

Almer L "Buddy" Barner, Jr.

F-105 History

15-Jul-67

238

(Date approximate and varied with the student between 1 Jan - 30 Jun 67). Along with normal RTU classes, the 560 TFS, 23 TFW, McConnell AFB KS graduated a total of 15 pilots in a special F-105 "Short Course" for pilots who had once been current in the F-105. Each of these "Category IV" students received approximately 16 flights and 23 flying hours. The students included:

Col Edward Burke Burdett	Maj George O. Guss
Col John P. "Sky" Flynn	Maj Harold A. Homan
Col John C. Giraudo	Maj Robert J. Lines
Maj Almer L. "Buddy" Barner	Maj Michael S. Muskat
Maj Robert S. Beale	Maj John W. Gross
Maj Robert H. Bennett	Maj Theodore G. Moeller
Maj William M. Dalton	Capt Malcolm D. Winter
Maj Alonzo L. "Lonnie" Ferguson	

"One exception was Col Edward B. Burdett, who had never flown the F-105 and had one month to check-out. In addition to FTD, academics, and simulator, he received 22 F-105 sorties with 36 flying hours". Col Burdett had been commander of the 48 TFW flying F-100s from Lakenheath AB, England.

As a Captain in 1946, Col Burdett was a member of the 412 Fighter Group at Santa Maria, California, the first Air Force organization to be equipped with jet fighters. Moving in 1945 from Muroc AFB to March Field, California, the group converted from the P-59A to the P-80A. Between 15 - 28 May 1946, Captain Burdett was one of twenty-nine P-80A pilots (that also included Major Robin Olds) participating in "Project Comet", the first cross-country flight of a group of P-80As from March AFB to Washington DC and return. During this publicity demonstration, Captain Burdett flew P-80A 44-85224 that he had named "Shifty III".

On 1 Aug 67, Col Burdett reported to Korat RTAFB, Thailand, as the commander of the 388 TFW.

23 TFW History, Jan - Jun 67, USAF microfilm MO554 & "Jets! The 412th Fighter Group and Project Comet" by Gerald Asher, in AAHS Journal Vol 45, No. 2, Summer 2000, pgs 82 - 94.

21-Sep-67

6563

In a published order, Maj George G. Clausen, 34 TFS commander, designated 29 squadron pilots as Combat Ready in the F-105. The same pilots were listed in a separate order as qualified to be Flight/Element Leaders in F-105s. The pilots were:

Maj Almer L. Barner, Jr.	Capt Douglas A. Beyer
Maj Charles E. Bishop	Capt Robert M. Crane
Maj William M. Blakeslee	Capt Hugh W. Davis
Maj George G. Clausen	Capt Nicholas J. Donelson
Maj James E. Daniel, Jr.	Capt Robert M. Elliot
Maj David C. Dickson, Jr.	Capt George W. Hamlin IV
Maj Clyde L. Falls, Jr.	Capt Lawrence G. Hoppe
Maj Roderick G. Giffin	Capt Lawrence R. Klinestiver
Maj David D. Igelman	Capt Irving R. LeVine
Maj William J. L. King	Capt Robert L. Martin
Maj Kenneth W. Mays	Capt Robert B. Middleton
Maj Donald E. Odell	Capt Sam P. Morgan
Maj Dwight E. Sullivan	Capt Harry G. Paddon III
Maj James L. Taylor	1Lt Lee E. Hollingsworth

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Maj Raymond W. Vissotzky

34 TFS Special Orders 45 and 46 dated 21 September 1967 provided by Larry Hoppe, May 2010.

30-Sep-67

1431

Eleven F-105s from the 388 TFW bombed the Dap Cau railroad bridge (JCS 16) (BE 616-0023) on the Northeast Rail Line (RR 2) at coordinates 21-12-15N and 106-05-42E in RP-6A, North Vietnam. Strike photos showed bombs hitting the bridge and electrical transmission lines falling in the water near the bridge. However, photography from 26 September revealed a span removed at that location, which may have minimized damage to the bridge. The bridge was bombed again on 3 October.

One of the pilots on this strike may have been Maj Almer L. "Buddy" Barner from the 34 TFS. On 20 May 1968, under 7 Air Force SO G-1508, he was awarded a Silver Star for a mission he flew on 30 September 1967.

Maj David C. Dickson, Jr., also from the 34 TFS, flew another mission into the southern region of North Vietnam. On his 14th combat mission his target was a river bridge south of Mu Gia Pass. (20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band dated 30 Sep 67.)

PACAF briefing to CINCPAC for the period 18 - 30 September 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & 34 TFS history, USAF microfilm NO584, frame 1393.

25-Oct-67

3062

In the morning, for the second day in a row, the 355 TFW and 388 TFW attacked Phuc Yen airfield (JCS 6), in RP-6A, North Vietnam. Takhli pilots from the 357 TFS were again in this airfield strike. The four flights of F-105Ds attacked in one-minute intervals, "Shark" at 0100Z, "Marlin" at 0101Z, "Scotch" at 0101Z, and "Wolf" at 0102Z, and dropped a total of 54 M-117s, six M-118s, twelve CBU-24s, and eight CBU-29s.

"Shark" flight dropped CBUs on flak sites south of the runway. While over the target, one pilot in the flight inadvertently fired an AIM-9 while he was dropping his CBUs. "Shark 2", Capt Raymond A. Horinek from the 357 TFS, was hit by 57-mm or 85-mm AAA while in his dive bomb run over the target. He ejected and was captured on the ground.

"Marlin" flight dropped all six of their M-118s and six M-117s on the northeast revetments in Area L. KA-71 strike camera film showed two of the M-118s cratering the parking apron immediately south of Area L.

Strike camera film also verified "Scotch" flight's interdiction of the runway in at least two places. Two impacts were noted at the junction of the west crossover link, one at the junction of the center crossover link, and a string of five good interdictions running immediately west of the center crossover.

"Wolf" flight dropped 18 M-117s on the southwest revetments, Area E. The flight couldn't see their bomb impacts due to evasive maneuvers. "Wolf Lead" was unable to release his bombs over the target and, while on egress at 9,000 feet at 0106Z, jettisoned his six M-117s with their MER in an uninhabited area at 21-42N and 105-25E. The flight received moderate, accurate 37/57-mm, but very little 85-mm AAA, from roll-in through egress, bursting at aircraft altitudes between 6,000 and 15,000 feet. While on roll-in at 15,000 feet, "Wolf" flight saw two SAMs heading in a westerly direction in a steep climb through the strike force. The first SAM detonated over the west end of the target area at approximately 3,000 feet resulting in a large orange fireball. The second SAM passed through the strike force and detonated at 15,000 feet. Both SAMs, which appeared to be unguided, came from an unknown location and detonated within a

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half mile of the force. On egress, "Wolf" flight also received moderately accurate 37-mm AAA two nautical miles east of the target.

