

David C. Carter

F-105 History

27-Feb-64

5225

In the 4520 CCTW, at Nellis AFB NV, Class 64-H of F-105D Operational Training Course 111506E graduated 25 pilots. The course started on 10 December 1963 and was assigned to the 4523 CCTS commanded by Lt Col Claude D. Phillips. The student pilots and their stations of assignment were:

Lt Col Milton S. Jones - McConnell
Capt John B. Abernathy - George
Capt John H. Axley - McConnell
Capt Ronald E. Byrne, Jr. - Norton
Capt John E. Cozine, Jr. - George
Capt Floyd Dadisman, Jr. - McConnell
Capt Peter J. Demarco, Jr. - McConnell
Capt William V. Frederick - McConnell
Capt Gobel D. James - McConnell
Capt Ralph L. Kuster, Jr. - McConnell
Capt Robert H. Laney - George
Capt Robert G. Lanning - Langley
Capt John F. Manning - George

Capt Robert E. Matthew - 23 TFW McConnell
Capt William Thomas May - 355 TFW George
Capt Charles W. McConnell - 560 TFS, McConnell
Capt Phillip E. Payne - 4 TFW Seymour Johnson
Capt Leonard D. Reed - McConnell
Capt Leonard F. Reynolds - George
Capt Jackie D. Stokes - McConnell
Capt Jackie R. Youngblood - McConnell
1Lt David C. Carter - George
1Lt David L. Ferguson - George
1Lt Robert W. Spielman - Seymour Johnson
1Lt Burton C. Spurlock, Jr. - McConnell

Capt May and his wife Betty had arrived at George AFB after they had left Bentwaters AB, England in October 1963. "Maridel Ely [wife of Capt Richard K. Ely] said not to buy a house because we would not be there that long --- she was right --- by July ('64) we were on our way to McConnell in Kansas. ..." (Betty May, e-mail May 31, 2009.)

SO AA-18 dated 10 Dec 63 in History of the 4520 CCTW, 1 Jul - 31 Dec 63, AFHRA Call # K285.5435, IRIS # 0488615.

31-Dec-64

5012

During the 6-month period 1 July 1964 to 31 December 1964, the 7 TFS in the 49 TFW at Spangdahlem AB, Germany, lost three officers to PCS and gained four.

The officers departing the squadron were:

Lt Col Francis B. Clark
Capt Roy L. Ripley
Capt Henry J. Brewton III

The incoming officers during this period were:

Capt Richard L. O'Connor
Capt Ralph C. Budde
Capt Ralph L. Kuster, Jr.
1Lt David C. Carter

"The 7 TFS took the 49th Tac Ftr Wg gunnery trophy for the second six-month period in succession. We won first place in nuclear delivery and conventional delivery amassing enough points to capture the Overall High Trophy. Capt Jac L. Fowler of the 7 TFS took top individual honors in nuclear, conventional and also the Individual Overall High."

Maj William N. Dillard was squadron commander.

Historical Data Record of the 7 TFS in 49 TFW history, Jul - Dec 1964, AFHRA Call # K-WG-49-HI, IRIS # 2-8541-3.

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01-Jul-66

31-Dec-66

5014

Out of twenty-seven pilots who departed the 7 TFS, 49 TFW, Spangdahlem AB, Germany, during the six-month period 1 July - 31 Dec 1966, twenty-four were assigned to combat tours in South East Asia. "The 7th Squadron's Operations have been influenced by two major events: Twenty-five pilots departed the Squadron for F-105 combat duty in Vietnam, (while only two came to the Bunyaps from SEA combat) and the 49th TFW is in the midst of conversion to the F-4D Phantom. ... The squadron also sent four pilots to the U.S. for check-out in the F-4 during this period. Since the other two flying squadrons [the 8 TFS and 9 TFS] had similar losses, the 49 TFW had to reduce its alert commitment. However, the pilot loss was not anticipated soon enough, because time-studies showed every available pilot to be working over 100 hours per week. The shortage was most critical in December, and only one pilot per squadron was allowed on leave at any time, even though no FAC or Range Officer commitments were scheduled."

