

Phan Rang AB Newsletter

The History of Phan Rang AB and the stories of those who served there.
"Keeping the memories alive" Newsletter 194

Who Was First?

Cream of the Crop

Major Flies 10,000th Sortie for 'Panthers'

Local Airmen Display Talents

Remembering 1Lt. Clive Garth Jeffs

1Lt. Ronald Russell Deyhle

Aussie Reunion Update

Doug's Comments

WHO WAS FIRST?

(The Phan Fare, The Phan Rang Weekly, August 9, 1967)

"The food is just great!" said A3C **Roy P. Youngblood Jr.**, 19, a B-57 phase mechanic in the 8th TBS who was the first airman to eat in the new dining hall.

"It's beautiful inside...it's very decorative and real modern design...I really like it," said MSgt **James Jump** of the 35th CES, first man to enter the new base exchange.

A2C **Bill Westerberg** claimed he was the first man to make a purchase...a pack of cigarettes, at the new facility. He's assigned to the machine room of CBPO.

CREAM OF THE CROP

(The Phan Fare, The Phan Rang Weekly, August 9, 1967)

The personnel mechanized record section of CBPO recently set a record for all 7th AF bases by achieving a rejection rate of only one per cent in June in the process of completing 11,334 transactions. The PACAF goal is two per cent or less.

Sergeants **Bell** and **Johnson** and Airmen **Wahl, Bouley, and Westerberg** were hailed by a CBPO official for their "complete dedication" in this effort.

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MAJOR FLIES 10,000TH SORTIE FOR ‘PANTHERS’

(Phan Fare, The Phan Fare Weekly October 25, 1967)



“I felt it was a real privilege...something a little special,” said Major **James L. Anthony**, 33 from Dablonaga, Ga., an F-100 pilot who recently flew the 10,000th combat mission for the ‘Black Panthers’ of the 615th Tactical Fighter Squadron.

The primary role of the ‘Black Panthers’, Major Anthony stated, “is to support ground forces in the area.” The 10,000 missions flown by the pilots of the unit since it deployed to Phan Rang last year from it’s home at England Air Force Base, La. have resulted in widespread destruction and heavy casualties at the scene of enemy targets in South Vietnam.

Major Anthony arrived on base in July, and has flown 83 combat missions. He attributed the effectiveness of Air Force fighter pilots in Vietnam to extensive training, and also to the system of employing forward air controllers to direct all bombing and strafing runs.

“Practice makes perfect” the major declared, pointing out that many pilots in the 615th have come to Vietnam directly from F-100 transition schools at Luke Air Force Base, Ariz. and Cannon AFB., New Mexico.

About half of us came from Europe,” he continued. “There we trained for three years on gunnery ranges.” A veteran of 13 years military service, he pointed out that the ‘Black Panthers’ are each flying combat missions every day in Vietnam, and as a result “develop accuracy quite easily.”

“We always have a forward air controller to direct our attacks at the enemy forces,” Major Anthony stated. “It’s the most effective system going; I think...It’s an invaluable aid. “The veteran flier observed that the forward air controllers tell the pilots exactly where to drop each bomb and carry out their strafing runs.

Assigned to RAF Station Lakenheath in England for three years before coming to Vietnam, the major feels that “my assignment here now is the high point of my career.”

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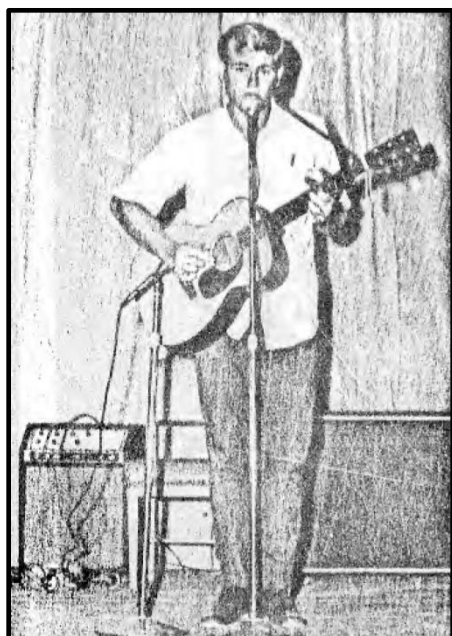


LOCAL AIRMEN DISPLAY TALENTS

(The Phan Fare, August 8, 1971)

Feature by Sgt. Bill Boyd

More than 150 Phan Rang Air Base personnel witnessed the talents of nine fellow airmen at a Red cross sponsored Talent Show July 24.