Three F-105 flights from the 388 TFW - "Hatchet", "Olympia", and "Vegas" - struck the airfield. The draft of an expanded strike report, written by 388th Public Affairs, described the mission. "Today's mission had a little bit of everything ... MiGs, SAMs, and flak," commented Capt Lawrence G. Hoppe, 28, from Roselle, Ill. Capt Hoppe went on to say, 'Inbound to the target, the MiGs had at the back flights and we had to break. About six to eight total came in on the deck and popped up behind us. They tried to hit at us but didn't get anybody, but then we didn't get any MiGs either. Getting in closer to the target, we saw a couple of SAMs come boiling off the ground. We could see the SAMs ignite and the cloud of smoke they create. They just start rising off the ground and arc over and come at us. Just prior to roll-in we got quite a few bursts of 85. You could see them on the ground right next to the runway. One site was really ringing off and throwing up a bunch of flak. The flak was heavy and very accurate. We could also see 37/57 going off beneath us. We had to dive through that. We dropped our ordnance on the runway. Coming around I had a chance to look back and saw four strings of bombs cutting the runway. It looked real pretty. We had good bombing.'

"Capt Hoppe also reported flak and SAMs being fired on the way out from the target, but no MiGs were encountered by his flight.

"Summing up the mission, the captain said, 'All totaled, it was a very good mission; you might say a satisfying mission. You got to do what you've wanted to do for a long time. We felt pretty good.'

"Describing the physical appearance of the airfield, Capt Hoppe said, 'The runway had been hit yesterday and had been cratered, but it looked like during the night, they had filled it in. They had just filled them with dirt. You couldn't determine any pock marks -- it looked like it had been filled in. But they have some more holes they have to fill in now.'" This was Capt Hoppe's 82nd counter. He flew for 3.8 hours.

"A flight leader on the mission, Maj Harold J. Steinke, 35, Midwest City, Okla., said, "I observed one string of bombs impacting about two thirds down the runway right on the target. The first string of bombs that went off were right in the middle of the runway and no doubt cratered it pretty well. This was a real good mission. We've been waiting a long time to hit Phuc Yen.'

"Major Almer L. Barner, Jr., 37, Ruleville, Miss., was also a flight leader on the second Phuc Yen raid. He said, 'We were the second flight to hit the airfield. We broke and rolled out and jettisoned our bombs but the MiGs had gone. We accomplished the task of getting the MiGs off the strike force. Talking to the other fellows in the flight, they think they did a pretty good job on the runway.'

"Others on the strike were: Capt Russell E. Temperley [469 TFS], 32, Newton Center, Mass; Major James D. Murray, Jr. [469 TFS], 34, Bayonne, N.J.; Maj David D. Igleman [34 TFS], 35, Richmond, Ind; Capt Lawrence R. Klinestiver, 38, Hobbs, N.M. and Silverton B.C., Canada; 1Lt David B. Waldrop, 25, Nashville, Tenn; and Maj Spence H. Armstrong, 33, Columbia, Tenn." (Draft Expanded Strike Report - 388 TFW - 25 Oct 67 provided by Larry Hoppe, May 2010 & Larry Hoppe AF Form 5. NOTE: His Form 5 shows two missions flown on 24 Oct 67 and none on the 25th so I assume the second entry is a typo and should be 25 Oct 67.)

The flight lineup of "Vegas" flight , all from the 34 TFS, was:

#1 - Maj Almer L. "Buddy" Barner, Jr.

#2 - Maj Larry R. Klinestiver

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#3 - 1Lt David B. Waldrop III

#4 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4221

This was Maj Armstrong's 12th mission over North Vietnam. Take off: 0600. Mission length: 2+45. "This was the same target, Phuc Yen Airfield, as I had hit yesterday. Today things were pretty uneventful until we spotted some MiGs as we were coming down 'Thud' Ridge. They were low and coming in at our 5 o'clock position. Since our flight was primary for MiG defense of the strike force of 20 aircraft, we punched off our bombs and tanks, went into afterburner and broke into the MiGs. They fired something but I never saw them again. They must have been trying to avoid the falling tanks and bombs and ducked down to the left. At almost 90-degrees of hard turn, a SAM detonated about 3,000' off my right wing and slightly high. We got down on the ridge and headed NW out of there. On the way out we saw one lone MiG-17 (silver, the other two were camouflaged) high and going away. No chance to get him. Sure was nice chasing MiGs rather than braving the flak." (Maj Spence M. Armstrong, combat mission log for period 5 Oct 67 - 14 Apr 68, pp 4 - 5.)

"... Iron Hand Shrikes hit the radar and the site went off the air. Photo BDA showed the runway to be heavily cratered from this raid. Many support buildings and the Air Defense Center appeared to be badly damaged." (355 TFW Report on Outstanding Achievements, 1 Mar 67 - 29 Feb 68.)

The attacks from yesterday and today, "... cratered Phuc Yen's runway and damaged its tower, thanks to a direct hit on the latter by a Navy Walleye guided bomb. Most of the eighteen MiGs then based at Phuc Yen were caught on the ground; reconnaissance photography indicated that perhaps a dozen of them suffered severe damage." ("To Hanoi and Back", pg 90)

F-4s from the 8 TFW flew air cover for the F-105s. They had several engagements with North Vietnamese MiGs but no planes from either side were damaged. (Video, "F-105 Missions Over North Vietnam", report ending 25 November 1967, Film Report FR-856, Produced by the Aerospace Audio Visual Service.)

The JCS history reported the results of yesterday's and today's strikes, as well as a third strike against Phuc Yen on 26 October, as "three MiGs were destroyed, three were damaged, and the runway was made unserviceable."

The PACAF briefing to CINCPAC on 7 November 1967 listed different results and also reported on North Vietnamese progress in restoring the runway. Post-strike photos showed that 5 MiG-21s and 5 MiG-17s parked in Area H were either damaged or destroyed, and that two MiG-17s in Area G were destroyed. Photos on 26 October showed at least 39 craters on the main runway and extensive damage to the adjacent revetted area. Photos from 28 October revealed repair activity on the runway but the runway remained unserviceable. Photography dated 30 October revealed that the runway had been repaired and was serviceable once again.

F-105s from the 355 TFW also struck the main runway at Hoa Lac airfield, dropping 750- and 3,000-pound bombs on the northwest and southeast ends of the center of the runway. Pilots reported large secondary explosions. (Video, "F-105 Missions Over North Vietnam", report ending 25 November 1967, Film Report FR-856, Produced by the Aerospace Audio Visual Service.)

