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Airfield Defence - The Aussie’s Mission

“In common with all bases in South Vietnam, Phan Rang must be secured, as far as this is possible, against ground assault by enemy forces and against rocket and mortar attack.”

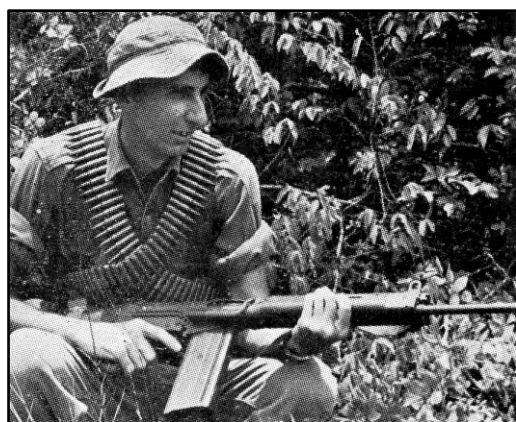


“Happy Valley” Phan Rang AB, RVN

...keeping the memories alive

Phan Rang AB News No. 157 “Stories worth telling”

In common with all bases in South Vietnam, Phan Rang must be secured, as far as this is possible, against ground assault by enemy forces and against rocket and mortar attack. No. 2 Squadron makes an active contribution to the defence of the base with its own flight of airfield defence guards (ADG's). Performing a role in which they have proved themselves thoroughly competent, the squadron ADG's provide Phan Rang with an air force defence element unique among bases in this country. In the paddies, scrub or foothills of the base defensive perimeter they conduct ambush patrols nightly to help counter Viet Cong attempts at penetration and harassment of the base.



The external area defence of the base is provided by elements of the Republic of Korea Army, and the internal security by the United States Air Force. Between the two, and in a quite different role but thoroughly coordinated with both, the ADG's of No. 2 Squadron patrol through the night. They also sweep through the area periodically by day to seek any trace of enemy activity, to familiarize themselves -with- the ever changing pattern of the countryside, and to let it

be known that there is no "no-man's-land" in the vicinity of their base — to keep the base free from interference, the area must be dominated by friendly forces.

The responsibility is a large one for a small group to accept. They cannot be everywhere- — but they can be anywhere and the enemy is never sure where. To date they have had eight contacts in their Sphere of influence and it is a proud record that never has that part of the base screened by their patrolling ever been harassed.

Contacts have always been in darkness and usually in close country; although blood trails have twice been found following an engagement, and on one occasion two Viet Cong bodies were found a little further out, no positive claim can yet be made. The significance of the squadron effort in this direction has been most evident from the marked reduction of enemy harassment within a few days of the start of ADG perimeter patrolling.



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Night ambushes and daylight reconnaissance patrolling are by no means the extent of the airfield defence guard's task at Phan Rang. Almost daily, escorts accompany the chaplain and medical officer on their civic action visits in and around the city and neighboring hamlets. Periodic visits to other civic action programs up to 20 kilometers beyond the confines of the base, into the foothills below the rugged mountain ranges of Ninh Thuan Province, warrant the deployment of a full section, well armed and properly trained to afford protection. Escorts are constantly in touch by radio with either the air base or the nearest local army advisor as they travel. Although there have been many and frequent incidents in the area, and scarcely veiled threats of interference with these activities, the squadron's careful attention to the need for preparedness and constant vigilance has deterred any direct action.



In both its domestic and work areas at Phan Rang, No. 2 Squadron enjoys the benefit of adequate overhead bunker protection from mortar bombardment. Many long hours have been spent by the airfield defence guards and other squadron members constructing and maintaining these defensive positions.

The squadron has its own firing range adjacent to the base where all its members use their fire arms regularly to maintain a standard of combat readiness essential to all units in Vietnam. Airfield defence guards maintain and supervise the range, and are naturally its most frequent users. All members of the flight maintain proficiency on all flight weapons in both day and night handling and firing.

Lastly, but by no means least, all airfield defence guards not out at night take their turn on stand-by for immediate readiness for deployment, either to act as a quick reaction force in the event of penetration of the base or for counterattack should the need arise. The life of an ADG at Phan Rang is certainly active, varied and interesting.

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Phan Rang AB News No. 157 **“Stories worth telling”**

This article is from a No.2 Squadron prepared in 1968 to showcase the Australian mission in Vietnam. The picture below so accurately depicts the positive attitude of this mostly young tightly-bonded group of “ADGies”. Individuals are not identified, but several of them can be seen in other pictures in this article.