The squadron commander was Lt Col Homer R. Charlton, Jr. The twenty-four F-105 pilots who departed the 7 TFS during the six month period and their SEA assignments were:

Maj William J. Kriz to the 421 TFS at Korat
Maj Robert A. Perkins to the 333 TFS at Takhli
Maj Howard K. White to Nellis for WW Class 66W II-5 (WW# 171) then to Korat.
Capt Howard L. Bodenhamer to 354 TFS at Takhli
Capt David C. Carter to 34 TFS at Korat
Capt Charles W. Couch to 354 TFS at Takhli
Capt Robert L. Dentino to 469 TFS at Korat
Capt John R. Des Jardins to 13 TFS at Korat
Capt Robert M. Donahue to 357 TFS at Takhli
Capt Benjamin R. Fuller III to Nellis AFB for Wild Weasel Class 67WW III-7 (WW# 129) then to the 333 TFS at Takhli
Capt Charles E. Greene, Jr. to 333 TFS at Takhli (POW)
Capt Glen A. Griffith to Nellis AFB for Wild Weasel Class 67WW III-8 (WW# 298) then to the 13 TFS at Korat.
Capt Ralph L. Kuster, Jr. to the 469 TFS at Korat.
Capt Richard D. Lee to the 421 TFS at Korat.
Capt Thomas C. Lesan to the 333 TFS at Takhli.
Capt Richard L. O'Connor to the 13 TFS at Korat.
Capt Randall L. Plumb to the 354 TFS at Takhli
Capt Jacques A. Suzanne to the 333 TFS at Takhli
Capt David W. Trell to the 13 TFS at Korat.
1Lt John R. Haack to the 421 TFS at Korat
1Lt Guy H. Morgan, Jr. to the 13 TFS at Korat.
1Lt George H. Teas to the 13 TFS at Korat.

The three pilots who were not assigned to SEA were:

Maj George G. Clausen to the Armed Forces Staff College and then to the 34 TFS at Korat.
Maj Jerome Grabowski
1Lt Andrew G. Lyon, Jr.

The three pilots who arrived in the 7 TFS during this period were:

Capt Gary L. Retterbush from the 357 TFS at Takhli
1Lt Robert A. Forrest
1Lt Glen R. McGonagle

Historical Data Record of the 7 TFS in 49 TFW history, 1 July - 31 Dec 1966, pp B-I-5 - B-I-6 and B-I-8 - B-I-9,

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AFHRA Call # K-WG-49-HI, IRIS # 857586-450719.

12-Mar-67

1274

Twenty-one F-105s and four F-4Cs struck the Viet Tri Thermal Power Plant (JCS 82.17) for the first time. Pilots reported one large secondary explosion with orange fire from the generator hall/boiler house and numerous fires. The coal treatment building and the transformer yard were heavily damaged. "... We estimate it will take approximately 18 months to repair this plant." However, the plant was struck again a week later, on 19 March.

Three flights from the 34 TFS, 388 TFW, struck the Viet Tri Power Plant at coordinates 21-17-57N and 105-25-26E. Flight lineup was:

"Finch"

- #1 - Maj William E. Augsburg, mission commander
- #2 - Maj John R. Whaley
- #3 - Maj Robert W. Johnson
- #4 - Capt John W. Swanson, Jr.

"Nelson"

- #1 - Lt Col Joseph C. Austin
- #2 - Capt David C. Carter
- #3 - Maj Donald F. Fryauf
- #4 - Maj Earl Johnston.

"Possum"

- #1 - Maj William C. Eagle
- #2 - Capt Jack A. Phillips flying his 17th & 18th missions into NVN. He was awarded an Air Medal.
- #3 - Maj Harry Pawlik
- #4 - Maj James N. McClelland.

The flight was probably recycled for RESCAP.

"Finch" flight acted as flak suppression and each member had a preselected gun emplacement to attack. The two strike flights carried two 3,000-pound bombs each and were to attack the boiler room and generator hall. Gun emplacements attacked were completely neutralized and the only ground fire encountered came from a suspected hospital area north of the target."

Pilots from the 469 TFS also flew on this strike.

"Pilot BDA reported complete destruction of the target. The photo aircraft covering this strike was shot down by a surface-to-air missile while egressing the target area."

The photo aircraft, "Neptune 2", was RF-4C 65-0877 from the 11 TRS, 460 TFW, from Tan Son Nhut. Capt Edwin Riley Goodrich, Jr. was KIA and 1Lt John Walter Clark became a POW.