Lasting approximately one and one-half hours, the show was the first of its kind held at the Red Cross Service Center in six month.

Airman 1st Class **Larry Forrester**, master of ceremonies, introduced the nine guitar strumming, bongo beating, singing, drum beating musicians.

Opening the show was a Country and Western group from the 315th Munitions Maintenance Squadron.

Fold singing **David Dunn** followed with several selections including "Don't Think Twice" and "Leaving on a Jet Plane."

"LEAVING ON A JET PLANE"..Folk singer David Dunn sings "Leaving on a Jet Plane," one of his four selections at the Talent Show. The show was the first of its kind at Phan Rang Air Base in six months.

Five airmen, from three base organizations, got it together and come up with a little Soul. With the strobe light flashing, the group ran through their numbers, which included "I'm so Proud" and "Sex Machine".

The Soul group was composed of Airmen 1st Class **Mike Moore**, **Curtis Smith** and Sgt. **Tony Ward**, 612th Tactical Fighter Squadron' Airman 1st Class **Harold Jackson**, 315th USAF Dispensary; and Airman 1st Class **Howard Underwood**, 315 Combat Support Group.

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REMEMBERING CLIVE GARTH JEFFS

**1LT. CLIVE GARTH
JEFFS**



12 March 1971

F-100D 56-3415 614th TFS, 35th TFW, USAF, Phan Rang AB

1Lt. Clive Garth Jeffs (KIA)

A flight of Super Sabres was dispatched from Phan Rang to attack an enemy position in Khang Hoa province of South Vietnam. One of the aircraft was shot down in flames about 40 miles northwest of Nha Trang and its pilot was posted missing. Other aircraft nearby heard a good beeper signal after 1Lt Jeffs ejected but could not make voice contact with him. A 10-day search failed to find any trace of the pilot. The crash site of an F-100 was discovered in 1974 and investigated by the JTF -FA in 1990 but so far there is no new information on the fate of 1Lt. Jeffs. 56-3415 also saw service with the 31st TFW at Tuy Hoa during its time in Vietnam.

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**Jerry Gerald Navin and Clive
Garth Jeffs**



**We hold Clive Jeffs and all those that were lost
at Phan Rang in our hearts forever and they
will always be a part of us.**

*The following is an article titled “**We Lost Our Blue-eyed Boy**” by **Ron Deyhle**, from “**The Intake**”, Spring 2020, Issue 42*

Ron was a personal friend of Clive Jeffs

He was the best ping pong player I have ever seen, even better than Forrest Gump. He was also a great stick and well liked squadron mate of the 614th Tactical Fighter Squadron at Phan Rang (PRG). On March 12, 1971, he was suddenly lost to us. He probably met the pale horse and rider that day, but his story is still shrouded in mystery. [Pale Horse and His Rider is a popular Blue Grass song recorded in 1951 by Hank Williams, Sr.]

When a pilot is lost, it is human nature to focus mainly on the event. But these dedicated American warriors, who gave the ultimate sacrifice, had much more. They had a family, a past, a future ... all lost. And they had people they loved, and who loved them. Clive Jeffs, at 28, had lived a full life. Clive was born October 21, 1943, in Provo, Utah. He was a confirmed member of the Church of Jesus Christ of Latter Day Saints (LDS) who was also a deacon, a teacher, a priest and an elder in the church.

Clive graduated from Carbon High School, Price, Utah, in 1961. He then attended the College of

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Eastern Utah, during which Clive was called to serve a mission for the LDS church in the eastern Atlantic states. He was released from his mission in December 1964, whereupon he returned to college and graduated in 1968 from Utah State University with a double major in psychology and business administration.

He loved cars, music, swimming, water skiing, tennis, sports and, yes, ping pong. He was an all-American boy and carried a strong allegiance to his country and to his church. So, Clive entered Officer Training School at Lackland AFB. He graduated in September, 1968, with honors and was assigned to Randolph AFB for pilot training. There he was number 2 in his class, received the "Most Valuable Student" award and therefore had his choice of assignments, choosing F-100 fighters at Luke AFB.

