It will especially target those who were stationed at or passed through TSN. Help is needed to place the wreath and flags at the Bench and Plaques. Please let me know by e-mail if you are willing to help. My e-mail is jernigan1@ameritech.net.

This effort brings up the question: What is the difference between Veterans Day and Memorial Day?

Many people confuse Memorial Day and Veterans Day. Memorial Day is a day for remembering and honoring military personnel who died in the service of their country, particularly those who died in battle or as a result of wounds sustained in battle.

While those who died are also remembered, Veterans Day is the day set aside to thank and honor ALL those who served honorably in the military – in wartime or peacetime. In fact, Veterans Day is largely intended to thank LIVING veterans for their service, to acknowledge that their contributions to our national security are appreciated, and to underscore the fact that all those who served – not only those who died – have sacrificed and done their duty.

The above is a quote from a Washington Post article:

[\(http://www.washingtonpost.com/blogs/answer-sheet/wp/2013/05/26/why-memorial-day-is-confused-with-veterans-day/\)](http://www.washingtonpost.com/blogs/answer-sheet/wp/2013/05/26/why-memorial-day-is-confused-with-veterans-day/)

CHAPLAIN'S CORNER

A couple of years ago our TSNA held its annual gathering at Pigeon Forge, Tennessee. A short drive from there, on the edge of Townsend, Tennessee sits a mountain cabin with bird houses hanging on the eaves and handmade

rocking chairs on the porch. This is the store of the church sponsored Coalition for Appalachian Ministry and the crafts of the mountain families.

One they sell is an Appalachian Family Cookbook. Next to the page from the "Cherry Fork Ladies Group" for "Oven Baked Stew" can be found this advice out of the copy of 1907 year cook book:

"Here are some certain rules for health:

Take them – they're far better than wealth:

*Don't over eat, don't over drink,
Don't over work, don't over think,
Be not afraid of honest sweat,
Run like a deer from shame and doubt,
Beware of bigness of the head,
Get bigness of the soul instead."*

What better advice could we have that still has a solid meaning a hundred years later to live by.



End of sermon

Chaplain Bob Chaffee

A bit of humor from the Mountain Cook Book written by mountain man Loyal Jones.

"During the great depression, my father tells several stories about "hard times" and eating what you had or what you could get". He had a recipe for groundhog. "Put groundhog in a pot of water and add two rocks. Simmer for two hours, throw groundhog away and eat the rocks".

Be glad you are city dwellers!

Chaplain Bob



P2V CRASH LANDING

Hello my name is Matt Maderos and my Dad (LT. Jules Maderos USN) was assigned to VP-42 which was part of Market Garden Operations. Recently my dad found his old flight log and remembered the details of a "heavy landing" of his aircraft (a P2V Neptune) on 10-24-1965, during one of his 3 tours of Tan Son Nhut.

Here is the story of the "landing"

It was an "O Dark Hundred" takeoff from Tan Son Nhut, a nice muggy hot early launch. We needed to relieve one of our Squadrons planes 'on station'.

We were required to have a plane on Patrol 24 hours a day, 7 days a week. As we lifted off we noticed that an engine oil cooler door would not open, thus making the engine run too hot to continue the flight. We tried several times to force it open, but nothing worked. This was a main engine, and was required for flight.

We were 'heavy' with fuel and could not land immediately (You can take off 'heavy', but not land 'heavy'). We had no 'fuel dump' valves, other than running the Jet engines. Our options were limited. The plane on Patrol needed to be relieved soon due to his fuel status.

Our Plane Commander made the decision to land 'heavy' (against all the rules!) so we could get another plane, or hopefully perform a quick repair on ours in time to relieve the other plane.

Our Plane Commander had a Junior Pilot in the left seat (the Plane Commanders seat) for On The Job Training. Under these circumstances a poor decision. The Junior Pilot had never performed a 'heavy' landing before.

As we approached the runway our left wing dropped and we hit very hard on the left main landing gear, which resulted in the Magnesium wheel cutting the tire and starting a 'wonderful' fire as we bounced down the runway! The Vietnamese observers started jumping out of our plane as we went along streaming fire.

Unfortunately, just above the tire fire was a wing full of aviation fuel and rockets/flares.

Not a good situation! The Fire Trucks started after us to assist. The Air Force rescue helicopter was 1st on the scene and lowered his fire fighter and large fire 'bottle' (actually a sphere), which promptly broke into pieces.

Fortunately the rescue helicopter pilot had the presence of mind to hover above our burning plane and 'fan' the flames away from the wing and rockets until the Fire Trucks could

reach us! When we finally stopped, the "Abandon Ship" order was issued. I ran out (I think my speed in running would have qualified me for the Olympics that night) about 50-100 yards and just 'shook' like a leaf.

After the fire was put out by the Fire Trucks I had to crawl back in the plane to get the classified gear I had signed for. That foam they use in firefighting is a slippery, smelly mess to crawl through! What a mess. Everything was covered in foam.

Fortunately there were no aircraft inbound for landing, and we had time to 'jack up' the plane and remove it from the runway. Otherwise, if we had blocked a needed runway, the Airfield had this huge Caterpillar bulldozer (the largest I have ever seen) prepared to push the plane off to the side, which probably would have totaled the plane.