An attempt to rescue the downed RF-4C crew was called off. "At 12/0309Z, Neptune Two was reported down at coordinates 20-55N and 104-45E [65 miles west of Hanoi]. No report of either chute or beeper. High performance aircraft as well as A-1Es made a search of the area with negative results. At 12/0429Z, the forces were withdrawn after SAMs were launched against the jets. At this time, 7th AF directed the SAR activity on this mission be suspended." (Rescue Opening Report 2-3-19 12 Mar 67, TWX 120719Z Mar 67 from 3 ARR GP OL 2, Udorn RTAFB, Thailand, in AFHRA Folder Call # K318.2411-5, IRIS # 1017063.)

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"With no BDA available another strike was scheduled and pilots reported the target destroyed before they dropped their ordnance. Film strips taken from KA-71 strike cameras verified the boiler room and generator hall 50% destroyed with the remaining portion totally gutted."

PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & 388 TFW history Jan - Dec 67, USAF microfilm NO 583, frame 1226

19-Mar-67

1133

In the program paralleling the "Ryan's Raiders", both the 355 TFW and 388 TFW flew F-105 radar bombing missions using the techniques developed by the Tactics Working Group directed on 13 March 1967 by the PACAF Commander, General Ryan. During the Sunday morning missions, both wings practiced the technique for the afternoon missions.

An F-105D from Korat crashed during the morning practice run and the pilot, Lt Col Joseph Clair Austin, the commander of the 34 TFS, was killed. Other members of "Warhawk" flight were #2 Capt Jack A. Phillips, #3 Maj Carl W. McKenzie, and #4 Capt David C. Carter. This was Capt Phillips' 21st combat mission into NVN.

Phillips recalled the circumstances of the mission. "The 34th had been tabbed to do a risky low level run on a power plant in bad weather; Carl McKenzie picked Dave Carter and me since it would be a 3 ship, in-the-trees run. The new squadron commander, Joe Austin, told Carl that he would lead the mission. Carl did not want this to occur and Austin told him it was an order. So we planned everything, but due to Austin's lack of experience, Carl insisted that we do a practice mission. Carl briefed the whole thing and went into great detail regarding the snake-eyes we would be using since Austin had never even seen one before. We headed off to a lower package and flew around 100 feet to get Austin some practice. He got the word that the primary weather was socked in and chose an alternate, which was only a bit better. We found the target okay, but for some reason Austin pulled up to about 3,000 feet and started a shallow dive run instead of a level delivery. I was number 2 and saw him pull hard enough to envelop the aircraft in vapor, then hit the side of a hill. No ejection and no beeper. I never even saw him release the bombs.

"After we recovered, the head shed would not let us fly the planned mission [in the afternoon], so we helped John Rowan and gave him all our stuff. They flew it later that day and it was a success. They went to give Rowan a silver star and he refused, saying it was an AF Cross mission; they relented and he got it. All in all, an unusual day. I think Chairsell was afraid of losing both the commander and ops officer of the 34th if he let us take the mission." (Jack Phillips, e-mail 21 Mar 2011.)

Also in the morning, a flight of four F-105s from the 355 TFW, at Takhli "... took off for a practice mission in Laos." "Gainful" flight consisted of Lt Col Danny Salmon lead, Maj Randy Plumb number 2, Maj Kenneth H. Bell, the Stan Eval Officer number 3, and Maj Ted Tolman number 4. "The plan was to penetrate the clouds over a target in Laos where a FAC could observe our radar bomb delivery and report the accuracy of the weapons. We would drop 500-pound retarded Snakeye bombs using a simple radar technique called 'lay-down bombing'. ... Once in the air, we got to our rendezvous point with the FAC only to learn that he was too busy to handle us. Colonel Salmon decided to divert to Route Pack One and find a target on our own. ..."

After flying to the coast where the weather was bad and a SAM site threatened them, they flew back to the Mu Gia Pass area. "Colonel Salmon finally found a suitable radar target on a road junction in a narrow valley, and we dropped our bombs together on his command. Twenty-four Snakeye bombs rippled off the racks and disappeared into the murk below us. The bombing system worked, but it was impossible to tell how accurately."

For this mission, Lt Col Salmon received the Silver Star "for gallantry while serving with friendly

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foreign forces engaged in an armed conflict against an opposing armed force" (Hq 7th AF SO G-582 dated 21 April 1967.)

