

# Hugh W. Davis

## F-105 History

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11-May-67

6560

In the 4520 CCTW at Nellis AFB, NV, F-105 Class 67-E graduated 16 pilots from USAF Operational Training Course number 111506E. The class started on 14 December 1966 and was assigned to the 4526 CCTS. The pilots were TDY en route to their SEA assignments. The student pilots, their previous bases and commands, and their follow-on assignments were:

Maj James D. Gormley - Tyndall AFB FL (ADC). Assigned to the 333 TFS.  
Maj Gerald C. Gustafson - Kincheloe AFB MI (ADC). Assigned to the 333 TFS.  
Maj Floyd E. Heinzig - Vance AFB OK (ATC). Assigned to the 34 TFS.  
Maj Dalton L. Leftwich - Eglin AFB FL (AFSC). Assigned to the 34 TFS.  
Maj Dwight E. Sullivan - Topsham AFS ME (ADC). Assigned to the 34 TFS.  
Maj John F. Unangst - Hancock Fld, Syracuse NY (ADC). Assigned to the 13 TFS.  
Capt George F. Baird - McChord AFB WA (ADC). Assigned to the 354 TFS.  
Capt Robert H. Bennett - Kirtland AFB NM (AFSC). Assigned to the 354 TFS.  
Capt Hugh W. Davis - Flew F-102s at Richards-Gebaur AFB MO (ADC). Assigned to the 34 TFS.  
Capt Hal P. Henning - Laredo AFB TX (ATC). Assigned to the 44 TFS.  
Capt William N. Johnson - Moody AFB GA (ATC). Assigned to the 357 TFS.  
Capt John H. McKillop - Reese AFB TX (ATC). Assigned to the 333 TFS.  
Capt Emmett E. Ott - Selfridge AFB MI (ADC). Assigned to the 13 TFS.  
Capt Harry G. Paddon III - Webb AFB TX (ATC). Assigned to the 34 TFS.  
1Lt James R. Main - Moody AFB GA (ATC). Assigned to the 357 TFS.  
1Lt James G. Thomas - Reese AFB TX (ATC). Assigned to the 333 TFS.

Maj Dwight E. Sullivan "... was born in 1931 in Corydon, Iowa. He enlisted in the U.S. Air Force on October 28, 1951, and entered the Aviation Cadet Program in July 1953, receiving his commission as a 2d Lt on March 24, 1954. After completing Radar Intercept Officer and All Weather Interceptor Training, Lt Sullivan served as an F-89 Scorpion Radar Intercept Officer with the 449th Fighter Interceptor Squadron at Ladd AFB, Alaska, from November 1954 to November 1956, followed by Basic and Advanced Pilot Training. Lt Sullivan was awarded his pilot wings at Webb AFB, Texas, in February 1958. He next completed All Weather Interceptor Pilot Training, and then served as an F-101 Voodoo pilot with the 62nd Fighter Interceptor Squadron at O'Hare International Airport, Illinois, and K.I. Sawyer AFB, Michigan, from August 1958 to May 1963. Capt Sullivan's next assignment was as an F-101 pilot with the 437th Fighter Interceptor Squadron at Oxnard AFB, California, from May 1963 to January 1966, followed by service as an F-101 pilot with the 75th Fighter Interceptor Squadron at Dow AFB, Maine, from January to December 1966." He was then selected to train in F-105s at Nellis. (<http://www.veterantributes.org/TributeDetail.asp?ID=1085>)

Before reporting to Korat with the 34 TFS, Capt Hugh W. Davis attended the PACAF Jungle Survival School, Clark AB, Phillipines. Previously he had flown F-86Ds at Moody AFB and, from June 1958 to November 1959, at Sidi Slimane AB in Morocco. He roomed with Capt Sullivan when he reached Korat. (Lt Col Hugh Warren Davis DD Form 214 & Hugh Davis, e-mail 9 Dec 2011)

*Special Orders MD-47 Hq 4520 Combat Support Group, dated 15 Dec 1966 in History of USAF TFWC, 1 Sep - 31 Dec 66, AFHRA Call # K417.0735 Vol III.*

30-Jun-67

5117

The 34 TFS history summarized the events that occurred in the squadron during the month of June 1967. "The 34th Tactical Fighter Squadron conducted numerous strikes in the month of June on the enemy's rail system. These critical supply routes were interdicted on numerous spots and heavy damage was inflicted on rolling stock."

