

George G. Clausen

F-105 History

01-Aug-60

219

The 4520 CCTW, Nellis AFB NV received its first F-105D (59-1718) and assigned it to the Fighter Weapons School Research and Development Section for operational control. Formal acceptance of the aircraft was held on 21 Sep 60 with Wing Commander BG John Ewbank accepting the aircraft from Mr. Mundy I. Peal, president of Republic Aviation Corporation.

By 10 Oct 60, the Weapons School had received all five of their assigned F-105D aircraft, with one left over for the Training Group. MSgt Pirie, of the 4529 OMS, was the F-105 line chief. As of 31 Dec 60, Nellis AFB had 43 F-105Ds but pilot training was being delayed due to production delivery being behind schedule by 5 aircraft and a shortage of parts and support equipment, especially MB-3 power units. By this date, 25 pilots assigned to the 4526 CCTS had completed transition into the F-105D and had flown 1027 flying hours without an accident. Due to modifications to the new aircraft, the squadron made frequent ferry flights to the Republic factory in Farmingdale NY.

Maj James Ellis Bean, who was one of the F-105 test pilots at Eglin AFB, FL, was reassigned as Commander of the 4526 CCTS to start the F-105 training program at Nellis. Capt George G. Clausen, an F-100 Instructor Pilot from Williams AFB, AZ, joined the 4526th, checked out in the F-105, and became an F-105 IP.

4520 CCTW History, Jul - Dec 60, USAF microfilm M2194 & George Clausen, phone interview, 5 April 2010.

30-Jun-65

5013

The history of the 7 TFS, 49 TFW, Spangdahlem AB, Germany, documented several achievements by squadron pilots during the six-month period 1 January - 30 June 1965.

"The 7th Tac Ftr Sq won the 49th Tac Ftr Wg nuclear delivery competition for the third consecutive time. Capt George G. Clausen of the 7th Squadron took top individual honors as Wing Overall Champion. Capt James A. McLaughlin completed the sweep by being the individual Nuclear Delivery Wing Champion."

Capt Clausen had recently arrived at Spang from Nellis where he had been an F-105 IP in the 4526 CCTS since 1960. (George Clausen, phone interview, 5 April 2010.)

"Maj William N. Dillard, 7th Tac Ftr Sq Commander, represented Spangdahlem AB at the Paris Air Show as a member of the F-105 display team."

"Lt General William W. Quinn, Hq 7th Army, was the guest of the 7th Tac Ftr Sq, receiving an orientation flight in the F-105."

"Capt Ralph L. Kuster, Jr, of the 7th Tac Ftr Sq, was selected by the 49th Tac Ftr Wg to attend the Fighter Weapons Instructor Course at Nellis AFB, Nevada."

"Capt David W. Trekel was the High Overall Small Arms Champion at the 49th Tac Ftr Wg annual pistol match. Capt Trekel also represented the 7th Tac Ftr Sq on the 49th Tac Ftr Wg pistol team at the USAFE Matches at Wiesbaden AB."

The squadron history for the period also documented the pilot gains and losses due to PCS.

The pilots arriving in the squadron were:

Maj James E. Baldwin
Capt Charles W. Couch

George G. Clausen

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Capt Richard D. Lee
Capt Robert L. Dentino
1Lt Richard W. Arnold
1Lt Howard L. Bodenhamer
1Lt John R. Haack

The pilots departing the squadron were:

Maj William N. Dillard (squadron commander who was replaced by Maj Baldwin)
Capt James A. McLaughlin
Capt Kenneth L. Gardner
Capt Donald J. Mattasolio
Capt Walter Kosko
Capt Kile D. Berg
Capt Thomas G. Derrickson II

Historical Data Record of the 7 TFS in 49 TFW history, 1 Jan - 30 Jun 1965, AFHRA Call # K-WG-49-HI, IRIS # 5368-3.

31-Dec-65

5888

At the end of 1965, key personnel in the 7 TFS, 49 TFW, "The Bunyaps", were:

Maj James E. Baldwin - Commander
Maj Homer R. Charlton, Jr. - Operations Officer
Maj James E. Sizemore - Weapons Officer
Capt Luther W. Manuel - Maintenance Officer
1Lt Michael D. White - Intelligence Officer

Maj Jerome Grabowski - "A" Flight Commander
Maj George G. Clausen - "B" Flight Commander
Maj Ralph C. Budde - "C" Flight Commander
Capt Howard K. White - "D" Flight Commander

Since July 1965, the squadron gained eight pilots and lost only one to PCS.

Gains	Loss
Maj Homer R. Charlton, Jr.	Maj John D. Busick
Maj William J. Kris	
Capt Charles E. Greene, Jr.	
Capt Charles A. Arquette, Jr.	
Capt Robert L. Jackson	
Capt Basil L. Bargery	
1Lt Guy H. Morgan	
1Lt George H. Teas	

The squadron's accomplishments during the past six months included:

Winning "... the 49 TFW Conventional Weapons Trophy. Capt Randall L. Plumb took top individual honors as both wing nuclear delivery champion and wing overall champion.

"Capt Robert L. Jackson received the Air Medal for actions as an F-105 pilot in Vietnam. He was presented the Air Medal by Maj Gen Henry J. Thorne, 17th Air Force Commander.

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"Capt Charles A. Arquette, Jr. received the Commendation Medal from Maj Gen Henry J. Thorne.

"Capt Charles E. Green, Jr. received the Commendation Medal from Col William S. Chairsell, 49 TFW Commander.

"Capt Benjamin R. Fuller III and 1Lt Robert E. Dorrrough, Jr. represented the 17th Air Force at the Rotterdam International Air Show with a flyby demonstration in F-105s.

"Capts Bernard C. Reck, Richard L. O'Connor, Glenn A. Griffith, and 1Lt Howard L. Bodenhamer represented USAFE in the flyby for the 4th ATAF change of command at Ramstein AB, Germany.

"1Lt Richard W. Arnold, bomb commander, participated in the USAFE Weapons Loading Competition (LOADEO) at Ramstein AB, Germany [28 Aug - 4 Sep 1965]. He and his load crew placed second in USAFE.

"Capt Ralph L. Kuster, Jr. completed the Fighter Weapons Instructor course at Nellis AFB, Nevada.

49 TFS history, 1 Jul - 31 Dec 1965, AFHRA Call # KWG-49-HI Jul - Dec 1965, IRIS # 450717, declassified extr

30-Jun-66

5918

At the end of June 1966, key personnel in the 7 TFS, 49 TFW, Spangdahlem AB, Germany, were:

Lt Col Homer R. Charlton, Jr.	Squadron Commander
Maj Carl R. Geise	Maintenance Officer
Maj George G. Clausen	Operations Officer
Maj Ralph C. Budde	"A" Flight Commander
Maj Robert A. Perkins	"B" Flight Commander
Maj William J. Kriz	"C" Flight Commander
Maj Earl H. "Ike" Coleman	"D" Flight Commander

During the past six months the squadron gained two officers and lost four to reassignments.

Gained	Lost
Maj Carl R. Geise	Maj James W. Baldwin
Capt William D. Stigers	Maj Jerome Grabowski
	Capt Richard P. Cisco
	Capt Luther W. Manuel

"In the 49th Tac Ftr Wg gunnery competition for the period, the 7th Squadron placed second overall and Capt Howard L. Bodenhamer was the squadron top gun, placing fourth in the individual Wing competition."