Jack Phillips mission summary via e-mail 18 Mar 11 & "100 Missions North", pp 202 - 207

25-Apr-67

1466

On 25 and 28 April, F-105s from the 388 TFW, dropping 500-, 750-, and 3,000-pound bombs, struck the Hanoi railroad car repair shops (JCS 20) (BE 616-00022) two and one-quarter miles east-northeast of the city's center at 21-02-52N and 105-53-08E on the Northeast Rail Line (RR 2). Pilots reported seeing 52 rail cars in the shop area. "This target was previously struck inadvertently during raids against the Yen Vien railroad classification yard (JCS 19) in early December 1966." (4, 12, or 14 December 1966).

"F-105s ... hit the rail repair area, the largest of its type in North Vietnam, at 10 a.m. The complex contains repair facilities, marshalling yards, and petroleum tank cars. The impact of 3,000 and 750-pound bombs on the central portion of the area ignited several instantaneous fireballs that gave way to large smoke clouds that rose almost immediately to 3,000 feet."

From the 34 TFS, "Opal" flight, led by Maj Harry Pawlik, struck the Hanoi railroad car repair shops, located just two miles from Hanoi. The flight was composed of the following pilots: Lead and mission commander - Maj Harry Pawlik, #2 - Maj James N. McClelland, #3 and Deputy Mission Commander - Capt Jack A. Phillips, #4 - Capt Donald M. Majors from the 13 TFS. This was Capt Phillips' 45th combat mission into NVN. He was awarded the DFC.

Approximately 15 nautical miles from the target the weather became scattered and allowed visual acquisition of the target. Intense barrages of 85/100-mm AAA began immediately, succeeding in destroying an aircraft from another flight. The flight continued their roll-in and delivered their 3,000-pound bombs on target with unerring accuracy.

"During pull-off, Maj Pawlik's aircraft sustained a direct hit which knocked the 650-gallon belly tank from its station and tore a gaping hole in the lower aft portion of the fuselage. Having sustained major battle damage, the flight lead attempted to engage three MiG-17s directly in front of him. Battle damage took its toll and he was not able to accelerate enough to join the attack. During this same period of time, two SAMs were fired at his flight. Despite this activity, the flight rejoined and egressed without further mishap. ... Lead and #3 were honored by attending a press conference held in Saigon immediately after this raid. Maj Pawlik was forced to recover at a forward base [Udorn] due to the severity of battle damage incurred on this strike." (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frames 0068 - 0069.)

The three pilots who flew on this mission from Korat flew in a T-39 to Hq 7th Air Force at Tan Son Nhut to participate in the press conference where they were grilled by news reporters. The pilots were Maj Harry Pawlik and Capt Jack A. Phillips from the 34 TFS and Maj Richard E. Moser from the 421 TFS. (Jack Phillips, mission log via e-mail 18 Mar 11)

Maj Donald F. Fryauf, Capt David C. Carter, Capt Jack L. Spearman, and Maj Clarence J. Kough, Jr. from the 34 TFS were awarded the Distinguished Flying Cross for heroism on a mission they flew on this day. (7 AF SO G-970, 8 Jul 67)

"I saw some of the best bombing that I think I've ever seen ... " flight leader Maj Ray H. Bryant [469 TFS] said. 'I saw smoke going up to 7,000 or 8,000 feet. By that time I was only 35 miles away from the target.'

"Fire from 37-, 57-, and 85-mm AAA sites was extremely heavy in this area. An estimated four emplacements were silenced by one flight of Thunderchiefs."

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Post-strike photos from 25 April showed the following damage to the shops:
Area A - 4 buildings destroyed; 3 buildings with moderated structural damage.
Area C - 4 pieces of rolling stock destroyed.
Area D - 9 buildings destroyed; 4 buildings with moderate structural damage.
Area E - 1 building destroyed.
Area F - 3 buildings destroyed.
Area J - 1 building destroyed.
Area K - 4 buildings destroyed; 4 buildings with moderate structural damage.

A night photo taken after the 25 April strike showed 48 buildings destroyed and 26 damaged along with 6 rail cars destroyed and 2 locomotives damaged.

Maj Ralph L. Kuster, Jr. from the 469 TFS received the Distinguished Flying Cross for a mission he flew on this day. ("I Always Wanted to Fly -- Hambone 02", pgs 267)

Also, under 7 AF SO G-1158 dated 8 Aug 67, 1Lt George H. Teas from the 13 TFS received the first of his four DFCs for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from opposing forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing a devastating air attack against a hostile surface-to-air missile complex. Persevering in the face of danger and death, his relentless action effectively neutralized the hostile positions. ..." (George Teas Award Citation and e-mail 26 Aug 09.)