355 TFW JOPREP JIFFY DOI 5481 OPREP-4/1?? in USAF microfilm NO463, frame 1390 & History of the JCS, Vol III, pg 44-10 & Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967

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26-Oct-67

3445

Air Force planes attacked six targets along the Hanoi-Thai Nguyen Rail Line (RR 5) in RP-6A.

- 1) The Thai Nguyen railroad yard #2 (BE 616-G0777) at 21-33-21N and 105-51-31E. "Pilots reported all ordnance on target."
- 2) The Tung Tu railroad siding (BE 616-M1892) at 21-29-30N and 105-52-59E. Pilots reported all their bombs hit the target with at least one track cut.
- 3) A railroad bridge at 21-26-20N and 105-53-00E. "No BDA."
- 4) A rail segment at 21-27-20N and 105-53-00E. "No BDA."
- 5) A vulnerable rail segment at 21-25-00N and 105-53-00E. "No BDA."
- 6) A railroad segment at 21-30-00N and 105-52-00E. Pilots reported the rail was cut.

The Ha Gia Railroad Bridge was the primary target of "Olympia" and "Crossbow" flights from the 34 TFS, 388 TFW. "Olympia" took off from Korat at 14:05; the mission lasted for 2 hours 50 minutes. Olympia's flight lineup was:

- #1 - Maj Floyd E. Henzig
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0134
- #3 - Maj Donald W. Revers
- #4 - Capt Vernon D. Ellis

This was Maj Armstrong's 13th combat mission to North Vietnam. "We were directed to hit our first alternate target which was the Ha Gia Railroad Bridge, between Hanoi and Thai Nguyen on the north rail line. Coming in via the land route, the clouds were almost completely undercast around the entire route. The target was completely clobbered with clouds as we traversed down 'Thud' Ridge. Skuts Henzig very wisely decided as mission commander, to roll in on the rail line between Ha Gia and Thai Nguyen instead. We cut the rail line in several places which I think is more trouble for them than cutting a bridge in one spot. There was considerable 37/57-mm fire from Thai Nguyen as we pulled off the target. This was the first mission where I had carried two 3,000# bombs. It is a good load to carry. No MiGs seen, only 2 SAMs, and no 85-mm although other guys saw 85-mm fire." (Maj Spence M. Armstrong, combat mission log for period 5 Oct 67 - 14 Apr 68, pg 5.)

In his memoir, Sam Armstrong further described the mission. "... I carried 3,000# bombs for the first time and was impressed how much sleeker the F-105 was with this load as opposed to the 750# bombs carried on the centerline. The target, Ha Gia between Thai Nyugen and Hanoi, was clearly under the clouds so the mission commander wisely directed us to hit the part of the rail line that was clear and we did so nicely. Two SA-2's were fired without effect. (Lt Gen Sam Armstrong, chapter in unpublished memoir titled, "Southeast Asia October 1967 - May 1968", pg 11.)

"Crossbow" flight's lineup against the Ha Gia Railroad Bridge was:

- #1 - Maj Almer L. "Buddy" Barner, Jr.
- #2 - Capt Jacob C. Shuler flying his 9th combat mission
- #3 - Maj Lawrence R. "Larry" Klinestiver

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#4 - Capt Irving E. LeVine

The flight time was 3.2 hours. A draft award justification described the flight's mission. "Major Barner was leader of Crossbow Flight, which was one of five flights in Olympia Force. ... Olympia Force had been ordered to strike the Ha Gia Railroad Bridge located east of Ha Gia and 3 miles south of Thai Nguyen. This rail line is the major link between the huge industrial complex at Thai Nguyen and Hanoi to the south.

"Just after the final turn toward the target, the Ironhand Flight informed the Force Commander that the primary target was overcast and acquisition would be impossible. The force Commander immediately briefed a new attack heading through an opening in the clouds along the rail line to the north of the primary target and south of Thai Nguyen. Quick and decisive action was required making it necessary for Major Barner to reposition his flight for attack while under intense and accurate barrage type flack of 37, 57 MM size.

"The railroad line was visible through a broken deck of clouds but the late afternoon sun reflecting on a thin haze layer made target acquisition extremely difficult. With coolness and precision, [each pilot] maneuvered his aircraft through the flack and clouds to place his 3000 pounders directly on the tracks. Strike photos showed three large cuts on the tracks and attest to the accuracy of [the pilots] while under fire."

Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967 & Jake Shuler mission log spreadsheet and e-mail 5 July 2010.

27-Oct-67

1188

Also on Friday, twelve F-105s from the 388 TFW pounded the Hanoi storage area located at the southeast end of the Bac Mai airfield runway (JCS 7) at coordinates 20-59-06N 105-50-35E. As a target, the storage area was designated ART 5434 and BE 610-00698. The airfield itself was not yet an approved target.

Strike crews reported that numerous secondary explosions and fires erupted from the target area. Post-strike photos from 28 October showed a total of 32 buildings destroyed or extensively damaged. (Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967.)

"This was the first time for the complex to be bombed since August 1967."

Six F-105 pilots from the 469 TFS participated in this strike. They were Capt Hal P. Henning in F-105F 62-4439; Col James Ellis Bean, the Wing's Deputy for Operations, in F-105D 62-4359; Lt Col William N. Reed in F-105D 59-1743; Capt Richard A. Frederick flying F-105D 61-0124; Navy exchange officer Lt James Karg in 59-1759; and Capt Russell E. Temperley flying in an Iron Hand support flight in F-105D 61-0126.

Capt Henning was awarded the Air Force Cross for this mission. "The President of the United States of America, authorized by Section 8742, Title 10, United States Code, awards the Air Force Cross to Captain Hal P. Henning for extraordinary heroism in military operations against an opposing armed force as an F-105 pilot in Southeast Asia on 27 October 1967. On that date, Capt Henning was the leader of a force of twenty F-105s assigned to attack an extremely vital military storage area in the vicinity of Hanoi, North Vietnam. En route to the target, his aircraft was extensively damaged by shrapnel from a surface-to-air missile. Without hesitation and with complete disregard for his own safety, Capt Henning continued on to the assigned target with his crippled aircraft. Diving through intense anti-aircraft fire, delivering his bombs precisely on target, he was successful in heavily damaging the storage complex. Through his extraordinary heroism,

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superb airmanship, and aggressiveness, Captain Henning reflected the highest credit upon himself and the United States Air Force." ("Recipients of the Air Force Medal of Honor and Air Force Cross", by Eric R. Caubarreaux, pp 148 - 149.)

His flight records show he flew an F-105D for 3.0 hours on this date.

In October or November 1968, the TAC commander, Gen William W. Momyer, presented the award to Capt Henning who, by then, was assigned as an instructor pilot in the 563 TFS at McConnell AFB, Kansas.