"Capt Charles W. Couch was named as an honorary member of the 8th Infantry Division for his efforts as a Forward Air Controller in the Division's annual field training exercise 'Winter Arrow'. He received a letter of commendation from the 8th Infantry Division commanding general."

"Twelve pilots of the 7th Squadron were the first officers in the 49th Wing to receive the newly designated Combat Crew Readiness Medal. They received the medal in a special ceremony in the Wing Commander's office from Col. William S. Chairsell, 49th Tactical Fighter Wing commander."

In planning for the arrival of their F-4Ds, the squadron had drawn up plans "... for additional construction on the present squadron operations building."

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49 TFS history, 1 Jan - 30 June 1966, AFHRA Call # KWG-49-HI Jan - Jun 1966, IRIS # 450718, declassified extract.

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. Trekell 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

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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-1-5 - B-1-6 and B-1-8 - B-1-9, AFHRA Call # K-WG-49-HI, IRIS # 857586-450719.

26-Jul-66

6490

In the 7 TFS, 49 TFW, Maj Bernard C. Reck replaced Maj George G. Clausen as Squadron Operations Officer.

Maj Clausen was next assigned to the Armed Forces Staff College in Norfolk, VA where he graduated in January 1967. He then went to Nellis to get recurrent in the F-105. After completing Jungle Survival School at Clark AB, Phillipines, he was next assigned to the 34 TFS, 388 TFW, Korat RTAFB, Thailand. He arrived at Korat on 27 April 1967.

49 TFW History, 1 July - 31 Dec 1966, AFHRA Call # K-WG-49-HI, IRIS # 450719, pg B-1-9 & George Clausen, phone interview, 5 March 2010.

14-May-67

1481

"Heavy enemy defenses awaited F-105s from the 388 TFW ... as they made their runs on the Army compound which they had struck previously on May 12 [the Ha Dong Army barracks and supply depot (JCS 31) at coordinates 20-58-51N 105-47-42E]. An accurate bomb damage assessment on the barracks area was hampered due to low cloud layers in the area, but at least one North Vietnamese flak site was silenced and the jets' ordnance was observed to destroy several buildings. ... Ground fire over the area brought down one Thunderchief pilot [from the 13 TFS] who was able to nurse his aircraft away from the heavily defended area. He was soon picked up by an Air Force rescue crew."

The downed pilot was from "Crab" flight, four F-105Ds each carrying six 750-pound bombs. The four members of this flight, all from the 13 TFS, were:

Crab 1 - Maj Robert J. Lines
Crab 2 - Maj Glen R. Wilson flying F-105D 60-0421.
Crab 3 - Major Marlin R. Blake flying his 93rd combat mission.
Crab 4 - Capt Charles F. "Fred" Wilhelm

Maj Blake's combat log described the flight's ordeal. "Refueled and went to Hanoi. Many SAMs, and at target one blew under #2. He was hit so we dropped our bombs and left area. #2 was on fire and we covered him as far as it would go. (He) bailed out 60 NM east of TACAN Channel 97 (20-28N and 103-43E) at 25,000 feet and 280 knots and inverted. Parachute opened 21- 22 thousand. Went into weather and could not follow. Departed for rescap tanker. Refueled and went back to rescap #2. Stayed on station until pick up was almost complete and then we had to RTB due to fuel. #2 was brought back and slept in his own bed. Lines, Wilson, Me, Fred." Their return to North Vietnam after refueling to continue rescapping Maj Wilson gave Maj Blake his 94th mission.

"Hotrod" flight from the 34 TFS led the strike on the Ha Dong barracks. "The flight was composed of the following pilots: Lead - Maj Clarence J. Kough, Jr., #2 - Maj George G. Clausen, #3 - Maj Paul F. Koeltzow, #4 - Capt Jack A. Spearman. En route to the target area, a barrier of thunderstorms was encountered that the flight was forced to penetrate in order to proceed to the target area. The severity of the weather can best be described by the fact that three missiles being carried by 'Hotrod' were completely destroyed by the weather encountered. The flight was engaged by MiGs, both ingressing and egressing the target. Numerous SAMs were launched, one destroying an aircraft in the flight directly behind 'Hotrod'. Despite the difficulties encountered, the flight placed its ordnance directly on the assigned target complex." (34 TFS history, 1 - 31 May 67, USAF microfilm NO584, frame 0073.)

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Maj Clarence J. Kough, Jr., the mission commander, was awarded the Silver Star for this mission. "Major Clarence Kough, Jr. distinguished himself by gallantry in connection with military operations against an opposing armed force as an F-105 pilot in Southeast Asia on 14 May 1967. On that date, Major Kough was the mission commander of a force of twenty eight aircraft ordered to strike the Ha Dong Barracks and Storage Area. Although handicapped by hazardous weather conditions and repeated attacks by hostile aircraft, Major Kough directed the attack of this strategic target through a barrage of surface to air missiles and heavy antiaircraft fire. After dropping his ordnance precisely on target, Major Kough reformed his flight and directed the attack on a hostile aircraft. ... "

Maj Clarence H. "Klu" Hoggard from the 44 TFS flew F-105D 60-0434 as number 2 in a flight of four F-105s striking the facility. "SA-2 missiles were launched and heavy antiaircraft fire on the attack. Credited with several buildings burning when we departed the target area." He was awarded the Second Oak Leaf Cluster to the Distinguished Flying Cross for this mission. (Klu Hoggard, e-mail to Ron Thurlow, 22 Mar 2001).

"A flight of other 388 TFW pilots caught missile transporters in an open area, 15 miles south of Dong Hoi. White and yellow fireballs resulted from numerous secondary explosions that destroyed an undetermined number of the transporters."

"Six of nine 70-foot barges moored along a river bank, 18 miles north-northwest of Dong Hoi, were heavily damaged by (another) flight of F-105s from Korat."

"Banjo" flight from the 34 TFS hit a target in RP-1. Capt Jack A. Phillips led the flight on his 57th mission. "Pack 1; destroyed major railroad bridge. ..." He received an Air Medal. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

F-4Cs downed three MiG-17s " ... in air battles over North Vietnam as the enemy jets attempted to harass AF jets bombing two targets close to Hanoi."

USAF jets also struck the Nguyen Khe storage area (JCS 51). "USN pilots hit Kien An airfield (JCS 9) in a night attack." (MACV Press Release 15 June 1967 on line at www.vietnam.ttu.edu/star/images/107/1070204001.pdf.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1483 & 100 Mission Log of Maj. Marlin R. Blake Silver Star citation for Maj Kough & Corona Harvest Chronology of Significant Airpower Events in Southeast Asia 1954 - 1967, pg 135

25-May-67

1487

"Flying around thunderstorms, F-105 Thunderchiefs again hit North Vietnam's main railroad yards, 35 to 55 miles northeast of Hanoi. The Thunderchiefs, assigned to the 388 TFW, cut rail lines, bombed supply trains, and blew up supplies."

"At the Kep rail yards, 38 miles northeast of Hanoi, the north choke point was interdicted. The flights' 750-pound bombs also made multiple rail cuts and set off two large secondary explosions in an assemblage of rolling stock in the northern part of the yard. The explosions resulted in bright orange fireballs sending clouds of black smoke to 2,000 feet."