The Airfield Defence Guard (ADG) mustering of the Royal Australian Air Force (RAAF) performs specialist ground defence tasks to protect air power assets from hostile ground action. The mustering is composed of non-commissioned members, commonly called 'ADGies,' most of whom are employed within a Security Forces (SECFOR) Squadron (SQN). Their primary role is the protection of RAAF equipment, personnel, assets and facilities during operations. They are comparable to the USAF Security Forces.

Warren Sams - Flew 284 Missions in Vietnam

(Obit from the Atlanta Journal-Constitution, Friday, December 8, 2000)



Warren Sams Jr.

Warren N. Sams Jr. had a sense of humor that earned him the unofficial title “The Punmaster” and, no doubt, eased tense times during the 284 combat missions he flew during the Vietnam War.

“He loved to sing little songs and make up little rhymes and keep all the grandchildren laughing,” said his daughter Cathy Sams Rudd of Pensacola, Fla. “He was really a very funny man.”

Warren Newton Sams Jr., 67, of Roswell died of complications from an ulcer Wednesday at North Fulton Hospital.

During his 28-year career in the U.S. Air Force, the retired colonel was awarded the Legion of Merit Medal, Distinguished

Flying Cross, Meritorious Service Medal and the Air Force Commendation Medal. The story of how he won the DFC was one he hid not tell often, said his son, Warren N. Sams III of Atlanta.

American soldiers surrounded by North Vietnamese soldiers called for help, but the weather was bad. Still, Col. Sams flew to the site loaded with napalm and together with his wing commander, managed to drop it in a way that created a hole through which the American soldiers could escape with just a few casualties. Several North Vietnamese soldiers were killed.

“He loved his jets and flying for his country, be he didn’t care much for what the bombs did when they hit the ground,” said his son, “I remember when he told me this story he was crying and I was telling him what a good thing he had done. And he said to me, ‘Son, every one of

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those soldiers was somebody’s daddy who wasn’t going to come home that night,”

A native Atlantan, Col. Sams joined the Air Force in 1956, a year after graduating from Dukie University with a bachelor’s degree in accounting. He later earned a master’s in counseling from Troy State University.

While with the Air Force, he attended the Canadian National Defense College and was an instructor to England’s Prince Charles at the Royal Air Force Academy. After his retirement in 1984, Col. Sams enjoyed playing the piano and the guitar, both by ear, taking in stray dogs, and caring for the fish in his koi pond.

Survivors include his wife, Carole O’Hern Sams; his mother, Malinda Hardin Sams of Roswell; two other daughters, Devon Sams Woodworth of Dalton and Alice Pendleton Riordan of Woodbury, Conn,; a stepdaughter, Karin Nicole Christenson of Atlanta; six grandchildren; and two step-grandchildren.



RIP BERNARD FORD

by Sam Lewis

Fifty one years ago on this day about 9 P.M. I had just been relieved of regular duty. I was settling down in the Reserve SAT hut, and was called out with the rest of the team to the Juliet Area on the East perimeter.

When we got there we were instructed to help secure the area where Bernard Ford was lying on the ground unresponsive bleeding from his head with his dog over him . At that time we didn't know if the area was infested with VC who might have downed him or if something else had happened.

The official cause of death was Accidental Homicide but his handler buddies said he most likely had a round chambered in his weapon and the dog alerted causing the weapon to discharge sending a chambered round through Bernard's chin exiting the top back his head.

RIP Bernard Ford

Scott Manes provides these comments:

Mixed in with the recent comments about Bernard Ford RIP, were some remarks about an incident in early 66 when a dog handler was hit in the head on post.

I was involved in that one as I had backup duty at the kennel that night. We got a call and my dog Ranger and I headed out to his post driven by Sgt Jones. The whole thing seemed strange because we couldn't figure out how anybody could get close enough to the guy to hit him. Anyway, Jones told me to head down the wire along Nui Dat so I took Ranger inland a little and headed out.

About 500 yards down, Ranger pulled a strong alert. I followed it out quite a ways and finally heard shuffling in the wire. I signaled Ranger down and moved up closer. Someone was caught up in the concertina wire. About then I heard a few quite cuss words and I knew I had a GI. I challenged him and ordered him to crawl out on my side then spread eagle on the ground. He finally made it and with some growls from Ranger followed orders.

I called it in and while waiting he explained that he had been playing cards in the Air Force compound and was trying to get back to the 101st. Jones and another guy showed up, cuffed him and put him in the back seat where Jones started beating the heck out of him as they pulled away.