Also participating, was a pilot named Wilson (probably Maj Harold D. Wilson) from the 44 TFS who flew F-105D 61-0068.

During the attack, a SAM shot down Capt Temperley, Warhawk 2, from the 469 TFS flying F-105D 61-0126. He became a POW, the fourth Air Force pilot the North Vietnamese captured on this day.

The Wild Weasel crew of Capt Rowland F. Smith, Jr. and EWO Capt David H. Williams from the 44 TFS at Korat flew as Warhawk 1 in F-105F 62-4446. Both pilot and EWO were also awarded the Air Force Cross. Capt Smith's award citation read, in part, " ... with his aircraft hit and burning, Captain Smith exhibited the highest order of courage as he continued to fly through intense and accurate antiaircraft fire to attack and destroy a hostile surface-to-air missile complex that was threatening a large F-105 strike force. With his aircraft still in flames, he remained in the target area while initiating rescue efforts for his downed wingman. Captain Smith then flew his crippled aircraft 300 miles to a skillful emergency landing ... ". (Extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.) The wording of the AFC citation for Capt Williams was nearly identical; the only changes reflected his role as EWO.

On 12 August 1968, General William W. Momyer, TAC commander, presented the award to Captain Smith.

Four 34 TFS pilots in "Hatchet" flight formed a flak suppression flight for the strike near Bac Mai airfield. The flight left Korat at 14:35 on the mission, which lasted 3.8 hours. The lineup was:

- #1 - Lt Col Robert W. Smith flying F-105D 62-4270
- #2 - Capt Jacob C. Shuler flying 61-0134 on his 10th combat mission.
- #3 - Maj Almer L. "Buddy" Barner, Jr. flying 61-0194
- #4 - Capt Irving E. LeVine flying 58-1157

Over 42 ½ years later, Jake Shuler described how he flew this mission. "My 9th mission on 26 October had partially restored my self-confidence following the total depletion of same during my 8th mission during which I inadvertently released my ordinance over the Gulf of Tonkin on the way to the Thanh Moi Railroad Yard northeast of Hanoi. ... The opportunity to continue the restoration process availed itself on the afternoon of 27 October, my third trip to Route Pack VI (RP-6), but my first trip 'downtown', Hanoi that is.

"I was scheduled to fly on Lt. Col. Bob Smith's wing as Hatchet 2 (Bob was soon to become the 34th TFS Commander upon George Clausen's rotation back to the States). Buddy Barner was to fly as Hatchet 3 with Irv LeVine on his wing as Hatchet 4. Hatchet Flight was to be the flak suppression flight in the Olympia Strike Force, each of us carrying six 750 pound canisters of cluster bomb units (CBU's). The other twelve aircraft in Olympic, Vegas, and Crossbow Flights

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each carried six 750 pound bombs.

"The flight planning, briefings, 14:10 engine start, 14:35 takeoff, join-up, and pre-strike refueling thankfully went without a hitch. The only thing out of the ordinary was being notified at the mission briefing that Colonel John Flynn, our Vice Wing Commander, had been shot down over Hanoi that morning -- my apprehension factor kicked up a notch.

"The primary target was the Bac Mai Storage Area, which is located on the southern edge of Hanoi and abuts the Bac Mai Airfield to the southeast Hatchet Flight was assigned to drop its CBU's on four gun emplacements adjacent to the Bac Mai runway. ...

"Pre-strike refueling occurred over Thailand and our route to the target took us over Laos with a final heading to the target of 064 degrees and a left roll-in. For a fleeting moment while passing over the mountains of southwestern NVN and looking in the distance at the Red River Valley, I marveled at the beauty of the landscape below, but reality set in abruptly when, about twenty miles out, the tone of a SAM site radar began to buzz in my helmet earphones. At this point, time seemed to speed up exponentially along with my heart and respiration rates. Instincts kicked in and I realized that my only chance to successfully complete this mission was to hang on to Bob Smith's wing. When 85 MM shells started exploding at our elevation but ahead of the Strike Force, the Force Commander gave the call to plug in the afterburner (AB) and begin a climb. It was amazing to see the 85 MM bursts climb with us but thankfully staying slightly below.

"Soon after encountering the 85 MM flak, SAM launches were called out. In the continuing blur of the moment, I do recall seeing one SAM launch from just south of Hanoi and one SAM passing through the Strike Force formation without exploding. During mission debriefing I was informed that there were more.

"The Strike Force Commander made the call to 'take it down' (one of several tactics designed to defeat the SAM) and Bob Smith responded by 'pushing over'. Almost immediately I heard the call, something to the effect, 'Hatchet Two you are on fire, eject'. The slight negative G's on my aircraft caused fuel to flow from the fuel vent and the flame of the AB ignited the fuel resulting in what was commonly called 'torching'. Even though I was in a highly stressed state of mind, I was able to conclude that I still had a good airplane since I had felt no impacts, there was no fire warning light or any other warning lights for that matter, and there was no smoke or fumes in the cockpit. I elected to stay with the airplane.

"After roll-in and establishing the 60-degree dive angle on Bob's wing, I took my eyes off of his aircraft to acquire a visual on my target. To my amazement and relief, I found my sight reticule right on the northwest end of the runway, which was his target. Pushing forward on the stick slightly my target was easily acquired and I pickled my CBU's at 9,500 feet simultaneously plugging in AB again and pulling out of the dive and beginning the target egress process.

"The Thud accelerates quite rapidly in AB and soon I could not see out the sides or top of my canopy due to condensation. This situation required me to keep Bob in front of me and jink with him. Even in min-burner I found that I was overtaking him and came out of burner. Buddy Barner, flying not far behind me, saw this and said, 'Keep it in burner two'. When I pressed the mike button to respond 'roger', my larynx was so dry from hyperventilation it stuck together and I think my transmission sounded something like 'RAAAAAAK'.

"On the way to the tankers for post-strike refueling, I was able calm down and reflect somewhat on my performance. Only one major screw-up and that occurred during roll-in. Instead of staying on Bob's left wing as he rolled in to the left, I pulled up slightly then rolled left temporarily losing

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sight of him. Not good and not pleasing to Bob. So after dropping off of the tanker and on our way back to Korat, we practiced the 4-ship roll-in maneuver, I'm sure much to the consternation of Buddy and Irv. Can't say why I made such a bonehead move since I had performed it right on my 8th mission, albeit without bombs. Thankfully, it was not to happen again during my next 36 missions. Also following this mission I found the ability to remain reasonably calm and more focused with better situational awareness."

Capt Shuler was nominated for the Silver Star but "... I was awarded my one and only DFC." His award nomination read, "Captain Shuler distinguished himself by extraordinary heroism while participating in aerial flight as an F-105 combat strike pilot in SEA on 27 Oct. '67.