Maj George G. Clausen from the 34 TFS was one of the pilots attacking the Kep Railroad Yard. He was awarded the Air Medal (2nd OLC). "Major George G. Clausen distinguished himself by meritorious achievement while participating in aerial flight as an F-105 Thunderchief Pilot over North Vietnam on 25 May 1967. On that date, Major Clausen penetrated adverse weather to strike the Kep Railroad Yards, a vital link in the Hanoi to China railway. Despite intense ground fire and surface to

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air missile threats, Major Clausen delivered his ordnance directly on target. The professional skill and airmanship displayed by Major Clausen reflect great credit upon himself and the United States Air Force." (Award citation provided by George Clausen, received 12 Apr 2010.)

Capt Jack L. Spearman was another 34 TFS pilot on the Kep railroad yard mission.

"A supply train, speeding away from the Vu Chua rail yards, 43 miles northeast of Hanoi, was attacked and heavily damaged by other F-105 pilots. The number of cars in the train was unknown. Cloudy weather hampered bomb damage assessment on the main yards."

"Rail cuts in the southern portion of the yards were noted after strikes at Bac Le, 51 miles northeast of Hanoi. The pilots were able to slip in on the targets through the clouds and only the last flight making their runs over the targets received any anti-aircraft fire, normally very heavy along the rail line."

"Other 388th pilots bombed the Kim Lu Xa railroad bridge, 22 miles northeast of Mu Gia Pass, cutting the rail line in three locations, and blowing up three rail cars."

Also attacked were the Vinh Yen Barracks (North) (JCS 34) first struck on 13 May. Twenty-eight sorties were flown in both attacks. "No BDA was obtained after 21 May." (CHECO).

388 TFW history Apr - Dec 67, USAF microfilm NO 583 frames 1489 and 1490 & Project CHECO Report, Rolling Thunder, 17 Nov 1967, pg 19.

31-May-67

760

F-105s from the 388 TFW flew more hours during the month of May 1967 "... than any USAF Fighter unit has ever done". The wing flew "... 5,219 hours of which 4,950 were in combat strikes over North Vietnam. Major targets struck by the 388th during May (were) the Hoa Loc MiG Airfield, Bac Giang Railroad Highway bridge (JCS 18.23) and vital lines of communications." Col William E. Fish, Director of Materiel said, "The primary reason for this total ... figure is the work ... by our maintenance personnel on the line..."

The history of the 34 TFS reported that the squadron flew 418 combat sorties during May 1967, 402 in North Vietnam and 16 in Southern Laos, for a total of 1066:20 combat hours. "A change was noted in enemy fighter tactics. MiG-17s are now being deployed in the target area at very low altitudes (100 - 500 feet AGL) in an attempt to strike the F-105s as they pull off the target. This change in tactics was probably due to the presence of F-4C flights ingressing the target area with the strike force.

Three pilots from the 34 TFS completed their 100th combat mission over North Vietnam during May 1967. They were Maj William C. Eagle, Lt Col Robert W. Johnson, and Capt William W. Kennedy.

Lt Col Johnson's 100th mission was his last flight in the F-105. He had accumulated 352.9 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

The squadron had 22 line pilots that included the commander, executive officer and operations officer as well as four attached pilots from the 388 TFW staff. They gained four new pilots to offset the three losses of the pilots who completed their tours. The inputs during May 1967 were Maj George G. Clausen, Maj Robert G. Miner, Capt Robert L. Martin, and Capt Nickolas J. Donelson (a Ryan's Raider pilot who had arrived in April.)

34 TFS history, 1 - 31 May 67, USAF microfilm NO584, frame 0072 & Sawadee Weekly, Saturday, June 10, 1967 pg 6 & 34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm>.

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01-Jul-67

1305

Maj George G. Clausen replaced Maj Earl Johnston as commander of the 34 TFS, 388 TFW, Korat RTAFB, Thailand. Maj Clausen had accumulated about 1,500 hours flying F-105s.

Maj Roderick G. Giffin was the squadron's Ops Officer. "Together, Rod Giffin and I had more hours in the F-105 than all the pilots in the squadron combined."

388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1728 & George Clausen, phone interview, 5 April 2010.

05-Jul-67

1340

F-105s from the 388 TFW struck the Ban Dat railroad yard (ART 5371).

Also, attacks on the Lang Lau railroad bridge on the Kep/Thai Nguyen rail line destroyed two spans of the main bridge.

Capt Jack A. Phillips from the 34 TFS flew his 82nd mission to North Vietnam. "Pack 6; rough; railroad bridge ...". Other members of his flight were:

Maj George G. Clausen, 34th commander

Maj Roderick G. Giffin

Capt Robert L. Martin

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & PACAF Rolling Thunder briefing to CINCPAC for period 8 - 23 Jul 67 & Jack Phillips Mission Summary via e-mail 18 Mar 11.

15-Jul-67

4328

F-105 pilot Maj Kenneth W. Mays arrived at the 388 TFW, Korat RTAFB, Thailand. After graduating from F-105 RTU Class 67IR at McConnell on 23 June 1967, he attended jungle survival school near Clark AB, Philippines. When he first got to Korat, he was originally assigned to the 469 TFS. "... But that evening I met an old friend, George Clausen who was the commander of the 34th. He said he wanted me in his unit and was so assigned the next day."

Maj George G. Clausen had been commander of the 34 TFS since 1 July 1967.

Maj Mays' jungle survival training in the Philippines turned into a real survival situation. "We arrived in the field and set up camp under the supervision of the Nigritos. About dark rain started coming down in sheets and the water started to rise. The next morning we had about one foot of water in our campsite. Rain continued and the water continued to rise. Attempts were made to rescue us by helicopter, but they could not get to us. The Nigritos told us to abandon camp and move to a mountain area. We were soaked to the bone and everything we had was wet. With the help of the Nigritos we constructed shelters from bananas leaves, which helped to keep the rain off. That afternoon they decided we must get out of the area and to a road where we could be picked up. I got on one of the radios an AF NCO who was with us had and wanted to know who was coordinating our extraction. After long silence a Major came on who assured us they were organizing a recovery team. About an hour later we started moving toward a creek that was out of its bank and running very swift. The Nigritos managed to get a large vine across the creek and then each of us crossed the creek holding on to the vine. We then hiked about a mile to a road where we were picked up by a Navy bus and taken to Subic Bay. We were given dry clothing and fed. The next morning we were transported back to Clark. This was a real survival situation, but was disappointed we could not have spent more time on jungle training with the Nigritos."

Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003.

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17-Jul-67

3261

USAF aircraft struck four targets along the Northeast rail line (RR 2) in RP-6, North Vietnam.

The Bac Le vulnerable rail segment (BE 616-G0706) at 21-31-19N and 106-26-40E, previously struck on 10 July, was interdicted again on 17 July. Pilots expended a total of 44 M-117s and six MK-82s during 5 sorties against this target.

The Vu Chua railroad yard (BE 616-01401), at 21-28-21N and 106-22-58E, struck on 12 July, was bombed again on 17 July and 19 July in 29 sorties expending a total of 131 M-117s, 12 MK-117s with time delay fuzes, and 6 MK-118s. Five destroyed or damaged pieces of rolling stock were in the yard on the 17 July strike.