PACAF Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1473 & Project CHECO, Rolling Thunder, 17 November 1967, pg 11.

29-Apr-67

1278

Sixteen F-105s dropped a total of 48 750-pound bombs on the Hanoi railroad and highway bridge (BE 616-00011) (JCS 13) at 21-04-35N and 105-54-46E. BDA photos from 30 April showed the two northern spans were destroyed.

"Just north of the bridge are junction points for the northeast, northwest and north rail lines, which form a single line to enter the city over the bridge."

"Both approaches were cut to North Vietnam's main rail line leading north from Hanoi It marked the second time F-105s from the 388 TFW ... had returned to one of the enemy's most highly defended targets located four miles northeast of Hanoi. The bridge was first hit April 26."

After these two strikes, "photo coverage obtained on the 30th of April revealed that two spans were dropped and the target was unserviceable. This damage was evidently caused by a direct hit which destroyed the supporting concrete pier." (CHECO).

Maj William J. Kriz from the 44 TFS was the leader of "Elgin" flight that led the strike force and dropped 16 CBU-24s on their target.

Four pilots in "Cadillac" flight from the 34 TFS flew in the strike. The lineup was:

- #1 - Maj Clarence Kough, Jr.
- #2 - Capt David C. Carter
- #3 - Maj Donald F. Fryauf
- #4 - Capt Jack L. Spearman.

"... Weather presented no problem as the ingress route, target area, and egress route were VFR. Ordnance carried was six M-117s (750#) per aircraft. Four flights struck this target, two flights

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carried 750-pound bombs and two flights carried 3,000-pound bombs. Target defenses were extremely heavy and consisted of 37/57/85/100-mm AAA, SAMs, and MiG 17/21s. Two surface-to-air missiles were launched against the flight, but evasive maneuvers caused them to miss their mark. A total of ten SAMs were observed during this mission. ... A 7 AF TWX received the following day confirmed that two spans of the bridge were destroyed and the rails were interdicted." (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frame 0069.)

Four pilots from the 469 TFS formed the fourth and last strike flight from Korat. The lineup was:

- #1 - Maj Roy S. Dickey
- #2 - Capt James L. Wilson
- #3 - Maj John M. Rowan
- #4 - Capt Donald Z. LaRoche

Roy Dickey described his flight's strike. "... Although our tactics had evolved to where sixteen ships would essentially roll in on the target simultaneously from an ECM pod formation, there was still a moment of truth confronting the last flight of the gaggle. Because of the inherent delay caused by the fanning type execution of a simultaneous roll in, the last flight in the gaggle was left sucking wind. Our ECM pods emitted a wide-angled cone-shaped ECM pattern oriented downward, assuming the aircraft was in straight and level flight. The bad guys knew our tactics and evolved counter tactics as rapidly as we changed ours. So, as all the birds in the gaggle have rolled inverted and their jamming cones are oriented upward versus downwards, such an action leaves that last flight without ECM protection when it rolls inverted going in. The bad guys had learned that they could launch a salvo of SAMs, guide them visually until that last flight rolled inverted negating their jamming, kick in the three point guidance, and have roast Thuds at the Club that night. I had briefed my flight to roll in with me and with no delay, because fun and games would start 'right now!'

"Sure enough, I rolled in, my flight was right with me, and as I glanced back, I saw three SAMs blow simultaneously at our roll-in point. I glanced at the approach to the bridge and saw a ring of 85-mm AAA go off a millisecond before a brace of 3,000 pounders blew in the exact center of the ring. The flak suppression flight had done its job! We were all still alive and pointed downward at a very steep dive angle at the bridge below. 'Concentrate on the bridge, make this a good one, I don't want to come back here', were my thoughts. I had briefed the flight to pickle at 6,500 feet and egress on a certain vector jinking like hell. They must be snapped into egress formation after the second or third jink. I pressed on down and pickled at about 3,500 to 4,000 feet. There is no way my bombs could have missed that bridge! Jim Wilson's K-71 strike camera film showed my aircraft completely enveloped in vapor as I made the pull after bomb release.

"As briefed, I pulled very hard, and jinked like hell coming off the target. I was probably about 2,500 feet AGL as I went scorching out of there as fast as my Thud would take me. Out of the corner of my eye, I could see stalls of 37 or 57-mm guns firing at me or whomever. It was like going to a county fair and looking at stalls of displays. I glanced up and saw a SAM detonate where I would have been had I pickled where I briefed the flight to pickle. Jim Wilson said later that if the missile had programmed over and headed down for me that he would have said something. I enjoyed flying with Jim. He was cool and competent.