"Capt Shuler was number two man in Hatchet flight, which was designated the flak suppression flight of Olympia Force. Olympia Force consisted of five flights of F-105 Thunderchiefs and was ordered to attack the Bac Mai Storage Area at Hanoi. Located on the southern edge of Hanoi and 39 NM north west of Nam Dinh, Bac Mai Storage Area abuts Bac Mai Airfield to the southeast. Tightly packed warehouses, vehicle maintenance buildings make up the largest single facility of its kind in NVN and had never previously been attacked. The target area is heavily defended by numerous surface-to-air missile (SAM) sites and was also ringed by over 2000 antiaircraft batteries of 37, 57, and 85 MM guns that are so dispersed as to give maximum coverage and overlap of fire patterns to the adjacent sites.

"Captain Shuler was ordered to attack designated reveted, hard AAA sites deployed along the southwest perimeter of the runway at Bac Mai Airfield. By effectively suppressing these flak sites, the main strike force was able to follow Hatchet Flight into the target area and successfully destroy it.

"Approximately twenty miles prior to the target area, missiles were sighted in a head on attack on Captain Shuler's aircraft and Hatchet Flight. On 'pushing-over' in a typical SAM evasive maneuver, negative G's caused fuel to dump and it ignited behind Captain Shuler's aircraft, giving the effect of the aircraft being on fire. Told to 'eject' by other aircraft in the force, Captain Shuler coolly assessed the situation. Calmly regaining his position in the flight's protective Pod formation, he determined his aircraft to be sound and that the fire was out, then pressed on to the target. In spite of a steady barrage of missiles and antiaircraft fire, Captain Shuler positioning his aircraft for optimum target acquisition and rolled in. Ignoring the intense and accurate antiaircraft barrage that buffeted his aircraft, Captain Shuler, with total disregard for his personal safety, pressed the attack on the designated gun positions, delivering his ordinance with maximum destructive force, he single handedly succeeded in silencing 9 reveted gun positions.

"Egressing from the target area, Captain Shuler quickly rejoined his flight lead in a formation that would provide maximum protection for the rest of his flight members while maneuvering through continuous heavy 85, 57, and 37 MM barrages. Hatchet Flight turned back into the high threat area to locate the position of a downed pilot for possible rescue. The pilot position was located and voice contact established at which point Hatchet Flight was forced to withdraw because of fuel considerations. Orbiting with the post-strike tankers for possible Res Cap, Hatchet Flight was subsequently RTB'd because of approaching darkness and temporary curtailment of the rescue attempt.

"The outstanding heroism and selfless devotion to duty displayed by Captain Shuler reflect great credit upon himself and the USAF." (Jake Shuler, combat mission spreadsheet & e-mail 5 July 2010)

Capt Shuler also received the Air Medal for the period 7 - 27 October 1967. (Jake Shuler medal

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F-105 History

citation via e-mail 11 Jan 2011)

Capt LeVine, "Hatchet 04", received a Silver Star for the mission. "Captain Irving E. LeVine distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 27 October 1967. On that date, Captain LeVine silenced eight active anti-aircraft guns on an airfield near Hanoi, greatly reducing the hazard to the following three flights of the mission force. Disregarding the intense, concentrated flak barrage, interspersed with more than twenty surface-to-air missiles, he accurately bombed the large site, destroying the guns and ammunition supply. By his gallantry and devotion to duty, Captain LeVine has reflected great credit upon himself and the United States Air Force." (Irv LeVine Citation in letter received 16 Apr 10.)

Lt Col Rufus Dye, Jr from the 34 TFS flew his 9th combat mission against the Bac Mai storage complex. He flew as "Crossbow 02" on his 9th combat mission. "4 buildings destroyed/7 damaged/observed 10 SAMs - DFC - Warhawk 2 down (SAM)" (Rufus Dye Mission History log)

Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 5 & National Archives camera list, record numt NWDNM(m)-342-USAF-42649B & Thunderchief Worldwide Report Vol IV no 4, December 1968.

30-Oct-67

3456

Ten F-105D pilots from the 388 TFW at Korat attacked the Dap Cau railroad bridge (JCS 16) at coordinates 21-23-21N and 106-15-58E in RP-6A, North Vietnam.

The pilots from the 34 TFS were: Capt Irving E. LeVine flying 58-1157, Maj Clyde L. Falls, Jr. flying 61-0152, and Maj Almer L. "Buddy" Barner, Jr. flying 59-1759.

Pilots from the 44 TFS were: Capt Douglas G. Glime flying 61-0162, Capt Wayne Wright flying 59-1760, and Capt Calvin H. Markwood flying 62-4270.

Pilots from the 469 TFS were: Lt Col William N. Reed flying 60-0464, Maj Robert F. Grubb flying 62-4221, Maj William Calvin Diehl, Jr. 62-4359, and a pilot named Wilson flying 61-0208.

"Waco" was a Wild Weasel flight supporting strikes in this area. Their target was SAM site VN780 at location 21-17N and 106-17E. The flight took off at 05:50 and the mission lasted 3.9 hours. The flight's lineup was:

#1 - Capt Rowland F. "Frank" Smith, Jr. and EWO 1Lt David H. Williams from the 44 TFS in F-105F 63-8302

#2 - Capt Fred R. Nelson and EWO Capt James T. Wallace from the 44 TFS in F-105F 63-8312

#3 - Maj Oscar Moise Dardeau, Jr. and EWO Capt Edward William "Tiny" Lehnhoff, Jr. from the 44 TFS in 63-8306

#4 - Capt Jacob C. Shuler from the 34 TFS flying F-105D 60-0445 on his 12th combat mission.

National Archives camera film archive control number NWDNM(m)-342-USAF-42649C & Jake Shuler combat mission spreadsheet.

31-Oct-67

5843

"Vegas" flight from the 34 TFS launched at 07:40. The lineup for the 2.6-hour flight was:

#1 - Maj Clyde L. Falls, Jr. flying F-105D 61-0194

#2 - Capt Jacob C. Shuler flying 62-4361 on his 13th mission.

#3 - 1Lt David B. Waldrop III flying 61-0208

#4 - Capt Irving E. LeVine flying 62-4221

Spare - Maj Almer L. "Buddy" Barner, Jr. in 58-1159

Almer L "Buddy" Barner, Jr.

F-105 History

"Flak 21-10N and 102-48E. Orbit 20-10N and 104-15E."

Also from the 34 TFS, Maj David C. Dickson, Jr., flew his 31st combat mission. His bombs closed a cave and produced a secondary explosion.

Jake Shuler combat mission spreadsheet & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 31 Oct 67.