The next day, I was called in to the base commander where he thanked me for not shooting the guy. I proceeded to tell him what I thought of Jones and his treatment of a cuffed man. In addition the guy hit was suspicious since it was very unlikely that this trooper could have gotten close enough to him and his dog then be caught so far away. The interview ended abruptly and 2 days later I found my name on the "Volunteer list" to go to Tuy Hoa. **All's well that ends Wierd.**

A sad day for the 614th TFS “Lucky Devils”



Jerry Gerald Navin and Lt. Clive Garth Jeffs.



Lt. Clive Garth Jeffs.



On 1Lt. **Clive Garth Jeffs** next mission after the top picture was taken on March 12, 1971 he had a flame out flying his F-100D aircraft number 56-3415. He ejected and his chute was deployed, but his body was never recovered. He was only 28 years old. **Lest we forget, we will remember him.**

What Have You Been Doing for the Past 2,323 Days?

(The Mountain Democrat-Times, Placerville, Calif., Thursday, March 30, 1972)

WHAT HAVE YOU BEEN DOING FOR THE PAST 2,323 DAYS?

Stan Olmstead of Sacramento has been missing in action in South East Asia.

Mr. & Mrs. Clive Jeffs of Placerville have been waiting to hear from their son, Clive Jeffs who has been missing for 381 days.

7 Other Men from Sacramento are also being held prisoner or listed as missing in action . . .

THEIR FAMILIES HAVE WAITED!

630 days for Don Brown, Missing
1571 days for Davvid Ford, Prisoner
422 days for Norm Gotner, Missing
1333 days for Lionel Parra, Missing
1525 days for Bob Schweitzer, Prisoner
1770 days for Loren Torkelson, Prisoner
1840 days for Gary Thoratton, Prisoner

This Week Has Been Officially Declared

NATIONAL WEEK OF CONCERN

for

AMERICAN PRISONERS OF WAR

and

MEN MISSING IN ACTION

These men need your support. Share their families concern by writing to:

POW & MIA Office
5405 Palm Ave. Suite 2-B
Sacramento. Ca .95840

This ad paid by El Dorado County MIA and POW fund

Still no word about MIA

(The Mountain Democrat and Placerville Times, Thursday, February 1, 1973)

There is still no word about lieutenant Clive G. Jeffs, son of Mr. and Mrs. Clive Jeffs of Placerville, who has been missing in action in Vietnam since March 12, 1971.

Clive Jeffs Family Waits for Word

(The Herald, Provo, Utah, Monday, March 12, 1972)

Capt. Clive G. Jeffs reportedly parachuted into the clouds over mountainous terrain near Da Nang, South Vietnam March 12, 1971 after his plane lost power and failed. It was believed the area may have been Viet Cong-infested.

Born in Provo, he was reared in Carbon and Emery Counties, being generally known there as Garth Johnson. His mother Katie Johnson died in 1969 in Price. His father, Clive Jeffs, resides in California.

According to the stepfather, Stanley B. Johnson of Pleasant Grove, Capt. Jeffs was graduated from USU at Logan and was top man in his class academically with a 98.5% rating in pilot training. He had trained first at Randolph Air Force Base in Texas, then at Luke AFB in Arizona.

Missing in Action Who Didn't Make It Back

(The Salt Lake Tribune, Monday, March 14, 1977)

Air Force Captain Clive Garth Jeffs, a native of Provo, took off from Phan Rang Air Base, South Vietnam, on March 12, 1971, and, after flying fifty miles his F-100 Super Sabre fighter sustained a flameout. He put his aircraft in a dive in an attempt to restart his engine, but it failed to refire. He ejected, and his wingman observed his parachute descent into the clouds.

Captain Jeffs landed in mountainous terrain, heavily forested and infested with Viet Cong. At the time of his landing the weather was heavily overcast and it was three days before search and rescue missions could be mounted. When the weather cleared, 147 search and rescue sorties were made over the area, but no trace of Captain Jeffs was ever found.

Captain Jeffs' stepfather, Stanley B. Johnson, lives in Pleasant Grove, and has never received any information from North Vietnam regarding his son.

MILPHAP Help Dai Son Villagers

(Source: Seventh Air Force News, May 14, 1969)

PHAN RANG - "The health problem in Dai Son Hamlet, is directly attributable to inadequate sanitary practices caused by poverty, heat and humidity, and the ravages of war," stated Capt. Daniel D. Holtz.