In July 1970, after advanced gunnery school at Luke, he was assigned to the 31st TAC Fighter Wing at Tuy Hoa AB, Vietnam. When Tuy Hoa AB closed in September, 1970, all pilots with 181 or more days in country went home. As relatively newbies, Clive, Fred Tomlins and I were transferred to the 35th TFW, 614th TFS at Phan Rang. It was there that I came to know Clive well as a solid, reliable pilot and close friend. As with all lieutenants, he and I spent a good amount of time on the night alert pad. He had over 200 missions when that fateful day [March 12, 1971] arrived.

Clive was Lead, Devil 61, and Fred Tomlins was Devil 62. The mission was a good one, in the tri-border area with recovery at Phu Cat and then back to the tri-border region in a turnaround mission. F-100D #415 was one of the two birds assigned for this flight by Maintenance and it happened to be Fred Tomlin's airplane. So, Fred naturally asked Clive if he could fly "his airplane."

But #415 was armed that day with napalm and Clive wanted to fly it. He told Fred they could switch birds at Phu Cat for the turnaround-homeward bound mission. So Clive and fate took aircraft #415. Fate was (indeed) the hunter that day (as put in the 1961 memoir by aviation writer Ernest K. Gann). Clive led off. Tomlins joined on his right wing and tucked in tight because of clouds. They broke out of the clouds at 8-10,000 feet, and Fred unhooked his zero delay lanyard. Clive never gave the signal for that 10,000 foot check. Not long after, they were 10-11,000 feet. Clive came on the radio and said, "I have a fire light and am flamed out." These were the last words ever heard from Clive Jeffs.

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Tomlins told him to "try a restart and if it doesn't work, get out before you get in the clouds." There was very high terrain below the cloud bank and Fred wanted to keep Clive in sight. Clive was in a slight descent while most likely trying a relight, which failed. The next thing Fred saw was the canopy blow and Clive was up the rails and gone. Fred was heavy and fought off the stall as he made a hard left turn to keep Clive in sight. They were on the 300 degree radial at 47 miles DME from PRG. Fred got around his hard turn and very briefly saw the chute's orange and white panels rapidly descending into the clouds. (On later reflection, Fred could not confirm that he saw Clive in the chute.) Fred made the Mayday call and a chopper was launched from Da Lat.

There was never an emergency beeper or radio call from Clive, nor any response to Tomlin's radio calls. Fred pickled off his MK-82s and stayed in the area until he was low on fuel, then headed back to PRG. Blade 1 & 2 were scrambled and passed Fred as he headed back to PRG. Scott Madsen and I were headed to Cambodia for a mission, and when we heard the Mayday call, we came back to the bailout area until we were minimum fuel and then we RTBed.

After Fred landed at PRG, he was debriefed at the Command Post and then jumped into an O-2, Skymaster flown by one of our “Walt” FACs. They searched for two hours in the area where Clive punched out. They saw many buildings with bad guys (Vietcong), but the general terrain was rough, high karst¹ cliffs and heavy jungle. The next day Fred went out again in an O2 and searched for 8 hours. Searches continued by SAR forces for 10 days. No sign of Clive Jeffs. No beeper, no radio, no chute, nothing. **He had been swallowed up by Vietnam!**

Epilogue

Our Ops Officer, Major Joe Banks, asked me to send his belongings home, which I did with heavy heart. Clive's father was Clive Livingston Jeffs. His mother was Katie Bell Sitterud. They were divorced when Clive was a boy. Clive was close his father and had a good relationship with his stepfather. Clive's mother died before he went to Vietnam. His sister, Karolyn Hall, was a very close sibling, and I am still in regular contact with her. I communicated with both families

¹ Karst is a type of landscape where the dissolving of the bedrock has created sinkholes, sinking streams, caves, springs, and other characteristic features. Karst is associated with soluble rock types such as limestone, marble, and gypsum. In general, a typical karst landscape forms when much of the water falling on the surface interacts with and enters the subsurface through cracks, fractures, and holes that have been dissolved into the bedrock. After traveling underground, sometimes for long distances, this water is then discharged from springs, many of which are cave entrances.