01-Nov-67

6710

At 06:35, the 34 TFS, 388 TFW, launched "Crossbow" flight. The lineup was:

- #1 - Maj Dalton L. Leftwich flying 62-4269
- #2 - Capt Carl William Lasiter flying 62-4242
- #3 - Maj Almer L. "Buddy" Barner, Jr. flying 61-0208
- #4 - Capt Jacob C. Shuler flying 62-4221 on his 14th combat mission.

Their targets were:

Primary: Ch 97 280/57
Secondary: 19-20N and 103-50E
Tertiary: 20-10N and 104-15E

The mission lasted 2.6 hours.

Jake Shuler combat mission spreadsheet.

08-Nov-67

6570

The morning's flight lineup from Korat was:

- "Waco" Iron Hand.
- "Laredo"
- "Hatchet"
- "Vegas"
- "Garage"

The four pilots in "Garage" flight were from the 34 TFS, 388 TFW. The flight took off at 06:30 against their secondary target at location 21-13N and 102-55E. The lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 58-1157
- #2 - Capt Carl William Lasiter flying 60-0458
- #3 - Maj Almer L. "Buddy" Barner, Jr. flying 61-0068
- #4 - Capt Jacob C. "Jake" Shuler flying 61-0208 on his 18th mission. He logged 1.9 hours.

Capt Shuler described this mission. "This was my seventh mission to RP-6. I am pretty sure that this mission was weather aborted as we approached the target, the Hoi Thinh Railroad Yard (Northwest RR), 21-17N and 105-31E. Upon egress from the target area, we were instructed to find and attack targets of opportunity. Clyde (Falls) led Garage Flight to the southwest and Buddy (Barner) achieved separation from the lead element by falling about a half a mile behind Clyde and Carl (Lasiter). I flew a loose formation with Buddy on his right wing relying on him to find us a target. He called rolling in for a road cut and I followed. As we were about half way down the chute, I saw what looked like a SAM coming up towards Buddy from his left and called, 'Garage 3, SAM your 10 o'clock, low'. He acknowledged, but did not have to take evasive action as it was not tracking and went well above his aircraft. During debriefing, I told the intel guy that it definitely was not an SA-2. It was much smaller. Don't know if he believed me or not. Buddy saw it and

Almer L "Buddy" Barner, Jr.

F-105 History

thanked me for the call."

Also on this day Maj George G. Clausen, 34 TFS commander, nominated Capt Shuler to fill a vacancy on the 7th Air Force Staff starting in February 1968. This action was in response to a 20 October 1967 letter from 7th Air Force (and subsequent letters down the chain of command) directing specific nominations be forwarded to 7th AF.

For family reasons, Capt Shuler volunteered for this reassignment despite the fact that it would keep him in South East Asia for a full year. Since June 1967, his older brother Capt E. G. "Buck" Shuler had been assigned to the 68 TFS in the F-4C RTU at George AFB, CA, with a follow-on assignment to SEA. Jake Shuler recalled that "... [since] it was evident that there would be a significant overlap of our flying combat, Mom simply asked us if there was a way to avoid the situation. [Due to] the fact that Buck was career and I was not, I told Buck that I would mention it to George Clausen, which I did." (Jake Shuler, e-mail 12 May 2010.)

Clausen remembered "... his mentioning his mother's wishes. I asked him what he wanted to do. Our manning was such that we could let him go. He decided to take the assignment so I approved it. To me it was in the best interest of all concerned." (George Clausen, e-mail 21 May 2010.)

Jake Shuler described his mother's concerns. "... Mom had endured 26 months alone with two small sons while Dad was in the Pacific with the 100th Sea Bee Battalion during World War II and was not too keen on having both sons in harm's way at the same time." (Jake Shuler, e-mail 17 May 2010.)

In March 1968, Buck Shuler was assigned to the 558 TFS, Cam Ranh Bay AB, South Vietnam, as an F-4C aircraft commander. (USAF Biography, Lt Gen E.G. "Buck" Shuler, Jr.)

Jake Shuler combat log spreadsheet, mission card, and mission description via e-mail 11 Jan 2011 & letters, "Rotation of Rated Officers" from Hq 7 AF dated 20 Oct 67; 388 TFW/DP, dated 23 Oct 67; & 388 TFW/DO, dated 27 Oct 67.

11-Nov-67

3470

During the period 11 through 15 November, weather was below minimums for strikes in RP-5 and RP-6 with ceilings running from 1,000 to 2,000 feet and one mile visibility with widespread rain.

In RP-1, the emphasis continued to be against truck parks, ferries, fords, and interdiction points. Moving targets were continually being sought out by armed reconnaissance aircraft.

"Locust" flight from the 34 TFS, 388 TFW, used the newly operational Commando Club radar to guide them to their tertiary target at location 21-02N and 105-30E. Their takeoff time was 14:10. The lineup was:

- #1 - Maj Almer L. "Buddy" Barner, Jr. flying F-105D 59-1750
- #2 - Capt Carl William Lasiter flying 60-0445
- #3 - Capt Irving E. LeVine flying 60-0458
- #4 - Capt Jacob C. Shuler flying 62-4221 on his 20th combat mission. He logged 3.1 hours.
- Spare - F-105D 62-4248

"Although I do not recall any specific details of this mission, it was apparently a Commando Club mission, target coordinates 21-02N and 105-30E, which is the Hoa Loc Airfield (noted on chart as 'Under Construction'), about 15 miles due west of Hanoi."

Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967 & Jake Shuler mission log spreadsheet &

Almer L "Buddy" Barner, Jr.

F-105 History

mail 11 Jan 2011.

25-Nov-67

6712

The 388 TFW flew an afternoon Commando Club mission from Korat RTAFB. The sequence of the flights was:

"Cactus" Iron Hand. Refueled from Red Anchor 46
"Ozark" Iron Hand. Refueled from Red Anchor 42
"Scuba". Refueled from Red Anchor 40
"Locust". Refueled from Red Anchor 43
"Bass". Refueled from Red Anchor 41
"Gator". Refueled from Red Anchor 44

The 34 TFS launched the four-ship "Scuba" flight at 13:55 for a TOT of 15:30. The flight lineup was:

#1 - Maj William J. King flying F-105D 58-1157
#2 - Capt Harry Guy Paddon III flying 61-0068
#3 - Maj Donald W. Revers flying 60-0518
#4 - Capt Jacob C. Shuler flying 61-0161 on his 23rd combat mission.
Spare - Maj Almer L. "Buddy" Barner, Jr. in 60-0435