To help combat the health hazards created by such unfavorable conditions in Dai Son, and in other hamlets in the Republic of Vietnam, Military Public Health Assistance Program Team 14 here is helping the hamlet overcome its sanitary problems.

MILPHAP Team 14 is located at the Ninh Thuan Provincial Hospital in Phan Rang City. Captain Holtz is administrative and civic action officer for the team, which advises and assists Vietnamese doctors and health workers to upgrade the quality of care they provide their people.

"This particular hamlet was chosen because the people desired better sanitation and were willing to cooperate in the effort," Captain Holtz commented. "Because of its close proximity to Phan Rang City, Dai Son is much more secure and is more or less affluent. The people are thus better able to do their part in improving the sanitary program."

He also said the program called for three general improvements. These were the construction of sewage disposal units, covering communal drinking wells and educating the people to proper health care techniques.

"The building of outdoor latrines is a major step in controlling pests and diseases," commented SSgt. Benjamin F. Dent, one of the public health advisers for the team. "We are helping families to construct latrines. They do the work and supply some materials. The provincial government provides cement and roofing, and we supply advice.

"An elaborate latrine costs about \$35, but families can build an adequate one for about half that cost," he added. "We are hoping three-fourths of the families decide to build outdoor latrines, which should last them about five years before being cleaned or closed."

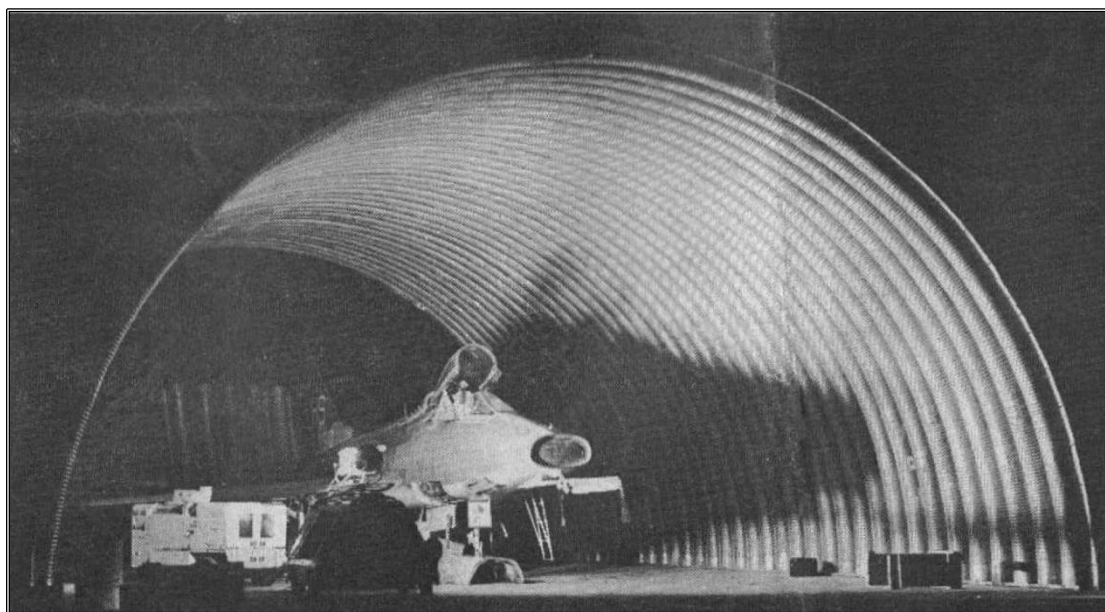
"Happy Valley" Phan Rang AB, RVN

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Phan Rang AB News No. 157 "Stories worth telling"

One of the greatest sources of diseases and intestinal parasites are open wells. Dai Son Hamlet has three public wells supplying drinking water, as well as eight private drinking wells and several used only for washing.

"Dust and debris settle in the water, carrying numerous bacteria and parasites," Sergeant Dent said. To counter this, the government provided the hamlet cement with which to make covers for the wells. A hand pump will be fitted into each cover.