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and had many heartfelt, emotional letters from them.

It has now been 49 years since we lost blue-eyed Clive Jeffs on 12 March 1971 and still no answers, only confusion and frustration. There have been 11 investigations by the Joint Casualty Resolution Center (JCRC) and they have scoured the area with search crews. They had found 3 wrecked F-100s, but not Clive's, until recently. They found AC #415, but human remains or additional clues to his fate. The JCRC has contacted me, Lee Howard and Fred Tomlins multiple times to see if our memory could turn up new clues. In 1974 JCRC investigators visited Kron Bong District, and one villager stated he saw a chute in the trees at the time of Clive's disappearance, but no body or grave was found. JCRC has Karolyn's DNA on record in the event of recovered remains. What happened to Clive Jeffs?

Here's some conjecture.

Perhaps Clive's airplane took a small arms fire hit on climb out. Phan Rang was surrounded by mountains and we occasionally saw small arms fire on climb out to the north over the mountains. But there is no evidence, so it was probably engine failure, an operational loss.

The canopy was blown off, so he did not eject through the canopy. The seat and Clive were ejected, but Fred was not sure he saw Clive in the chute, only that he saw the orange and white panels. The chute should have 4 panels; orange, white, brown and green. Fred thought the chute may have been a collapsed streamer and that is why the chute descended into the clouds so quickly and why Fred could only see two color panels.

An old head at Tuy Hoa told Clive and me not to place the emergency beeper on auto mode because if you were unconscious or severely injured the blaring of the beeper would clutter guard and make communication in rescue more difficult. Clive and I talked about this and I think he may have followed this advice. This is not such a breach of aviation as it seems, as documented in Search and Rescue Operation Combat Experiences, Lessons Learned #72, Section II, Page 7, Paragraph 5. "Since the personal locator beacon (beeper) signal interferes with other survival radios and airborne communication, maximum effort should be made to turn the beeper 'off' before attempting voice contact with rescue forces. Before abandoning the parachute, the parachute beeper must be turned 'off' to prevent it from blocking voice contact."

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Another document helps us even more in understanding Clive's possible thought process. House Committee Print No. 16, American Missing in Southeast Asia Committee on Veterans Affairs: "Early during hostilities emergency radios were customarily rigged to activate automatically upon ejection. Later, at squadron commander's discretion, most pilots elected to switch to manual activation of emergency radio sets. Emergency beacons were part of the ejection systems. Pilots could eject using either manual or automatic activation of the beacon. The signal was similar to that of the emergency radio beeper. Later, in the 1960s, beepers were modified so they could be automatically or manually activated." When at PRG we carried two radios in our survival vest, and an emergency beacon (beeper) in our ejection equipment.

I think Clive followed the experienced Tuy Hoa pilot's direction. I believe his automatic emergency beeper was turned off, in manual mode. If he did not do this and his beeper was in automotive mode, then I believe he did not get a good chute, so no beeper activation.

He may have had seat involvement if his zero delay lanyard was still connected. The butt kicker may have malfunctioned. He could have been killed in a jungle or karst parachute landing. He may have survived, but been immediately captured. This was a heavily VC infested area of Vietnam. Before Nixon's Cambodia invasion, Phan Rang was the most rocketed base in Vietnam!

Clive's name came up on Radio Hanoi shortly after the loss (they commonly claimed capture without proof). The most amazing story was that a chopper crew picked up a bearded, light-haired Caucasian who had escaped from a POW camp and killed a guard. One report says he was taken to Saigon, another to PRG hospital. Everything was being kept secret because of the possibility of a rescue of other POWs. I talked to Scott Madsen, who was in the command post, and he remembers the story second-hand. Many other pilots heard and relayed this story, but after 48 years, the fog of war and time have diminished memory and no one can provide a first-hand account. There are no records or information in DOD files to confirm this event.

June 21, 1978 DOD declared all POW/MIAs but one, RF-101C pilot Charles Shelton, as KIA. This closed the ugly door and allowed finalizing payment and service benefits to families. Death Certificates were generated for all except Charles Shelton, who was issued a death certificate in 1994 at the request of his children.