The Bac Le railroad yard (BE 616-01383) at 21-30-47N and 106-26-13E, previously bombed on 12 July, was struck again on 17 July by 4 sorties expending 4 MK-82s and 12 M-117s. "Pilots reported one rail cut." Four pilots from the 34 TFS struck this target in RP-6. They were:

- #1 - Capt Jack A. Phillips Mission Commander flying his 90th combat mission over NVN.
- #2 - Capt Lawrence G. Hoppe
- #3 - Maj George G. Clausen 34th squadron commander
- #4 - Maj Robert T. Campbell who had recently arrived in the 34th.

This mission, his 90th, made Capt Phillips "Golden". He flew his next 10 missions between 21 July and 2 August in the lower threat region of Route Pack 1.

In the afternoon, the Kep railroad yards, (BE 616-01371, BE 616-01931, and BE 616-01932) on the Northeast rail line were struck 17 July, 18 July, and 21 July as a single target complex. Thirty-one sorties expended a total of 143 M-117s, 5 M-117s with time-delay fuzes, and 4 MK-82 against this complex. A total of 95 pieces of rolling stock were sighted during these strikes with an unknown number destroyed or damaged.

Maj Thomas H. Maus from the 357 TFS flew F-105D 62-4384 against the Kep railroad yard at coordinates 21-24-48N and 106-17-36E. His strike camera film showed bomb impacts on the yard.

PACAF 27 July 67 Rolling Thunder briefing to CINCPAC for period 8 Jul - 23 Jul 67 & Jack Phillips Mission Summary via e-mail 18 Mar 11 & National Archives Strike Camera Records, Archive Control No. NWDNM(m)-34 USAF-42718A.

22-Jul-67

4329

Having arrived in the 388 TFW at Korat on 15 July 1967, F-105 pilot Maj Kenneth W. Mays from the 34 TFS flew his first combat mission. "After lengthy in-country briefings, I flew my first mission on 22 July 1967 with George Clausen [Maj George G. Clausen, the 34 TFS commander] against a nothing target in RP 1. The remainder of my orientation was flown with Rod Giffin [Maj Roderick G. Giffin] and Sam Morgan [Capt Sam P. Morgan].

Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003.

31-Jul-67

6534

(Date estimated based on strikes against Kep rail yard on this day.). Maj Kenneth W. Mays from the 34 TFS flew his first combat mission into RP-6A, North Vietnam. "My first mission [to] RP 6 (my number six mission) was to Kep Airfield (JCS 9.1). I was on the wing of George Clausen [Maj George G. Clausen]. I could not believe the amount of flak that was put up. In retrospect this was a very successful mission. It had been cloudy for some time and the clouds broke on the way into the target and MiGS were caught on the ground and parked in revetments. Ten to 12 MiGS were destroyed on

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the ground. I assume the NVN thought we were going to abort the mission. I always dreaded hitting the Air Fields because I knew the odds were high we were going to lose a pilot and aircraft."

Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003.

31-Jul-67

3824

The 34 TFS history for July 1967 did not describe specific combat missions for the month but did acknowledge that "... medium altitude run-in techniques were utilized in conjunction with QRC-160 ECM pod formation. ... Limited use was being made of the AGM-12 missile against point targets." During the month, the squadron flew 345 combat missions, 342 into North Vietnam and 3 in Laos. "A slight decrease in the intensity of enemy AAA fire was noted during the month and no MiG encounters were reported."

"Combat pilot strength stood at 21 line pilots [up from 19 pilots reported in June's history].

"During the month of July, six squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Majors Raymond F. Jauregui, Earl Johnston, James N. McClelland, John R. Whaley, and Captains Donald O. Austin and Jackie R. Youngblood. [Not listed in the unit history for completing 100 missions this month was Maj Charles E. Irwin who left Korat in early August 1967.] No losses were suffered during this month and six replacements were received during this period of time."

His 100th mission was the last flight in the F-105 for Maj Jauregui. Since starting his RTU class at McConnell in June 1966, he accumulated 351 hours in the airplane.

Maj McClelland's 100th mission on 22 July was also his last in the F-105. He had accumulated 340.6 hours in the airplane.

His 100th mission on 25 July was the last F-105 flight for Maj Whaley. He had accumulated 333.8 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

The incoming PCS pilots in July were: Maj Robert T. Campbell, Capt Irving E. LeVine, and Maj Clyde L. Falls, Jr.

Capt Lawrence G. Hoppe, Capt Rodney A. Skoglund and 1Lt Morris R. Schulmister arrived prior to 12 July 1967 on TDY from the 18 TFW at Kadena. By the end of July 1967, Capt Hoppe had flown 9 combat missions with the 34 TFS bringing his total counters to 31. (Larry Hoppe, AF Form 5.)

The squadron commander was Maj George G. Clausen. Maj Roderick G. Giffin was the Operations Officer.

388 TFW history, Apr Dec 67, Vol II, 34 TFS history, July 67, microfilm NO584, frame 0078 & 34 TFS web site o 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Chuck Irwin e-mail 6 Apr 10.

02-Aug-67

3336

Air Force planes struck two targets along the Thai Nguyen-Hanoi rail line (RR 5) in RP-6A, North Vietnam.

The Ha Gia railroad bridge (BE 616-00223) at 21-19-36N and 105-52-40E, previously struck on 27 July, was attacked again on 2 August with pilots reporting direct hits on the bridge and south approach. Strike photos from 2 August showed the target completely engulfed in smoke. Film from an aft-looking camera showed bombs detonating on the bridge. Post-strike photography taken on 4 August confirmed the south span was down and the south abutment severely damaged. However,

George G. Clausen

F-105 History

photos from 9 August revealed the span had been replaced and repair work was continuing on the abutment. One of the pilots on this strike was Capt Cal W. Tax flying F-105D 58-1168 from the 333 TFS.

The Thai Nguyen railroad yard (JCS 21.11) (BE 616-00409) at 21-33-31N and 105-56-05E was struck on 2 August. KA-71 film showed bombs impacting on the north choke point and throughout the yard.

Maj George G. Clausen, 34 TFS commander, was one of the pilots attacking this rail yard. He received the Air Medal (10th OLC). "Major George G. Clausen distinguished himself by meritorious achievement while participating in aerial flight as an F-105 Pilot over North Vietnam on 2 August 1967. On that date, Major Clausen was ordered to strike the heavily defended Thai Nguyen Railroad Yard located in North Vietnam. In spite of adverse weather and intense antiaircraft fire, Major Clausen pressed the attack, destroying numerous pieces of rolling stock and inflicting severe damage to the railyard. The professional skill and airmanship displayed by Major Clausen reflect great credit upon himself and the United States Air Force." (Award citation provided by George Clausen, received 12 Apr 2010.)

Another pilot on this strike was Maj Gerald J. Robinson flying F-105D 61-0124 with the 469 TFS from Korat.

PACAF 16 August 67 Rolling Thunder briefing to CINCPAC for period 24 Jul - 13 Aug 67 & Nat'l Archives record NWDNM(m)-342-USAF-42718A.

04-Aug-67

1418

F-105s from the 388 TFW struck AAA sites in the Kep area of North Vietnam.