Fighter Protection

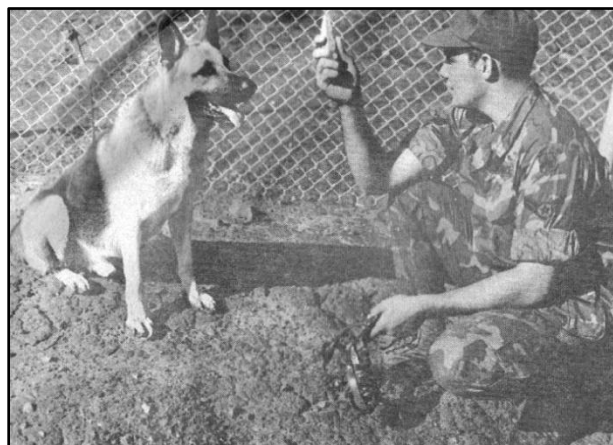
(Source: Seventh Air Force News, May 14, 1969)

Virtually all Air Force fighter aircraft in the Republic of Vietnam are protected at night-the time of greatest danger-from enemy mortar and rocket attack. Here, an F-100 Supersabre of the 35th Tactical Fighter Wing at Phan Rang AB undergoes maintenance in the early morning hours under a steel and concrete canopy. This photo won honorable mention in Seventh Air Force's December photo contest. *(U.S. Air Force Photo by AIC Christopher P. Boles)*

Dogs and Their Masters

Newsmakers

(Source: Seventh Air Force News, October 8, 1969)



Dog and His Master
...Recreation Enhances Mutual Trust



Airman Morley and Satan
...An Ever Alert Team

(Story by Sgt. Douglas L. Christ. Photos by A1C Oswald Gooden)

PIIAN RANG - Of necessity, sentry dogs are large and vicious, trained to obey one man. What happens when a sentry dog's handler returns home?

"We give the dog a new master," was the reply of MSgt. **Donald E. Fink Jr.**, who heads the sentry dog section of the 35th Security Police Squadron here.

"The process of working a new man in on a dog, as we call it may take a couple of hours or several days, depending on the dog's temperament," the sergeant said.

After the former handler leaves and until a new master is assigned, the dog is contained in his kennel.

"The dog soon gets anxious to leave his cage and be with somebody he can trust," Sergeant Fink explained.

"A kennel's keeper usually will take the dog out and tie him to a fence, where the new handler will talk to the dog," he continued. "Usually, the handler gains the dog's trust and eventually starts working the perimeter as a team. When one handler cannot master a dog, we try someone else.

"We use a variety of techniques to work a man in on a dog," the sergeant stated.

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"One recent case in which almost all techniques were employed was with a dog most appropriately named Satan," he said.

Satan is a 3-year-old German shepherd who had only one handler. He trusted nobody, and even kennel's keepers kept an eye on Satan when they were cleaning his cage.

"The first handler tried unsuccessfully for about two weeks to work in on Satan, only to have his boots torn up while making little progress," Sergeant Fink remarked.

The next handler to try was A1C **Richard C. Morley Jr.** "We tried almost every technique before I finally mastered Satan," Airman Morley stated. "We first put a piece of my clothing into the cage so Satan could get used to my smell.

"Since nobody was able to put a leash on him to go out to the fence, I went into the kennel to talk with him. At first, he would either growl or maybe chew my boots or he would ignore me completely.

"After four days of getting almost nowhere, we gave Satan a mild sedative so I could take him out of the kennels for a while. After the drug wore off, he became his old self again.

"After Satan bit me, Sergeant Fink asked me if I could master the dog," Airman Morley continued.

"After a discussion he decided to give me more time. The next step was to move Satan to another cage, since he might have felt as though he was protecting his home of many months.

"This seemed to help, because I was soon able to put a leash on him and take him out of the kennels."

In about 10 days Airman Morley had good command of Satan. During the next five days, before starting to work on the perimeter, many problems had to be resolved.

"I was told he had been a good scout dog and was excellent at detecting possible hostile movements," Airman Morley said. "Although he is intelligent, he is stubborn and used to getting his own way. It took me a while to break him of bad habits, particularly snapping at me, and get him to obey my commands immediately," concluded Airman Morley.

Few dogs are as difficult to master as Satan. The training techniques are varied, and most dogs will respond to the right person without so much difficulty. As with other sentry dogs, Satan win get a succession of handlers, and they, In turn might have to use several methods to become friends and masters of their dogs.

"Satan and Airman Morley make one of our best teams on the perimeter," concluded Sergeant Fink, "but to build an effective team like that takes the right combination of man and dog and a lot of patience."

Working Trip Home For Pilots

(Pacific Stars & Stripes, Thursday, July 8, 1971)

S&S Vietnam Bureau

PHAN RANG, Vietnam — Catching a "freedom bird" is something that most servicemen in Vietnam look forward to, but for about 60 Air Force pilots here, DEROSing means a lot of hard work because they will be flying their own birds' home.