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Closure

Clive Garth Jeffs' memorial stone is at the Huntington City Cemetery, Emery County, Utah. Vital Dates are October 1943 — March 12, 1971. He missed out on so much life, but his sister Karolyn said he was a man of faith and that she knows she will see him again soon. As Admiral Torrant said in *The Bridges at Toko-Ri*, (Michener, 106), "Why is America lucky enough to have such men? They leave ... and fly against the enemy ... where do we get such men?"

Information obtained from DD Form 1300 and the Joint Task Force Biographical/Site Report as of 27 December 1993 and the Coffelt Database of Vietnam casualties

Clive Garth Jeffs was carried as MIA until 21 June 1978 when his status was changed to KIA. 1Lt. Jeffs was promoted to Captain while in MIA status.

On 12 March 1971 1Lt. Clive G. Jeffs, pilot, was flying the lead F100D, (#56-2415) in a flight of two on a combat mission over South Vietnam. On the way to the target Lt. Jeffs' aircraft experienced an engine "flame-out." After unsuccessfully attempting to restart his engine, 1Lt. Jeffs ejected from his aircraft. His wingman observed the ejection, saw the parachute canopy fully deployed, and kept the parachute under observation until 1Lt. Jeffs descended into the undercast.

At that time the wingman deterred the location as in the vicinity of grid coordinates (GC) BR 336 755. Search and rescue forces were contacted and search efforts were made during the daylight hours for the next ten days without success. Beeper signals were heard for a short period of time, but no voice contact was established. Search efforts were hampered by bad weather and were suspended on 22 March 1971.

In August 1974, based on information developed by the province representative and ADO HR ARVN personnel visited the site of a crashed aircraft in the vicinity of (GC) DP 170 949, and recovered enough wreckage to determine that the aircraft was an F100. No remains were found. The JCRC crash site investigator determined that ejection had occurred prior to the crash. 1Lt. Jeffs is currently carried in the presumptive status of dead, body not recovered.

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The following comments were gathered from Facebook posts and other sources

The Wall of Faces - Class of 70-C

I went to Pilot Training with Clive. He took the only fighter (F-100) on the board when it was time for us to select our airplanes. I think he was # 2 so he could have picked anything. I didn't know he had been shot down until I arrived in Phan Rang in January of 72. Every time I flew out near where he went down I listened for a radio transmission knowing full well he would not come up. **He will forever be our "Cobra" classmate.**

Barry Comer: I remember that! I had to do the casualty report!

Jeff Mathews: I remember that very sad day; I was on the Flight Line and in the 614th TFS and a Crew Chief a very sickening feeling. RIP Brother! Slow Salute Captain Jeffs.

The Wall of Faces - Glenn Bryner

You and my brother were best friends, remembering you always coming to our home and visiting with our family and although I was just a seven year old kid you always took time before you and my brother left to go chasing girls, to tell me cool stories, tell me jokes I laughed at forever and all those card tricks you did for me only making me wait a year till you showed me how you did them. Now being forty eight years later, I still remember some of them and wish you were still here in person to make me laugh some more. Thank you for your outstanding patriotism to this great America. Courageous servicemen like you and all the servicewomen give us great comfort and help us to know we are being protected 247 in the greatest country in the world. Love and much thanks Garth.

The Wall of Faces - Tom Williams

Clive, it was an honor to serve with you. I served with Capt Jeffs as a member of the 614th Tac Fighter Squadron (F100's) in Phan Rang, RVN. I fondly recall the days of Ping Pong diplomacy (when Nixon went to China) and coincidentally, ping pong was what we played during lulls at the 614th lucky Devils HQ. God bless Capt Jeffs and God bless America.

The Wall of Faces - Court Rhodes

I was a member of the Protective Equipment crew that worked with the 614th Fighter Squadron (Lucky Devils) Clive flew for. I was there the day he went missing, won't forget it and

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I'm almost 50 years older now. It was an unfortunate twist of fate that took Clive's life. A simple switching of tail numbers on flight orders between he and his best friend caused the two of them to fly each other's planes (F-100). The other pilot's name was Tomlin. They were best buds and fun to be around. The plane Jeffs was flying had a flame-out; he tried unsuccessfully to restart it with a dive but was forced to bail out. Rescue crews found the plane and Jeff's bloodied parachute and that's where the story ended last I knew. Most assumed he was captured, but no certainty beyond that. Captain Tomlins took the loss of his friend very hard, saying; "it should have been me" over and over. Would like to know what became of him.