Jake Shuler recalled details of the mission. "This was apparently a strike force Commando Club mission of which I do not recall any particular details. Although the mission itself was not exciting, the landing pattern was. As Jim King positioned our flight of four on initial, we heard Col. James L. Stewart, 388th TFW Assistant DO, call an engine problem on a long final, but he did not declare an 'emergency'. Being low on fuel, since our mission did not call for post-strike refueling, Jim elected to continue with our pattern and pitched out. As I initiated my turn to final, I saw Col. Stewart about a mile out and, since he had still not declared an 'emergency', and I would have been in a 'minimum fuel' situation if I initiated a 'go around', I continued my turn to final and final approach. Purposefully, I landed on the far right side of the runway allowing plenty of room for Col. Stewart to land on the left side. When I was about half way down the runway on roll-out, I heard Col. Stewart in an irritated tone call 'going around' plus some other choice, harsh words. As he advanced the throttle, a very loud and very abnormal noise emanated from his engine and as he passed me (at an altitude of about 500' and about 500' left of the runway), now about two thirds down the runway, I heard the tower on guard channel (I think it was Doug Beyer on tower duty) call Col. Stewart's call sign and 'eject, eject, eject'. Thankfully, Col. Stewart was able to nurse his plane around in a circling approach and land safely. I think he called an 'emergency' during the circling approach. Needless to say, Bob Smith, [Lt Col Robert W. Smith] our soon to be Squadron Commander had a 'conversation' with our flight prior to our mission debriefing. In hindsight, there is no doubt that I should have gone around and requested a 'closed pattern'. I had enough fuel to do so.

"Of further note, Major William J. "Jim" King, Jr. was a T-38 IP (Kingfish) at Webb AFB, Falcon Flight. I flew with him several times as a student -- he taught me how to minimize induced drag during over- the-top maneuvers. Small world."

Jake Shuler 25 Nov 67 mission card and e-mail 11 Jan 2011

02-Dec-67

4793

The Wild Weasel crew of Capt Robert E. Dorrrough, Jr. from the 44 TFS and EWO Maj Clarence S. "Bud" Summers flew their 78th combat mission over North Vietnam.

Almer L "Buddy" Barner, Jr.

F-105 History

"Sat - Finally flew mission #78. We flew with a four-ship strike flight on a radar drop in Pack 6. The weather was really bad, a real MiG day even though we were supported by two F-4 flights. However, the WX must have been too bad for the MiGs; they never took off. Really got painted by the Firecan radars at Yen Bai, and my flight had quite a few 85-mm shells thrown at it. Capt Jim Wright got #100 today [Capt James H. Wright, Jr., 44 TFS]."

Four pilots from the 34 TFS flew a mission controlled by the Commando Club radar. The radar site use the call sign "Wager" at the primary frequency of 396.2 MHz. "Pistol" flight took off at 06:55 for a TOT of 08:07. They pre-strike and post-strike refueled from Red Anchor 20. Their lineup was:

- #1 - Maj Almer L. "Buddy" Barner, Jr. flying F-105D 60-0462
- #2 - Capt Carl William Lasiter flying 60-0445
- #3 - Maj Donald W. Revers flying 62-4248
- #4 - Capt Jacob C. Shuler flying 61-0132 on his 26th combat mission
- Spare - Capt Irving E. LeVine in 61-0194

Bob Dorrrough's Combat diary & Jake Shuler mission card and e-mail 11 Jan 2011.

10-Jan-68

4862

For the second day, a weather diversion sent "Gator" flight from the 34 TFS into Laos instead of North Vietnam. The flight took off at 15:10. Its lineup was:

- #1 - Lt Col James B. Ross
- #2 - Capt Douglas A. Beyer
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1172
- #4 - Maj Almer L. "Buddy" Barner, Jr.

This was Maj Armstrong's 51st combat mission. "Again the primary target was cancelled due to weather and we wound up doing North Star. We went down into southern Laos outside of Mu Gia Pass and hit a karst and tumbled it down on the road. Cricket cleared us into Pack I to let #4 drop his tanks as they wouldn't feed. I had P-2 flight control system failure on way back and had to land straight-in." The mission lasted 2 hours five minutes.

Capt Jacob C. Shuler, also from the 34 TFS, flew F-105D 60-5381 on his 46th mission into NVN. It was his final combat mission before his reassignment to Hq 7th Air Force in Saigon. Prior to his Hq assignment, he went on an R&R between 12 - 18 January and returned to Korat.

Maj Armstrong's 100-mission combat log, pg 21 & Jake Shuler combat mission spreadsheet.

13-Jan-68

4864

"Crossbow" flight from the 34 TFS flew a FAC-controlled mission into southern Laos. The flight took off at 0725. Its line up was:

- #1 - Capt Harry Guy Paddon III
- #2 - Capt Vernon D. Ellis
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4361
- #4 - Maj Almer L. "Buddy" Barner, Jr.

It was Maj Armstrong's 53rd combat mission. "This was also a Cricket-assigned mission in southern Laos. Our FAC put us in on a suspected storage area and we bombed it with no noticeable results. We then came back and strafed the area and again saw no secondaries. We then went over and flew across the Package (I) to the coast but it was almost completely overcast and we couldn't see anything. Made a formation GCA landing. Otherwise it was very

Almer L "Buddy" Barner, Jr.

F-105 History

uneventful." The mission lasted for 2 hours 25 minutes.

Fellow 34 TFS pilot Maj David C. Dickson, Jr. also flew a mission into Route Package 1. His targets on his 65th mission were trucks near Dong Hoi.

Maj Armstrong's 100-mission combat log, pg 22 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 13 Jan 68.

14-Jan-68

4865

Weather diverted "Scuba" flight from the 34 TFS to a Sky Spot radar drop in RP-1. The flight took off at 1430. Its line up was:

- #1 - Maj Kenneth W. Mays
- #2 - Maj Almer L. "Buddy" Barner, Jr.
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0505
- #4 - Capt Douglas A. Beyer

This was Maj Armstrong's 54th combat mission. "Again a Cricket divert to Pack I. We did a Combat Sky Spot in Mu Gia Pass as weather was soaked in. Practiced some formation on way home. Nothing very spectacular." Their mission lasted for 2 hours 15 minutes.

Maj Armstrong's 100-mission combat log, pg 22.

13-Feb-68

4875

The 34 TFS flew a mission into Laos that lasted for 3 hours 30 minutes. "Scuba" flight took off at 1405. Its flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4269
- #2 - Capt Gary G. Durkee
- #3 - Maj Almer L. "Buddy" Barner, Jr.
- #4 - Capt Harry Guy Paddon III

This was Maj Armstrong's 65th combat mission. "The reason this mission was so long was that the assigned #2 man (Bill Shunney) [Maj William P. Shunney] had a speed brake problem after take off and I had to take him up to Udorn to drop his bombs and escorted him back to the field since this was his first mission. I went up to the tanker, refueled and we went to a target in Laos. An O-2 FAC put us in on a storage area and we hit it fairly well although the presence of scattered clouds obscured the target at times. We then went up to Dong Hoi and made an armed recce although we couldn't see the ground."