The planes electronics were a mess for several months after the plane was repaired. The wiring was 'paper wrapped' just like in WW-II, and the foam managed to penetrate just about everywhere.

We sent the rescue pilot a case of his favorite Scotch!

However, we all survived! There were some broken bones, etc... from those jumping out before we stopped. Our Plane Commander was relieved and sent home.

We continued on with the assignments, patrols, etc... Just another day to work through, one day at a time.

(More from Matt)

We were looking to see if there were any records of that crash or info on the "fire rescue" unit that was pivotal in saving his and the crews life that night. It would be amazing to actually find the pilot of the unit !

Any info would be greatly appreciated.

Also could he become a member of your society?

Thank you

Matt Maderos



(A P2V picture the Editor found on the Internet)

{More from Matt on the next page}

I just wanted to explain the aircraft in more detail, The type of aircraft was a P2V Neptune, it was used to search for ships that were smuggling items into Vietnam.

Enclosed is a pic of a P2V from squadron 42.

Also enclosed is a picture we found recently of 2 A-1 Sky Raiders that were parked next to their aircraft when they landed one time at Tan Son Nhut.

Thought you might like that .

Best

Matt Maderos



**ANOTHER TSNA MEMBERS' BOOK
NOW AVAILABLE**



"Eleven Months and Nineteen Days"

(From the Editor). I recently received this email from TSNA Member John Bowen:

Just to let you know that my book, "Eleven Months and Nineteen Days", is finally out. You ran a nice story about my book in your newsletter recently. Just wondering if you could put my contact information in for anyone interested in purchasing a copy of the book? thanks, John

John can be reached at: jbowenartist@aol.com.



(One of John's drawings, titled "In the Field")

**FROM A MEMBER OF FACEBOOK'S
THE TAN SON NHUT VETERAN'S FORUM:**

The following should take you to "Panoramio.com and to a whole bunch of pictures from "our time" in Vietnam, as well as earlier and later. And by "earlier" I do mean earlier. I saw a picture of the Continental Palace Hotel dated 1931! Doesn't look a whole lot different than the 60's and 70's and now!

The link:

http://www.panoramio.com/photo_explorer#view=photo&position=3879&with_photo_id=84020523&ss_play&order=date_desc&user=1643333.

(And there is an "underline" wherever there is a space between letters).

Thanks to Forum member Bill Buchsbaum.

TSNA AWARDS

All:

It's time to begin our awards process.

Specific awards and their descriptions can be found on our web site under the awards tab, (and below).

Please send nominations and justifying criteria to me at viet62@aol.com or Rich Carvell, our VP, at rcarvell@suddenlink.net.

The deadline to receive nominations is Dec 31, 2013.

Thanks,

George

SUPREME MILITARY ORDER OF THE DRAGON

Requirements for this award are that the person be a previous Dragon Award recipient and who has, by his or her efforts, contributed significantly to the operation of the Association for a sustained period of time.

MILITARY ORDER OF THE DRAGON.

A member who performs activities which advance the stated purposes of the Association.

ANCHOR AWARD.

A member who is steadfast in allegiance to the association. One who has attended most of our reunions, regardless of the cost, location or time of year; or a member who can be called upon to help as needed, a "Go To person."

GOLDEN KNIGHT AWARD.

A member or non-member who has a prolonged record of helping the poor, the homeless, the underprivileged or who assists veterans of any era and their families.



TAN SON NHUT ASSOCIATION

2014 REUNION

JUNE 12-15

**HOLIDAY INN EVANSVILLE AIRPORT
7101 HIGHWAY 41 NORTH
EVANSVILLE, IN 47725**

GUEST SPEAKER:

**Paul E. Galanti, Commander,
U. S. Navy (Retired)**



Commander Galanti was raised in an Army family in many states, Japan, France, Germany and Turkey. He graduated from the U.S. Naval Academy in 1962 and entered Navy Jet Flight Training. He departed for Vietnam with Light Jet Attack Squadron 216 aboard the U.S.S. Hancock in November 1965. Shot down and captured while flying his 97th combat mission in June 1966, he remained a prisoner of war in North Vietnam's infamous Hanoi Hilton for nearly seven years.

Released from Hanoi in February 1973, he served in Navy recruiting in Richmond, Virginia, earned the Master of Commerce degree from the University of Richmond in the evening pro-

gram and served in the office of the Commandant as a Battalion Officer at the United States Naval Academy.

His personal military decorations include the Silver Star, two Legions of Merit with Combat "V", the Bronze Star with Combat "V", 9 Air Medals and 2 Purple Hearts.

After retiring from the Navy, he was the CEO of the Virginia Pharmaceutical Association, the Medical Society of Virginia and the Science Museum of Virginia Foundation.

He's a member of twelve veterans' organizations. The Virginia War Memorial Foundation named its new \$8 million education center after him and his wife. In 2010, Governor Bob McDonnell appointed him Commissioner of the Virginia Department of Veterans Services, the agency that provides services to Virginia's 830,000 veterans and to the Board of Visitors of the Virginia Military Institute.