"In the meantime, I glanced to the left and saw a column of smoke from an F-4 that had been shot down. I then saw a MiG-17 at my 10 o'clock, and thought to myself, 'Stuff a missile up his rear.' I turned slightly to the left and the MiG broke to the right. ... I turned away from the MiG knowing full well that John Rowan was in good position to hammer him. John didn't hear my call because he had a tape recorder patched into his radio, and his radio blew. I did the old get-away-from-the-MiG routine, headed for the deck, knowing full well that I could outrun the MiG. Don't know what happened to the MiG. John never saw him.

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"... After things settled down and we were on our way home, my throat was as dry as it had ever been. I reached to my G-suit pocket and pulled out my Evenflow baby bottle of water. I was so dry the water never touched my throat. When I screwed the cap off the bottle, I was actually a bit amused when I saw the nipple from the bottle fall to the floor of the cockpit and roll into the inner bowels of the cockpit capsule. ..." (Roy Dickey, scrapbook story, "The Second Strike on the Bridge Across the Canal des Rapides")

Dickey was quoted in the 388 TFW history. "Dust and debris covered the 738 by 20 foot, five-span steel and concrete structure that crosses the Canal des Rapides. Pilots reported the bridge received direct hits. 'It was about the most deliberate bomb run I've ever been on,' said Maj Roy S. Dickey. 'We laid the bombs right where the bridge span should have been.'" (388 TFW History)

Maj Dickey received the Silver Star (2nd OLC) for this mission. His citation, in part, read: "... Major Dickey was a leader of a flight of four F-105 Thunderchiefs assigned to destroy a critical target on the outskirts of Hanoi. Despite intense, varied antiaircraft fire and extensive MiG interceptor activity, Major Dickey, without regard for his personal safety, led his flight to execute a perfect attack that devastated the target. ..." (Dickey award citation)

The other three pilots in Maj Dickey's flight were awarded Distinguished Flying Crosses for heroism: Capt Wilson (3 OLC), Maj Rowan (5 OLC), and Capt LaRochelle (1 OLC).

Under 7 AF SO G-1199 dated 14 Aug 67, 1Lt George H. Teas from the 13 TFS received the DFC (1st OLC) for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from unfriendly forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing home devastating air attacks against hostile positions. Persevering in the face of danger and death, he relentlessly and effectively aided in neutralizing the hostile forces. ..."

All F-105s returned home safely. However two F-4s supporting the mission didn't. An F-4C from the 366 TFW out of DaNang flying TARCAP was downed by AAA. The pilot, 1Lt Loren H. Torkleson, was captured and his WSO, 1Lt George J. Pollin, died in the crash. Later that night, an RF-4C from the 432 TFW out of Udorn taking post-strike photos was hit and the pilot Maj Mark L. Stephensen died. His back-seater, 1Lt Gary R. Sigler, became a POW. (CNA Loss/Damage Database, USAF losses 575 and 576, pg D22)

Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1452 and 1476 - 1477 & Project CHECO, Rolling Thunder 17 November 1967, pg 11.

06-Jun-67

1494

In a mission designated RT-56A-0033, "Thunderchief pilots from the 388 TFW strung bombs down the middle of the tracks at the Mo Trang railroad yard, 38 miles north-northeast of Hanoi, causing multiple rail cuts and extensive damage. The pilots estimated between 25 and 50 pieces of rolling stock were destroyed or damaged by their attack." The coordinates of the yard were 21-30-30N and 106-07-50E.

F-105D pilots striking the Mo Trang yard included Maj Richard E. Moser from the 44 TFS flying 61-0069, and Maj Randall R. Renken from the 469 TFS flying 60-0422. F-105D 61-0219 was also involved in the strike on the yard.

Capt Jack A. Phillips from the 34 TFS flew his 64th mission to North Vietnam. "Pack 6; railroad." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

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Under Hq 7 AF Special Order # G-1413, Capt Steven J. Savonen, 469 TFS, 388 TFW, received the Air Medal (Twelfth OLC) for meritorious achievement for bombing the yard.

"... Captain Savonen was assigned to destroy the Mo Trang Railroad Classification yard and the Thai Nguyen Iron and Steel Works. While under fire from defending flak sites, Captain Savonen attacked and destroyed the rail yard. ..."