The men and their aircraft, F100 Super Sabres, are being returned to the U.S. as part of the redeployment of the 35th Tactical Fighter Wing here, which began standing down late in June.

"The flying itself will be simple compared to the combat missions we're used to," said Capt. **Dave Hesp**.

"The only difficult part will be the 13 in-flight refuelings," he said.

"We've been practicing that for the last few weeks to check out ourselves and our equipment," Hesp said. The pilots have also been practicing water survival techniques at a nearby beach.

"Most of us haven't actually got in the water and climbed into a one-man raft for a year or so," Hesp said.

The wing commander, Col. Creeg P. Nolan Jr., felt a brief refresher course might come in handy, Hesp said.

The flight, which will take 22 ½ hours in three hops, will be the first such long distance journey for most of the pilots, Hesp said.

"Taking a single seat fighter that far across water is something few people do," Hesp said.

"It'll be a long hard ride, but it will be great to be flying your own DEROS bird."

"You won't have to sit in hot, sweaty Cam Ranh Bay for hours and you can take lots of baggage with you," Hesp said.

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Phan Rang AB News No. 157 **“Stories worth telling”**

"We're even going to take box lunches."



Having a Wing-Man helps with the loneliness. Photo by Ronald Sharek.



Slowing down and waiting for a fill-up. Photo by Ronald Sharek on this way across the Pacific, August 1971.

“Happy Valley” Phan Rang AB, RVN
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Filling up, one at a time. Photo by Ronald Sharek.



**In line to receive his fill-up somewhere over the Pacific Ocean after leaving Phan Rang AB.
Photo by Ronald Sharek.**

Shadow In Usual Fireman’s Role **Tay Ninh Action**

(Phan Fare, The Phan Rang Weekly, date unknown)

“We ‘trolled’ the .50 caliber machine gun positions with our ‘White Light,’” said Lt. Col. William H. Woolard, explaining how his AC-119 Shadow gunship crew silenced three enemy gun positions.

Assigned to B Flight, 14th Special Operations Sq. at Phan Rang Air Base, the crew assisted two friendly ground positions under heavy attack during the night’s work.

“Our first assist was about 10 miles west of Tay Ninh City where the ground position was under heavy mortar attack and small arms fire.

We zeroed in and broke the back of that attack with our four 7.62 mini-guns,” Col. Woolard continued.

“While we were still working that target, we were diverted to a second position five miles southwest of Tay Ninh where friendly troops were receiving heavy mortar and intensive automatic weapons and small arms fire from three sides.”

It was here that the Shadow crew silenced three of the five .50 caliber machinegun positions and were credited with four secondary explosions.

“As soon as we arrived, the machineguns and automatic weapons opened up on us. We would turn on our high - - but with us being the bait,” he added.

Other members of the crew included Lt. Col. **Mathew A. Boonstra**¹, co-pilot; 1st Lt. **Kent M. Easty**, night observation sight operator; MSgt. **Owen D. Sticles**, flight engineer; and the gunners, SSgt. **Leonard W. Swallom**, and Sgt. **Thomas D. Perkins**.

PHAN RANG

¹ See **Phan Rang News 126** “Shadow Pilot, 53, One of Most Experienced in AF” story about Lt. Col. Mathew Boonstra.

STAFF MEMBERS

PHAN RANG STAFF MEMBERS

Douglas Severt: President

Lou Ruggerio: Vice-President

James Kucipeck: Secretary

Jack Anderson: Treasure

Ed Downey/Barbara Brandt: Drill & Ceremonies

Christopher Boles: Photographer

Kirk Minert: Aircraft Historian

Bob Tucker: Keeper of the Rolls

Joe Kaupa: In Memoriam Board

Bruce Muller: Badge Board

Jim Erixson & Charles Simmons: Chaplains

Bob Howe: Australian Ambassador

Kristina Ho: Vietnamese Ambassador

Doug Severt: Facebook Administrator

Kirk Minert: Facebook Administrator

Bob Tucker: Facebook Moderator

Joe Schwarzer: Facebook Moderator

Kristina Ho: Facebook Moderator

American-Australian Reunion

Greg Schmidt - Chairman

**Jack Anderson, Lou Ruggiero, James Kucipeck, Doug Severt, Bob Howe
and Arthur Rennick** - Members

Skip Ruedeman: Place Reunion info in VFW Mag.

Lou Ruggerio: Place reunion info in AFA Mag. & VVofA Newspaper

This newsletter was prepared by Douglas Severt. Please send any comments to
dougsevert@cox.net.