Maj Louis L. Levy from the 469 TFS flew a mission on this day for which he was awarded the Distinguished Flying Cross (Third Oak Leaf Cluster). "... Major Levy flew over some of the most dangerous territory in North Vietnam en route to attack antiaircraft sites near the Kep Railroad Yard and Airfield [JCS 9.1]. With unhesitating determination he flew through withering antiaircraft fire to destroy his assigned site. His achievement enabled later flights to bomb this strategic area exposed to decreased hostile fire. ... "

Maj George G. Clausen, the 34 TFS commander, led a flight from Korat that also attacked AAA sites. He received the Distinguished Flying Cross (2nd OLC). "Major George G. Clausen distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over Southeast Asia, Republic of Vietnam on 4 August 1967. On that date, Major Clausen was mission commander of 'War Hawk' flight. The objective of his twenty-aircraft strike force mission was the destruction or neutralization of a vastly diversified and highly sophisticated network of radar controlled antiaircraft defenses surrounding areas of the hostile forces. As a result of his skillful leadership and expert navigation, and the full awareness of the danger in attacking a flak site, Major Clausen directed and delivered his ordnance accurately and effectively. He then assembled his flight in minimum time and led them to safety. The professional competence, aerial skill, and devotion to duty displayed by Major Clausen reflect great credit upon himself and the United States Air Force." (Award citation provided by George Clausen, received 12 Apr 2010.)

Capt Lawrence G. Hoppe from the 34 TFS flew two missions into North Vietnam, one for 3.7 hours, the other for 3.8 hours. They were his 34th and 35th counters.

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Lou Levy, award citation provided in ref to Ron Thurlow letter, 1 Oct 2001 & Larry Hoppe, AF Form 5.

21-Aug-67

1423

F-105s from the 388 TFW struck the Trung Quan railroad yard (ART 5462) at coordinates 21-05-49N

George G. Clausen

F-105 History

105-55-56E.

Maj George G. Clausen, the 34 TFS commander, received a Distinguished Flying Cross (1st OLC) for flying this mission. "Major George G. Clausen distinguished himself by extraordinary achievement while participating in aerial flight over North Vietnam on 21 August 1967. On that date, Major Clausen was a member of a flight assigned to strike a heavily defended railroad yard located in North Vietnam. In spite of adverse weather, intense antiaircraft fire, and two surface-to-air missiles launched at the flight, Major Clausen pressed the attack and accurately released his ordnance on the target, resulting in the destruction of numerous pieces of rolling stock and inflicting severe damage to railyard. The professional competence, aerial skill, and devotion to duty displayed by Major Clausen reflect great credit upon himself and the United States Air Force." (Award citation provided by George Clausen, received 12 Apr 2010.)

Two other pilots in the raid, designated RT56A-109, were Maj Bryan from the 469 TFS flying F-105D 61-0220 and Maj Robert B. Bennett, 13 TFS, flying F-105D 61-0124.

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Nat'l Archive film record NWDNM(m)-3-USA-42649B.

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.

02-Sep-67

3378

Air Force planes struck three targets along the Kep-Thai Nguyen rail line (RR 9) in RP-6A.

F-105s from the 388 TFW bombed the Hung Vi railroad yard (BE 616-M9173) (ART 5163) at 21-27-50N and 106-13-05E. Pilots reported the yard was interdicted. It was struck again on 15 September.

The Mo Trang railroad yard (BE 616-M2142) at 21-31-03N and 106-07-15E was struck on 2 September. Pilots reported their bombs hit the SE end of the yard and seeing 12 to 15 pieces of rolling stock. The yard was again struck on 16 and 17 September.

George G. Clausen

F-105 History

The Mo Trang railroad bridge (BE 616-G0522) at 21-30-30N and 106-07-50E was struck on 2 September. BDA on 8 September showed the bridge was still serviceable. It was struck again on 16 September.

The 388 TFW from Korat struck the Quang Hien railroad causeway (ART 5451).

Maj George G. Clausen, 34 TFS commander, received the Silver Star for a mission he flew today. "Major George G. Clausen distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 2 September 1967. On that date, Major Clausen was the force commander leading a strike force of twenty aircraft against a heavily defended railyard, located thirty three miles northeast of Hanoi. In spite of extremely adverse weather, intense antiaircraft fire and a barrage of fourteen surface to air missiles, Major Clausen led his force on the attack, resulting in the destruction of numerous pieces of rolling stock and severe damage inflicted to the railyard. By his gallantry and devotion to duty, Major Clausen has reflected great credit upon himself and the United States Air Force." (Award citation provided by George Clausen, received 12 Apr 2010.)

Having arrived in the 34 TFS in August 1967, Maj David C. Dickson, Jr. flew his first combat mission today. As instructed by his wife's uncles when he left the States, he smoked a cigar to celebrate the completion of the mission.

Maj Kenneth W. Mays, also in the 34th, was Dickson's roommate during their stay at Korat. "... I too had to absorb some of the smoke." (Ken Mays, e-mail, Tuesday, May 19, 2009.)

Starting with this first cigar, Dickson began the practice of annotating the back of the cigar band with the mission number, the date, and the name of his target and mailed them in letters to his wife, Carolyn. She saved the bands displaying them on a board as she received them, which formed a unique record of her husband's 100-mission combat tour. (phone interview with Dickson's cousin, Charlie Weaver, Winston-Salem, NC & letter from Carolyn Dickson giving annotation on cigar band dated 2 Sep 67.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & PACAF briefing to CINCPAC for the period 28 August - 17 September 1967.

20-Sep-67

6562

In a published order, Maj George G. Clausen, 34 TFS commander, designated six squadron pilots as qualified Mission Commanders. They were:

Maj George G. Clausen
Maj Roderick G. Giffin
Maj Dwight E. Sullivan
Maj Charles E. Bishop
Capt Lawrence G. Hoppe, who by this time had flown 64 combat missions.
Capt Hugh W. Davis

34 TFS Special Order 47 dated 20 September 1967 provided by Larry Hoppe, May 2010.

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

George G. Clausen

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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
Maj Raymond W. Vissotzky	

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

07-Oct-67

1303

The 388 TFW struck the Kep railroad yard and the Cu Van POL storage area in North Vietnam.

The Kep Railroad yards were targets BE 616-01371, BE 616-01931, and BE 616-01932 (ART 1270) on the Northeast rail line (RR 2) at coordinates 21-24-48N and 106-17-36E in RP-6A.

Maj Wayne E. Fullam, "Pistol 01" from the 469 TFS was shot down on the Kep rail yard strike. He was KIA. Also downed on the Kep mission was the Wild Weasel crew of Capt Joseph C. Howard and EWO Capt George L. Shamblee, "Warhawk 01" from the 44 TFS. Both were rescued but had broken legs.

The Cu Van POL storage area was target BE 616-01747 at coordinates 21-37-40N and 105-43-47E.

The wing's F-105s hit the Cu Van POL complex "... leaving it in flames with smoke billowing more than 5,000 feet in the air." Maj Donald W. Revers from the 34 TFS was mission commander. A 388 TFW press release described the mission. "'Today was a relatively easy mission. I feel that we really did a good job on this one. I feel the force did a tremendous job.' This is how the mission commander, Major Donald W. Revers, 34th TFS, described the attack against the Cu Van petroleum products storage area in North Vietnam by F-105 Thunderchiefs of the 388 TFW.