For a complete list of all casualties for Phan Rang AB assigned personnel and also for Ninh Thuan Province see *Phan Rang Newsletter 155*. This newsletter is constantly being updated to reflect new data.

1Lt. Ronald Russell Deyhle

(Ron Deyhle the contributor to the Clive Jeffs story has a very impressive record himself, earning the Silver Star and receiving the Distinguished Flying Cross three times.)



1Lt. Ronald Russell Deyhle

Ronald received his commission to second Lieutenant from the University of New Mexico ROTC program, June 1968.

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FOR VALOR IN VIETNAM

General Awards Silver Star To Reese Instructor-Pilot

(Lubbock Avalanche Journal, Lubbock, Texas, October 21, 1971)

Air Training Command Commander Lt. Gen. George B. Simler awarded one of the nation's highest, military decorations to a Reese AFB instructor-pilot during a visit here Thursday afternoon.

During brief ceremonies in the lobby of wing headquarters Capt. Ronald R. Deyhle was presented the Silver Star medal. Gen. Simler also awarded Capt. Philip H. Cagigas, an undergraduate student pilot at Reese, with the Meritorious Service medal.

Capt. Deyhle is currently serving as an instructor - pilot with the 3500th Pilot Training Squadron; Capt. Cagigas undergoing undergraduate pilot training with the 3501st Student Squadron. The instructor - pilot was recognized for his actions on April 7 while serving with the 35th Tactical Fighter Wing at Phan Rang AB. Republic of Vietnam.

Repeated Low Attacks

Deyhle, then a lieutenant, made repeated low level attacks under hazardous conditions of low weather, mountainous terrain, heavy anti-aircraft fire and less than one-mile visibility, according to a citation. "His devastating attacks . . . allowed the allied troops to hold strategic camp on the hostile frontier," the award said.

SILVER STAR

AWARDED FOR ACTIONS DURING Vietnam War

First Lieutenant Ronald R. Deyhle, was awarded the Silver Star for gallantry in action in connection with military operations involving conflict with an armed hostile force as an F-100n Tactical Fighter Pilot of the 614th Tactical Fighter Squadron, in Southeast Asia on 7 April 1971.

DISTINGUISHED FLYING CROSS (March 1971)

AWARDED FOR ACTIONS DURING Vietnam War

The president of the United States of America, authorized by Act of Congress, July 2, 1926, takes pleasure in presenting the Distinguished Flying Cross to First Lieutenant Ronald Russell Deyhle for extraordinary achievement while participating in aerial flight as an F-100 Tactical Fighter Pilot near Pleiku, on 22 November 1970. On that date, he scrambled from the Phan Rang Air Base alert facility in support of friendly forces in danger of being overrun by a hostile

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company. At great personal risk in the face of accurate, intense ground fire, with friendly forces in close proximity, he made repeated low level attacks. His precise ordnance deliveries were instrumental in the successful defense of a strategic base command and saved numerous probably friendly casualties.

DISTINGUISHED FLYING CROSS (August 5, 1971)

AWARDED FOR ACTIONS DURING Vietnam War

For extraordinary achievement while participating in aerial flight as an F-100 Tactical Fighter Pilot six miles east of Tchepone, in the Laotian panhandle, on 20 March 1971. On that date, he was scrambled from the alert facility at Phan Rang Air Base to provide close air support for friendly forces under siege by hostile tanks and battalion-size hostile force. At great personal risk in the face of intense automatic weapons fire and extremely hazardous weather conditions, he delivered his ordnance precisely on target with friendly forces in close proximity. His devastating attacks broke the hostile stronghold and saved numerous friendly casualties and probably annihilation of the friendly camp. The professional competence, aerial skill, and devotion to duty displayed by Lieutenant Deyhle reflect great credit upon himself and the United States Air Force.