Maj Randall R. Renken received the AM (13th OLC) for his mission today.

Two other 469 TFS pilots received Air Medals for missions today under the same Hq 7th Air Force order. (Award Citation approved by Hq 7 AF Special Order # G-1413 dated 11 September 1967.)

Maj Earl L. Thornton (2nd OLC)
Capt Aquilla F. Britt (1st OLC)

"One mile away, other 388th pilots hit the Mo Trang railroad bridge causing considerable damage. Multiple rail cuts near the bridge also rendered a 15,000 foot segment of the tracks unserviceable." A pilot from the 34 TFS involved in the bridge strike was Maj Roderick G. Giffin flying F-105D 61-0124,

"Bombs were reported impacting throughout the target area when 388th pilots struck the Bac Giang railroad yard, 50 miles northeast of Hanoi. Pilots estimated eight to 10 pieces of rolling stock were in the southern end of the yard before the attack, but dense smoke prevented any damage assessment. Several fires were left burning in the yard by the striking aircraft and an 85-mm AAA site just west of the yard was destroyed." Capt Larry David Wiggins from the 44 TFS, flying F-105D 62-4316, struck the Bac Giang yard at coordinates 21-16-35N and 106-11-40E.

F-105 pilots from the 388 TFW also struck the nearby Bac Giang railroad and highway bridge (JCS 18.23) at coordinates 21-16-30N and 106-11-18E. Two F-105D pilots on this strike were Capt David C. Carter from the 34 TFS flying 61-0068 and Capt Francis D. Leonard, Jr. from the 13 TFS flying 61-0124. Capt Carter's strike camera film showed a good hit on the bridge. The 34 TFS pilots dropped five 3,000-pound bombs on the bridge's choke points. (Video, "F-105 Missions Over North Vietnam", 1967, Film Report FR-816, Produced by the Aerospace Audio Visual Service.)

Three pilots from the 355 TFW received Distinguished Flying Crosses for extraordinary achievement for missions they flew this day. They were Capt John Gary McGukin and Capt Joseph L. Ritter, Jr. from the 354 TFS and Capt William J. Schaff from the 357 TFS. (7th AF Special Order G-1730 dated 15 October 1967.) Capt Schaff's citation read, in part "... supporting a force of sixteen F-105s, Captain Schaff successfully attacked and destroyed a hostile surface-to-air missile control unit. During his attack he disregarded heavy flak and threats from several hostile surface-to-air missile sites in order to reach a perfect launch position for his radar homing missile."

388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1496 & NARA records "Air Strike Films, Vietnam, archive control number NWDNM(m)-342-USAF-41720D.

09-Jun-67

1496

"Concentrating on the rolling stock in the Kep railroad yard, 38 miles northeast of Hanoi, pilots from the 388 TFW set off an unusually large secondary explosion. The initial flash fireball was bright orange and approximately 500 feet in diameter. The fire continued to grow and smoke reached a reported height of 3,000 feet. The strike pilots also caused multiple rail cuts and damaged rolling stock in the yard." The coordinates of the yard were 21-24-48N and 106-17-36E.

On his 30th birthday, Capt Jack A. Phillips from the 34 TFS flew his 66th mission to North Vietnam. "Pack 6; rough, Kep railroad yards." Capt David C. Carter was his flight lead. Phillips

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was awarded an Air Medal. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Two other F-105D pilots striking the Kep yard were Capt Robert W. Johnson from the 34 TFS flying 60-0518 and Capt James E. Chambers from the 44 TFS flying 61-0069.

Other 388th pilots damaged the eastern end of the Bac Giang railroad/highway bridge (JCS 18.23) (BE 616-0479), 28 miles northeast of Hanoi (at coordinates 21-16-28N and 106-11-24E). An enemy flak site in the target area was also silenced during the raid."

"388th pilots triggered a secondary explosion when rockets from their F-105s hit a truck park 43 miles northwest of Dong Hoi."

388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1497 & NARA records "Air Strike Films, Vietnam, archive control number NWDNM(m)-342-USAF-41720C.