"He went on to say, 'Upon egress into the target, we had numerous MiG warnings, which posed no immediate threat to the strike force. The weather was a prime factor today. On ingress into the target, we were on top of an overcast until about four minutes of the target. After breaking through the undercast, the visibility was down to a couple of miles. Consequently target acquisition was very poor. I didn't notice too much antiaircraft activity as I rolled into the target. As my bombs exploded on the target I noticed numerous secondary explosions and fireballs coming out of the target area. As I egressed from the target area, I had a chance to look back and noticed black, billowing smoke coming out of the petroleum area. The column was raising to about 1000 feet and there were numerous fire balls in the area. This is the first time this target has been hit. On egress from the target, we had little SAM activity. We observed one launching and explode quite a ways from the target area. It did not affect the force in general.'

"Major George G. Clausen, commander of the 34th TFS, was also on the mission against the petroleum storage area. 'On our way up today, we were quite a bit hampered by weather. The visibility was rather poor and most of our route was undercast. However, we were able to acquire the target and roll into it. We were the lead flight in and the bombs observed as we pulled off looked like they had several secondary explosions and had done quite a bit of damage. The other flights

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following us confirmed this and reported other numerous secondary explosions. I think all-in-all today we had a real good mission. The defenses were actually very light today. This is something that has been unusual in the past. Normally we have been met by intense anti-aircraft fire. However, today was a relatively easy mission. We saw numerous fireballs and dense black and grey smoke pouring out of the target after coming off. We also noted some possibility in the distance of some SAMs being launched. However, they were not launched against our force. They were observed bursting some distance away. The smoke was probably as high as 1500 feet above the target area. It's difficult to say how large the fireballs were especially at the speed coming off the target and looking back. However, I'd say the fireballs were 3 - 400 feet in diameter. I feel that this is one that we've really done a good job on.' " (388 TFW pilot interviews, undated draft, via e-mail from Don Revers, 30 March 2010)

Maj Revers was awarded the Silver Star. "Major Donald W. Revers distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 7 October 1967. On that date, Major Revers was the force commander of twenty-four aircraft ordered to strike a heavily defended storage facility located seven miles northwest of Thai Nguyen. In spite of hostile aircraft, severe weather conditions, and intense anti-aircraft fire, Major Revers led his force through a highly successful attack and destroyed the storage facility. By his gallantry and devotion to duty, Major Revers has reflected great credit upon himself and the United States Air Force." (Award Citation via e-mail 30 March 2010.)

Another pilot on the Cu Van strike was Maj David C. Dickson, Jr. from the 34 TFS. It was his 18th combat mission and 9th mission into Route Pack 6. His target was 16 nautical miles from Hanoi. (20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band undated but with "CU Wan" note.)

"Congratulations were received by the 388 TFW from Gen. William Momyer [7 Air Force Commander] for a highly successful strike ... on the Cu Van POL products storage area in North Vietnam. 'I wish to add my own note of congratulations for the outstanding success in the execution of this mission,' wrote General Momyer. 'The professional manner in which the mission was carried out reflects outstandingly on the skill of all involved. Pass my 'well done' to all.' "

Maj Aquilla F. Britt from the 469 TFS was awarded an Air Medal (19 OLC) for meritorious achievement for a mission he flew on this day. "... Major Britt led a flight of four aircraft assigned to strike a high priority military target. Major Britt placed his bombs directly on the target area, causing an immediate secondary explosion and fire. ... " (Citation to Accompany the Award of the Air Medal (Nineteenth Oak Leaf Cluster) (Posthumous) to Aquilla F. Britt provided by his son Bryan Britt.)

Five days after arriving at Korat and joining the 34 TFS, Capt Jacob C. Shuler flew his first combat mission in F-105D 62-4269. He was number 2 in the two-ship "Cleveland" flight led by Capt Vernon D. Ellis, Capt Shuler's RTU classmate, who flew 61-0132. They took off at 15:25 against the target at location 17-42N and 105-46E in RP-1. "Flew to Channel 77 and turned toward target, which was the Mu Gia Pass just across border from Laos. Many BANDIT calls on guard channel from up North and hear that someone is down. Advised by Cricket that target is IFR and turned over to Bromo for a join up with Waco Flight for a Combat Sky Spot. We had just joined up at release point and all of us dropped 6 x 750#, two with 24-hr TDs. Return to field is routine and I finally caught up with the A/C. Before entering traffic, Vern has me practice some pod formation and 'roll-ins' as #2. Learned a lot! Pattern smooth and felt good. Problems [with] APR 25 malfunction and excess moisture from air conditioner. Found out later that Joe Howard (my UPT Classmate, Class 64-D, Webb AFB), leading Iron Hand flight, was hit by MiG-21s (6) and punched out over water near Da Nang. He was hit over 'the Wart'. The gaggle pressed on in and the mission commander Maj Fullam is hit by 85 over target and punched out over Little Thud Ridge. Two other birds are on ground at Da Nang with battle damage. They were part of Iron Hand flight." The mission lasted 1.7 hours. The flight's spare was

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F-105 History

Capt Robert M. Crane in 60-0512. (Jake Shuler's combat mission spreadsheet and "Mission #1 Narrative" via e-mail 28 July 2010.)

Also today, Lt Col Rufus Dye, Jr., flying with the 34 TFS, flew his first combat mission as "Hartford 02". He dropped bombs in the Barrel Roll region of Northern Laos. "Troop artillery concentration. 100% in target area." He then flew a weather recce into RP-3.

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1756 & 388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1697 & Rufus Dye, Mission History log.

11-Oct-67

5838

In a noon takeoff, the 34 TFS commander, Maj George G. Clausen flying F-105D 59-1760, led the two-ship "Dallas" flight. "Dallas 02" was Capt Jacob C. Shuler flying his 3rd combat mission in 62-4269. "Took off at 1200 on a mission that was to take us up to CH 97 and above in order to check out a new CSS system. All we had was three tanks and two AIM-9s. Refueled at OA and I really did poorly. Would you believe 4 disconnects? I was flying with Maj Clausen. When we got to CH 97, we could not get radio contact with Wager so we were "PANTS" and RTBed after receiving Route 7 starting at the Fishes Mouth. On the way back we practiced some pod formations and roll ins. We split up and got GCI/GCAs. No sterling performance by me. I had experienced difficulty in RTU mastering refueling with the centerline tank configuration and it had been at least seven months since I had refueled with one. ... Thankfully it was a short lived problem. Logged 2+20." Maj William L. King, Jr. was the flight's spare in 61-0206.

The "new CSS system" (Combat Sky Spot) was the TSQ-81 radar station being installed in a mountain top in Laos, named Lima Site 85, the same location as the Channel 97 TACAN transmitter. The radar station's call sign was "Wager Control". It was not yet operational. The missions they were to control were called "Commando Club".

Maj David C. Dickson, Jr. also from the 34 TFS attacked a target at Dong Hoi in RP-1, North Vietnam. It was his 21st combat mission.

Jake Shuler combat mission spreadsheet and "Mission #3 Narrative" via e-mail 28 July 2010 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 11 Oct 67.

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

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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 antiaircraft fire, delivering his bombs precisely on target, he was successful in heavily damaging the storage complex. Through his extraordinary heroism, 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

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'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 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 starting 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

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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 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.

George G. Clausen

F-105 History

"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 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.