Maj Armstrong's 100-mission combat log, pg 26.

24-Feb-68

4883

"Pistol" flight from the 34 TFS took off from Korat at 0610 to bomb a causeway in RP-1. Their line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4361
- #2 - Maj Almer L. "Buddy" Barner, Jr.
- #3 - Lt Col James B. Ross
- #4 - Capt John E. Hartman

This was Maj Armstrong's 74th combat mission. "The original # 2 man, Bill Thomas [Capt William A. Thomas, Jr.] aborted on the ground so Buddy Barner took his place. There had been a thunderstorm the night before and there was extensive cloudiness and light rain at take-off time. We had to make individual climbs to get on top of the weather. We Sky Spotted a causeway over

Almer L "Buddy" Barner, Jr. F-105 History

near Dong Hoi. Coming home, we ran into cloud tops up to 22,000 feet and made a weather penetration into the field." They flew for 2 hours 45 minutes.

Maj David C. Dickson, Jr. from the 34 TFS also flew a mission to Dong Hoi in RP-1. It was his 90th combat sortie into North Vietnam.

Maj Armstrong's 100-mission combat log, pg 29 Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar bar dated 24 Feb 68.

06-Mar-68

4889

The four pilots in "Pistol" flight from the 34 TFS bombed a target in northern Laos. They took off at 0610 and returned after 2 hours 15 minutes. Their line up was:

- #1 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #2 - Capt Anthony F. Germann
- #3 - Maj Almer L. "Buddy" Barner, Jr.
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 60-5375

This was Maj Armstrong's 80th combat mission. "I was Mission Commander again today and got all of the way through the briefing. We finally executed 1st alt and had a radar drop in northern Laos near Sam Neua. I let Gene Beresik pinch hit for me and lead. It was an uneventful drop. We then made an armed recce of Rte #7 and didn't spot anything though it was partially clear."

"Crossbow" was another 34th squadron flight that went to North Vietnam. Their lineup was:

- #1 - Lt Col Rufus Dye, Jr. flying his 49th mission.
- #2 - Capt Joseph S. Sechler flying his 14th mission. He logged 2:35 flying hours.
- #3 - Maj Donald W. Hodge
- #4 - Capt Lawrence L. Bogemann

Col Dye recorded his call sign as "Crossbow 02". In his mission log, the flight was fragged for a strike in the Steel Tiger (SL) region of Laos. Due to weather, the flight dropped their bombs using Sky Spot radar on the Ba Nam Highway segment in RP-1.

Maj Armstrong's 100-mission combat log, pg 31 & Joe Sechler, flight log via e-mail 28 Apr 10 & Rufus Dye, Mission History log.

10-Mar-68

4902

Two pilots from the 34 TFS who were spares for the afternoon's launch formed "Scuba" flight. They took off at 1545 and flew for 2 hours 5 minutes. The flight consisted of:

- #1 - Maj Almer L. "Buddy" Barner, Jr.
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4248

This was Maj Armstrong's 84th combat mission. "I wasn't supposed to fly today but we had a number of aborts and I had to go out to be a ground spare and someone aborted and I was off. There was nobody else. I joined up with Buddy Barner on the tanker. He wasn't supposed to fly either. We made a radar drop up in Laos and then made a recce of the 'Fish's Mouth' in Pack III. Surprisingly enough it was clear but we didn't see anything."

Dropping by the Commando Club radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 1" to bomb an unknown target through an undercast in the Barrel Roll region of northern Laos. He then flew armed recce in RP-1. "No significant sightings." It was his 50th combat mission.

Maj Armstrong's 100-mission combat log, pg 32 & Rufus Dye Mission History log.

Almer L "Buddy" Barner, Jr.

F-105 History

31-Mar-68

5165

Five F-105 pilots assigned to the 34 TFS in the 388 TFW at Korat completed flying 100 missions during March 1968. Since Capt Robert D. Pielin flew his 100th mission in July 1966, the first pilot in the 34th to do so, these five were the 76th through the 80th pilots from the 34th to achieve this goal.

#76 - Maj Clyde L. Falls, Jr.

#77 - Capt Douglas A. Beyer - 12 March 1968

#78 - Maj David C. Dickson, Jr. - 17 March 1968

#79 - Maj William M. Blakeslee

80 - Maj Almer L. "Buddy" Barner, Jr.

After arriving home on 23 March 1968, Maj Dickson's assignment returned him to the Air Defense Command this time to Tyndal AFB where he flew F-106s. He remained there until he retired as a major in 1970.

Maj Falls was also assigned to the Air Defense Command as an F-106 pilot. He belonged to the 318 FIS, McChord AFB, WA. He died in the crash of F-106A 59-0148 on 22 April 1969 near Mt. Rainier, WA.

Capt Beyer was reassigned to Wurtsmith AFB MI as a KC-135 aircraft commander. (Doug Beyer, e-mail 27 Apr 10)

34 TFS web site accessed on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Carolyn Dickson telephone interview, 23 Apr 09 & F-106 Delta Dart Forum at <http://forum.f-106deltadart.com/>

30-Jun-68

2592

(Approximate date). "Thirty-six Thunderchief pilots honored -- for the completion of 100 missions in the F-105 fighter-bomber over North Vietnam. Thirty-six pilots were honored with recognition certificates this month during a ceremony at Eglin Air Force Base, Florida. The recipients were: Lt Cols Reddock and Carl W. McKenzie; Maj. Barner, Leftwich, J. G. McGukin, J. H. Bobel, Jr., W. Fredlund, David C. Dickson, Jr., H. Wilson, W. Bazzell, J. Hildebrand, Alonzo L. Ferguson, J. Light, John R. Whaley, A. Lenski, R. S. Beale, Irwin, Donahue, Huntley, R. C. Fontaine, Maj Malcolm D. Winter, Robinson, and Mitchell; and Capt. W. F. Bryant, T. G. Cline, P. H. Walker, W. Grieger, H. G. Paddon, C. Jewett, R. Venturini, J. Wright, Earl J. Henderson, V. Ellis, D. Tucker, Beyer, and Dentino."

Thunderchief Worldwide Report Vol III No 10 June 1968.

22-Apr-08

5635

Lt Col (Ret) Almer L. "Buddy" Barner, Jr. died. Between July 1967 and March 1968, he had flown 100 missions with the 34 TFS. He last flew the F-105 in July 1971 and had accumulated 1706.7 hours in the aircraft.

MiG Sweep, Summer 2008, pg 29 "Final Sweep" & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by t USAF Safety Center to Bauke Jan Douma.