DISTINGUISHED FLYING CROSS

AWARDED FOR ACTIONS DURING Vietnam War

The President of the United States of America, takes pleasure in presenting a Second Bronze Oak Leaf Cluster in lieu of a Third Award of the Distinguished Flying Cross to First Lieutenant Ronald Russell Deyhle, for extraordinary achievement while participating in aerial flight as an F-100 Tactical Fighter Pilot at Binh Dinh Province, in the Republic of Vietnam, on 5 April 1971. On that date, Lieutenant Deyhle was scrambled from the alert faculty at Phan Rang Air Base to support friendly troops in combat with a hostile force. Courageously ignoring both adverse weather and intense ground fire, Lieutenant Deyhle repeatedly placed his ordnance on target and succeeded in driving off the hostile force. The professional competence, aerial skill, and devotion to duty displayed by Lieutenant Deyhle reflects great credit upon himself and the United States Air Force.

...and now you know - - but here is the rest of the story

Even though Ron's displayed excellent flying skills in his relatively short Air Force career he choose medicine instead. Dr. Deyhle graduated from the University of New Mexico School of

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Medicine in 1981 and has been and still is practicing medicine for 40 years as a surgeon and doctor in the Albuquerque, New Mexico area. His specializes in Gynecology, Obstetrics and Gynecology.

Aussie Reunion Update



We were only about two months away from departure for a trip of a life time for many of us and then COVID19 started rearing its ugly head. At first we thought that we were invincible and we would proceed with the trip no matter what because we all had a large committed financial stake in the trip and it wasn't known if we would get a refund if we cancelled. Then we started hearing that some cities in Australia were cancelling large events, including Anzac Day activities, but it still wasn't announced for Brisbane. We optimistically thought that if they did cancel the parade we would still proceed with the trip because we could probably still meet a lot of our friends in Brisbane and more of them at the Australian War Museum in Canberra. In between we did have one traveler bail because of health reason, but then New Zealand announced a 14-day quarantine for non citizens and shortly after that Australia did the same, which pretty much doomed our trip. Even with all of that we still weren't sure if we would get a refund, but recent communications with the travel agent indicated that it looked favorable for us to get a refund for the ground travel and since Qantas will suspended flights we might get credit for a later date, but the agent would press for a refund. We all questioned “what good is trip insurance?”

Now let us focus our energies on **Anzac Day 2021!** We can now start planning for next year and maybe we can even have more members join us in this trip of a life-time. The RAAF is commemorating their 100th Anniversary in 2021 so it might even be bigger and greater than what was planned in 2020. This time we will pay more attention to what the trip insurance actually covers. We already have a great itinerary developed so let's start looking forward to Anzac Day 2021! So with that said, let me know if you might be interested in such an adventure. Anzac Day is April 25 and like this year we would leave Los Angeles on 21 April. Commitment wouldn't be until much later down the road, but just for planning purposes, drop me a line and let me know if you want to go 'down-under'.

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The History of Phan Rang AB and the stories of those who served there.

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Doug’s Comments: I recently had the pleasure of talking to Ron Deyhle, the author of “*We Lost Our Blue-eyed Boy*” and for some reason it seemed so strange to me...talking to a legend that actually knew and flew with Clive Jeffs. Perhaps we can talk Dr. Deyhle into making an appearance at our 2020 Phan Rang Reunion this October in Albuquerque. Clive was only two months older than me and I can’t help but think where his life’s journey might have taken such a bright young man. Together we’ve followed the career paths of many Phan Rangers as reported in this newsletter and it’s amazing how a relatively small segment of the population (Those that were stationed at Phan Rang AB) have contributed greatly to the betterment of mankind. As many of you probably know it’s my mission to forever remember these guys that gave their all for the love of their country. The adventures of Roger Lambert and the Royal Australian Regiment (RAR) will continue in the next issue of the Phan Rang Newsletter when we get to ride along with the advance party to Vietnam. I hope that you enjoyed this newsletter and if you have a story to tell, please write it down and send to me so that your unique experiences can be saved for posterity. This newsletter was composed and all graphics by Douglas Severt unless otherwise stated. To see a list of all previous newsletters click [here](#). To unsubscribe to Phan Rang News, <mailto:mailto:dougsevert@cox.net> and put ‘unsubscribe’ in subject line.