27-Oct-67

1187

On Friday morning, continuing their attacks this week on major North Vietnamese targets, F-105s from the 355 TFW and the 388 TFW struck the Canal des Rapides bridge (JCS 13) northeast of Hanoi in RP-6A, North Vietnam. It was a costly and harrowing mission, designated RT56A-177.

Three flights of F-105Ds from the 355 TFW struck the bridge and one other flight attacked flak sites protecting the bridge. Each strike aircraft carried two 3,000-pound bombs under its wings.

1Lt Crissman R. Lawrence from the 354 TFS led Takhli's force. Its line up was:

Maj Charles Edward Cappelli was "Bison Lead". "Bison 2" was Capt Gene I. Basel in F-105D 62-4284, and "Bison 4" was Maj Robert W. Kennedy flying F-105D 62-4385.

Maj Robert L. Stirm in F-105D 61-0122 led "Zebra" flight from the 333 TFS. Capt David L. Tucker was Zebra 2; Capt John C. Leech, Zebra 3; and 1Lt Cal W. Tax was Zebra 4.

The strike force included a Wild Weasel flight from Takhli led by Capt Ralph E. "Sam" Adams (with EWO Capt Richard L. Grover?) as "Otter 1" from the 354 TFS, and an F-4D MIGCAP flight from the 8 TFW at Ubon, using call sign "Ford".

"Olympia Flight" from the 34 TFS led the attack from Korat. Its lineup was:

- 1 - Maj George G. Clausen the 34 TFS commander
- 2 - Col John P. Flynn, the 388 TFW Vice Wing Commander flying F-105D 62-4231
- 3 - Capt Vernon D. Ellis
- 4 - 1Lt David B. Waldrop III

Col Flynn was hit by a SAM while approaching the target. Maj Clausen recalled that the 388 TFW commander Col Edward B. Burdett lost his flight upon target egress and joined Olympia flight for their return to Korat.

George G. Clausen

F-105 History

Maj Clausen was awarded the Silver Star (1st OLC) for this mission. "Major George G. Clausen distinguished himself by gallantry in connection with military operations against an opposing armed force as an F-105 pilot in Southeast Asia on 27 October 1967. On that date, Major Clausen courageously led a force of twenty F-105s and four F-4s on a mission against a vital railroad and highway bridge near Hanoi. Although a withering barrage of surface-to-air missiles and anti-aircraft fire inflicted heavy losses upon his force prior to reaching the target, he continued in to complete a successful attack. Before departing, he turned back into the most hazardous area in an attempt to ascertain the location and condition of his downed wingman. By his gallantry and devotion to duty, Major Clausen has reflected great credit upon himself and the United States Air Force." (George Clausen, phone interview, 5 April 2010 & Award citation provided by George Clausen, received 12 Apr 2010.)

Capt Lawrence Klinestiver also from the 34th flew F-105D 61-0124, and Capt William Wallace Butler from the 469 TFS flew F-105D 61-0068.

Three miles prior to the target, as the strike force came down Thud Ridge and began contending with the first of the many SAMs they encountered on this mission, Maj Kennedy's aircraft ("Bison 4" F-105D 62-4385) had the severe flight control problems that Capt Evert had experienced in the same plane two days earlier during the attack on the Doumer bridge. In his book "Pak Six", Capt Basel told what happened. His plane swapped ends "... up and down in a gigantic porpoise movement. His speed brakes popped out and the bombs and fuel tanks tore from the plane and tumbled out of sight. ... Bob broke formation, out of control, turning violently left and down to the deck." The 355 TFW OPREP described the event a bit differently reporting that "Bison 3" and "Bison 4" "... Jettisoned their four M-118s safe in a wooded area ..." because "Bison 4" was experiencing flight control problems (violent pitch oscillations). "Bison 3" escorted Maj Kennedy back to Takhli.

The North Vietnamese defended the bridge with barrages of SAMs and AAA. "At least four missile regiments engaged the attackers. Three battalions of the 236th Regiment mass-fired their missiles downing one F-105." ("The -ology War: Technology and Ideology in the Vietnamese Defense of Hanoi", 1967, Merle L. Pribbenow II, in *The Journal of Military History*, Jan 2003, pg 194.)

The strike force encountered 11 SAMs while flying to the target. The SAMs were launched in pairs approximately 30 seconds apart. The missiles appeared to be accurately guided and detonated at approximately 10,000 to 12,000 feet. The force's pod formation appeared to be effective probably due to the close range and the large number of SAM sites. SAMs were fired from sites L-46, L-37, and L-44. Other probable firing sites were L-87, L-30, and L-15. In his book, Capt Basel described the SAM encounters. "The sky was fast filling up with flaming missiles. We were caught in a massive crossfire. They came through the formation from both sides, from ahead. ... The Weasels were going crazy. Against this attack, the most savage to date, they could do little. All their Shrikes were gone. They had killed three sites, but they could kill no longer."

The SAMs knocked one of the attacking planes out of the sky. Its pilot, Col Flynn, "Olympia 02", from the 388 TFW, was captured.

SAMs claimed a second pilot. On ingress at 0111Z, "Zebra Lead", Maj Robert L. Stirm from the 333 TFS at Takhli received a direct hit by a SAM at coordinates 21-09N and 105-54E. The QRC pods in "Zebra" flight were operational and the flight was in standard pod formation, yet the SAM, launched from site VN-009 BE 616-01087, succeeded in finding a target. The pilot was climbing to roll-in altitude and was at 12,000 feet and 410 knots. "Zebra 2" and "Zebra 3" jettisoned four M-118s armed at 21-12N and 105-30E and attempted to escort "Zebra 1" out of the area.. However, Maj Stirm's aircraft went out of control and into tight unstable right turns. No one saw a chute but one crewmember thought he heard a beeper. Maj Stirm was reported as MIA and was later confirmed

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captured. He was released with other POWs on 14 March 1973.

The planes jinked to avoid SAMs and maneuvered for their dive bomb attacks. AAA opened up. As Capt Basel described, "The sky suddenly erupted with red explosions in and around the formation. We were now in range of the 85 millimeter guns on the outskirts of Hanoi. ... As we neared the target, the flak grew in intensity, bursting very close. ... All along the river and on the edge of the city, glaring, ugly red rings grew and faded. Flak sites spewing death into the morning sky. The sun was being blotted out by a growing cloud of smoke and debris over Hanoi."

AAA shot down one of the MIGCAP F-4Ds.

At 0111Z, flying flak suppression, the four F-105Ds in "Bear" flight dropped 12 CBU-24s, and 8 CBU-29s on AAA sites protecting the bridge. "Bear 3" noted what appeared to be two square, revetted artillery rocket sites firing four rockets at a time in quick succession and at a much faster rate than a AAA site can fire. One site was located approximately 7,000 feet northwest of Gia Lam airfield, immediately west of the rail line where the road branched east and cut across Gia Lam's runway. The other site was approximately 1,000 feet north northeast of the first site.

Reaching the bridge at 0112Z, two F-105Ds in "Bison" flight and four F-105Ds in "Shark" flight dropped 10 M-118s on the bridge followed one minute later by a single F-105D in "Zebra" flight that dropped two more of the 3,000-pound bombs. Pilots were unable to determine BDA due to extremely heavy defenses and smoke in the target area but they estimated they cut the bridge or its north approach. The flights experienced very intense accurate barrages and tracking 37/57/85-mm three minutes prior to the target, throughout their ordnance delivery, and continuing one nautical mile after egress.