26-Jun-67

2232

F-105F Wild Weasel Class 67WWIII-12 graduated from the 4537 FWS at Nellis AFB, Nevada. The class started on 9 May 1967. All but one of the seven pilot/EWO crews was assigned to the 355 TFW at Takhli. The crews and their Wild Weasel numbers were:

To Takhli:

Maj James S. Hildebrand (WW# 356) and EWO Capt Phillip H. Walker (WW# 361).
Maj James C. Hartney (WW# 323) and EWO Capt Samuel Fantle (WW# 336).
Maj James L. Davis (WW# 353) and EWO 1Lt Thomas S. Waller (EWO# 364)
Maj George O. Guss (WW# 354) and EWO 1Lt John D. Evans (WW# 363)
Maj Gerald C. Gustafson (WW# 355) and EWO Capt Russell F. Brownlee (WW# 359)
Maj Robert R. Huntley (WW# 357) and EWO Capt Ralph W. Stearman (WW# 360).

Maj Huntley had won the Outstanding Pilot award from his F-105 RTU Class 67HR when he graduated on 18 May 1967 at McConnell AFB KS. He and his EWO were assigned to the 354 TFS, 355 TFW, at Takhli.

To the 388 TFW, Korat:

Maj John F. Unangst (WW# 358) and EWO 1Lt Robert W. Carter (WW# 362).

Wild Weasel Class Roster in Wild Weasel Database.

13-Jul-67

3232

F-105s attacked the Thai Nguyen Thermal Power Plant (JCS 82.16). "Strike pilots reported impacts on the generator hall with a secondary explosion." Strike photos showed bombs impacting on the transformer yard and additional impacts with the generator hall and boiler house partially obscured by smoke. Reconnaissance photos on 19 July indicated the coal treatment building, machine shop, coal receiving building, transformer yard, and a support building were heavily damaged. Intelligence estimated it would require 30 to 60 days for the North Vietnamese to repair the damage to the plant.

Pilots from the 469 TFS flew on this mission one of whom was Maj Aquilla F. Britt. He was awarded the Air Medal (9 OLC) for his meritorious achievement. "... Maj Britt was a member of the lead flight of a force of twenty F-105 Thunderchiefs assigned to attack the Trai Hop Military Barracks in North Vietnam. Finding the primary target hidden by clouds the Thai Nguyen Thermal Power Plant was attacked and delivered a crippling blow without a single loss despite intense and accurate antiaircraft fire. ... "

Four pilots from the 34 TFS also attacked the power plant. For Capt Jack A. Phillips, it was his

David C. Carter

F-105 History

88th mission into North Vietnam. He was awarded an Air Medal. Other flight members were:
Capt David C. Carter
Maj Donald F. Fryauf
Capt Rodney A. Skoglund

PACAF Rolling Thunder briefing to CINCPAC for period 8 - 23 Jul 67 & Citation to Accompany the Award of the Air Medal (Ninth Oak Leaf Cluster) to Aquilla F. Britt provided by his son Bryan Britt & Jack Phillips Mission Summary via e-mail 18 Mar 11.

31-Aug-67

3825

The 34 TFS history for the month of August 1967, reported that, "... numerous targets were struck by pilots of the squadron in the Chicom Buffer Zone and within the Hanoi restricted area. A marked increase was noted in all modes of defense (AAA, SAMs, MiGs) due primarily to the sensitivity of the targets." Squadron pilots flew 411 combat missions during the month, 407 to North Vietnam and 4 to Laos for a total combat time of 1063:20 hours.

"Combat pilot strength stood at 36 line pilots. During the month of August, four squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Maj Harry Pawlik, Maj Donald F. Fryauf, Capt Jack A. Phillips [on 2 Aug] , and Capt David C. Carter. [Not listed in the squadron history for completing his 100th mission this month was Maj John O. Rollins II.] No losses were suffered during this month and 13 replacements arrived during this period of time. Two officers, Captains Skoglund and Shulmister, that had been on temporary duty with the squadron from Kadena Air Base, Okinawa, returned to their home station."

The 13 pilots arriving in the 34th in August were: Maj William M. Blakeslee, Maj Kenneth W. Mays, Maj Donald Eugene "Digger" Odell, Maj James L. Taylor, Maj David C. Dickson, Jr., Maj William J. King, Maj Raymond Walter Vissotzky, Capt Robert M. Elliot, Capt Robert B. Middleton, Capt Lawrence R. Klinestiver, Capt Douglas A. Boyer, and 1Lt Lee E. Hollingsworth.

The Squadron Commander was Maj George G. Clausen. Maj Roderick Gene Giffin was the Operations Officer and Maj William M. Blakeslee the Executive Officer.

388 TFW history, Apr Dec 67, Vol II, 34 TFS history, 1 - 31 Aug 1967, microfilm NO584, frame 0080.