He and his wife have two grown sons and live in Richmond.

MEMORY TIME



Anyone remember this? Photo courtesy of TSNA Member Mark Reveaux.

FAVORITE SAYINGS



A chip on the shoulder is a sure indication that there's more wood up higher.

Eat organic food? No thank you! I need all the preservatives that I can get!

SEA CRUISE

Larry, Have 6 week cruise booked for Jan'14 to SEA. Cruise starts in Singapore, around Indonesia, to Thailand back to Singapore, thence 3 stops on Vietnam coast including one day with bus to Saigon, thence north to Hong Kong, then reversing same stops back south to Singapore. (2 separate cruises combined into one) The key issue is Saigon...two 1 day stops. Want to hire private guide to visit area around TSN, take a lot of pics, and return to ship which is docked some 40 miles from city. Will repeat the tour again on the southbound leg of the cruise. **Any ideas for contacts in Saigon?** Would like to put together a slide show for one of our reunions. Thanks,

Jack. (Lt.Col.Jack Wimer, USAF,Ret.)

[From The Editor: I have answered Jack with the names of two TSNA members who have been there lately, or planning to go.](#)

[You can contact Jack at:](#)

dlq36@aol.com.

HATFIELD HAPPENINGS

By: Harlan Hatfield
460TH AEMS (PMEL)
Jan 67 - Jan 68

One of the article suggestions was where were you before and after TSN? 1959 to 1979.

I joined the Air Force in Denver Colorado. Aug 18, 1959.

Then Lackland for Basic training.

Lowry AFB Colorado for Fire Control systems training (radar guided gunnery for B47, B36 aircraft).

My First duty assignment was 384th AEMS Little Rock AFB Arkansas.

Then to the 866th Operations Squad-

ron McConnell AFB Kansas until the operation closed down.

450th AEMS at Minot AFB North Dakota and cross trained to the B52H and B58 fire control.

Again to Lowry AFB Colorado for cross training to PMEL (Precision Measuring Equipment Laboratory).

Back to Minot AFB and the 450th AEMS PMEL.

Then after a short time off to Tan Son Nhut AB RVN PMEL

I was assigned to Tan Son Nhut (TSN) AB (Saigon) Republic of Vietnam from January 28, 1967 to January 26, 1968. I was in the 460th AEMS PMEL. I was very lucky in the respect that nothing much happened while I was there, war wise that is. But I do have to tell this one on me: While processing in at TSN we were being briefed on where we were going in country. Since I was staying at TSN, I was not paying much attention to the briefer. I was more interested in why there was so much thunder and yet not a cloud was in the sky. I was wondering what sort of country this was, when it dawned on me that you are in Vietnam and there is a war out there dummy! I was sent to Tachikawa AB (Tokyo) Japan for a class on optics. That was a nice break and I took it as my R&R. Once back in Vietnam things went normally pretty much. At night Spooky the AC47 Gun ships would drop flares and keep the base lit up all night long. Occasionally they would be seen spewing out a stream of red tracers headed down to some area on the perimeter of the base. I enjoyed the great meals we had down town on our day off, and the bargaining with the merchants. I did make one trip with our courier plane delivering equipment and picking more equipment to calibrate or repair. As we came into Can Tho I thought we were going to crash because the pilot suddenly poured the coals to the C47 we were in. He made a go-around and landed normally the next time in. I found out once on the

ground that we had apparently taken some ground fire and there were a couple of holes in the bird. We then went on to Bien Hoa, where we were going to repair some scales used to weigh cargo on the cargo planes. After finishing we traveled by bus back to TSN.

One last interesting thing happened to me at TSN, on the day I departed for the states. I had not been allowed to have a weapon the whole time I had been there, but as I was waiting in line to board the freedom bird. I was called back to ATCO, where I was given a 38 -caliber pistol and five rounds of ammunition and told I was the armed guard on a classified shipment. But I was not to put the ammo into the gun. Yea Right !!!

Dyess AFB Abilene Texas and the 96th AEMS PMEL.

Now to Kadena AB Kadena Okinawa and the 18th AMS PMEL.

Back North to Duluth International Air Port, Duluth Minnesota and the 4787th Material Squadron PMEL.

Then to my final assignment McClellan AFB Sacramento California 1155th Technical Operations Squadron.

This was a wing level assignment as a PMEL technician but serving mainly as Test Engineering. A great assignment, and I got to spend my last 6 years of my 20 year career here.

After retirement from the Air Force in 1979, I went to work at Auttek, a manufacturing company in Sunnyvale CA.

After 3 months there I resigned and went to work for Collins International Service Corp., here at McClellan AFB again.

Six months later had a Heart Attack, managed to get 100% VA, and Social Security Disability so that was my final retirement in 1970.

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



And our thanks again to John Burke, TSNA Life Member, for another great cartoon.

NEW MEMBERS

Mr. John J. Lampe IL j-lampe@sbcglobal.net Nov 66 - Nov 67 377th Air Police Sq.

IN MEMORIAM

Colonel Kenneth Moll VA Det.1, 460th Tac.Recon Wing (T-39)

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