Sometime during the attack, "Shark 2", F-105D 62-4347, received a four-inch by six-inch hole in the left horizontal stabilizer.

At 0114Z, when the two remaining pilots of "Bison" flight dove on the bridge and pickled their bombs, Capt Basel, "Bison 2", became separated from his flight lead. "... Basel rolled out at 3,000 feet on a southerly heading paralleling the Red River." As he turned from 200 degrees to 260 degrees, he saw two camouflaged MiG-17s moving into position behind "Bear" flight. All aircraft were at 3,000 feet in the vicinity of 20-51-30N and 105-52-00E, and heading 260 degrees. Capt Basel closed the distance between himself and the lead MiG from 3,000 feet to 2,000 feet and then fired approximately 600 rounds of 20-mm at the MiG. "I switched to dive function on the mode selector and closed to within 2,000 feet pulling lead on him. He didn't see me, and was intent on positioning for an attack on the flight ahead of me until he felt the 20-mm impacts. At that time he reversed his direction abruptly, fire belching from his tailpipe. The MIG continued rolling left to a rear inverted position until lost from sight. ... " "Bison 2" continued on with "Bison 1" and neither pilot saw the two MiGs again. "Bison 2's" gun camera film showed 20-mm impacts and flames coming from the MiG's aft section just forward of the exhaust. Capt Basel claimed one MiG destroyed. His mission had lasted three hours. (Aces & Aerial Victories, pg 71 & Capt Basel's individual flight record.)

The 7 AF Enemy Aircraft Claims Evaluation Board initially approved Capt Basel's claim in their release NR 11-67-185. However, on 5 December 1967, the Board withdrew their approval of the claim. "Although Captain Basel's claim for destroying a MIG-17 was initially denied because of a lack of information, it was confirmed after study of his gun camera film showed that the MIG-17 was on fire in its aft section and could not have recovered." (Fairchild Hiller memo, 6 Feb 68, quoting 7 AF letter in 388 TFW history, Jul - Dec 67 frame 1876.)

"Zebra" flight reported intercepting two 15-second oriental language transmissions over guard

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(OPREP cut off).

The North Vietnamese lost a MiG-17 but the Americans paid a higher price. Three aircraft were lost over the target and two F-105 pilots, Col Flynn and Maj Stirm, and the pilot in the F-4D, Capt Jon D. Black, became POWs. The F-4 GIB, 1Lt Lorenza Conner, was killed.

Today's attacks did not damage the bridge and so the F-105s returned to hit the bridge again on Saturday.

355 TFW JOPREP JIFFY DOI 5503 OPREP-4/165 in USAF microfilm NO463, frame 1392 & "Pak Six", by G. I. Basel, pgs 67 - 80 & National Archives camera shot lists, record number NWDNM(m)-342-USAF-42649B & "Ace & Aerial Victories", pgs 69 - 71.

31-Oct-67

4835

The four pilots in "Locust" flight from the 34 TFS at Korat, attacked a target in the Barrell Roll region of northern Laos under control of an A-1E FAC. The flight took off at 13:55 and the mission lasted for 2 hours 20 minutes. The flight lineup was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4269.
- #2 - Maj Dalton L. Leftwich
- #3 - Navy Lt James L. Karg, USN Exchange Officer
- #4 - Maj George G. Clausen, 34 TFS commander

This was Maj Armstrong's 16th combat mission into North Vietnam. "I got to lead this one since we were going 'Knight Watch' up into northern Laos. The weather was bad in Pack VI was the reason. We refueled and they had me contact an A-1E FAC up about 80 miles south of Dien Bien Phu. He marked our area in the valley where he said there were 37-mm guns. We put our CBU's in there and got 3 large secondary explosions. They shot some at the other 3 guys as they pulled off. Then we went to make an armed reconnaissance of Rt #7, Vietnam, to make it a counter. My radio went out just before getting into the landing pattern."

"On mission # 16, I got to be the flight leader. Mission commanders and flight leaders were picked upon their demonstrated ability to make decisions in flight while flying their own aircraft. Seniority and time at Korat was purely a secondary factor. Bob Smith had already been singled out as a future mission commander. On this mission the target was in Northern Laos about 80 miles South of Dien Bien Phu. An A-1E FAC marked an area where some 37-mm guns had been firing on him. We were carrying CBU's which was providential for this type of target. They fired on us but we got three large secondary explosions so we must have hit their ammo cache. We had already gotten a counter as we swung through Pack V on the approach to the target."

After this mission, Maj Armstrong went on R&R to Japan between 1 and 7 November 1967.

Maj Sam Armstrong's 100 mission combat log, pp 6 - 7 & Lt Gen Sam Armstrong, chapter titled, "Southeast Asia October 1967 - May 1968" in unpublished memoir, pg 12.

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

George G. Clausen

F-105 History

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 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.

21-Nov-67

4841

At 1420, four pilots from the 34 TFS comprising "Waco" flight took off from Korat to be the flak suppression flight in a strike force to RP-6 but weather diverted them to RP-1. The mission lasted 2 hours 20 minutes.

The flight line up was:

George G. Clausen

F-105 History

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4270
- #2 - Lt Col James B. Ross
- #3 - Maj George G. Clausen, 34 TFS Commander
- #4 - Capt Robert M. Crane

It was Maj Armstrong's 24th mission to North Vietnam. "This was originally scheduled as a Pack VI mission, down town. The weather was bad so we went in individual flights to Laos and Pack I. My flight got a Combat Sky Spot over Pack I about 15 miles west of Dong Hoi. It was undercast so we didn't see our bombs hit. No MiGs, no SAMs, and no flak. Happiness!"

Maj Sam Armstrong's 100 mission combat log, pp 10 - 11 & 7 AF TWX 242110Z Nov 67, in PACAF DO Read Fi 16 - 30 Nov 67, AFHRA Call # K717.312, IRIS # 898727.

01-Dec-67

1306

Lt Col Robert W. Smith replaced Maj George G. Clausen as commander of the 34 TFS, 388 TFW, Korat RTAFB, Thailand.

388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1728 & George Clausen, phone interview, 5 April 2010.

31-Dec-67

5162

Five pilots assigned to the 34 TFS at Korat completed flying 100 missions during December 1967. They were:

Maj George G. Clausen - Squadron Commander. Flew his 100th on 27 December 1967.
Maj Dalton L. Leftwich
1Lt David B. Waldrop III
Maj Floyd E. Heizing
Capt Lawrence G. Hoppe

Maj Clausen was reassigned to the F-111A program at Nellis AFB, NV.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & George Clausen, phone interview, 5 April 2010.

15-Apr-68

2356

(Approximate date) "During a special ceremony at Las Vegas, Nevada, last month, eight Thunderchief pilots who have completed 100 missions over North Vietnam received recognition certificates from Fairchild Hiller's Republic Aviation Division."

The pilots were:

Maj William Baechle	Capt Robert F. Lewis
Maj Billy Reed Sparks, Jr.	Capt Harold W. "Pappy" Stoll
Maj Charles E. Van Driel	Capt Byron P. Favre
Maj George G. Clausen	Capt John E. Geiger

Thunderchief World Wide Report, Vol III, No 9, May, 1968