The squadron flew 406 combat missions, 402 to North Vietnam and 4 in Southern Laos, for a total combat time of 1047:45 hours.

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"Changes have been noted in the enemy AAA defenses. They have strengthened their gun emplacements at key points around the rail yards in an attempt to counter our repeated attacks on that system. MiGs have been reported airborne on nearly all strikes but they appear to be extremely reluctant to engage in aerial combat."

"Combat pilot strength stood at 19 line pilots including the commander and operations officer. Three attached pilots, wing staff members, were also available for combat." The acting commander was Maj Earl Johnston and the Operations Officer was Maj Carl W. McKenzie.

"During this month of June, three squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: General William S. Chairsell, Lt Col Alan G. Nelson, Major Carl W. McKenzie. ... "

Maj McKenzie's 100th mission was his last F-105 flight. He had accumulated 1194 hours in the airplane. His 100th was also the last F-105 flight for Lt Col Nelson. He had accumulated 351 hours in the airplane.

"... Four losses were suffered during the month, three in combat and one for medical reasons." The combat losses were Maj Dewey Smith, MIA due to AAA on 2 June; Maj Clarence Kough, rescued/injured due to AAA on 3 June; and Capt John W. Swanson, MIA due to AAA on 15 June. Capt Jack L. Spearman returned to the States for medical reasons.

By the time he left Korat, Capt Spearman had accumulated 789 hours flying the F-105.

Incoming pilots during June were: Maj Dwight E. Sullivan, Capt Nickolas J. Donelson (a Ryan's Raider pilot reported as having arrived in May 1967), Capt Hugh W. Davis, and Capt Harry Guy Paddon III.

*34 TFS history, 1 - 30 Jun 67, USAF microfilm NO584, frame 0075 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.*

**03-Jul-67**

6536

Capt Jack A. Phillips from the 34 TFS flew his 80th mission to North Vietnam. "Pack 6; battle damage to aircraft; Mo Trang Railroad Yard. ..." Other pilots in his flight were:

Maj Roderick G. Giffin  
Capt Hugh W. Davis  
Capt Robert L. Martin

"I wrote home: 'Had heavy flak and some shrapnel hit my bird and put a hole in the aft section. Was just as I was dive bombing and it knocked my cooling turbine all apart and filled the cockpit with smoke.'" (Jack Phillips e-mail 21 Mar 11)

Capt Phillips received the Silver Star (2 OLC) for gallantry on this mission. "... Captain Phillips attacked and destroyed a firing antiaircraft battery that had already damaged his F-105 Thunderchief. Despite marginal weather and intense ground fire, Captain Phillips completely disregarded his own personal safety to successfully complete the attack. This greatly reduced the volume of antiaircraft fire encountered by following flights and measurably contributed to the overall mission's success."

Charles E. Irwin, 34 TFS, participated in the rescue of Capt Dale M. Pichard from the 44 TFS who had been shot down in Mu Gia Pass the afternoon of 2 July 1967. "One of our wing pilots was shot down in Pk 1 in the afternoon of July 2. My flight was scheduled for the strike force for the next morning, but at about midnight, we were called out and diverted to ResCap. We met the tankers at first light and took up a holding pattern in Pk1 waiting to be directed in. We finally were called in to

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bomb the bad guys climbing the hill to get our guy and then we returned to strafe.

"That was the greatest 4th of July fireworks show I have ever seen. There must have been eight to ten flights bombing and strafing, then the Sandys dropping Willie Petes for the helicopters. Tremendous show."

Capt Pichard was rescued and returned to Korat. The HH-3E pilot and the pilot of a supporting A-1E were awarded the Air Force Cross for their actions.

*Jack Phillips Mission Summary and citation via e-mails 18 Mar & 20 Mar 11 & Chuck Irwin e-mail 6 Apr 10.*

**10-Jul-67**

7034

Sixteen days after he had arrived at Korat, Capt Hugh W. Davis, 34 TFS, was awarded his first Air Medal. "Capt Hugh W. Davis distinguished himself by meritorious achievement while participating in sustained aerial flight as a combat crew member in Southeast Asia from 23 June 1967 to 10 July 1967. During this period, outstanding airmanship and courage were exhibited in the successful accomplishment of important missions under extremely hazardous conditions including the continuous possibility of hostile ground fire. His highly professional efforts contributed materially to the mission of the United States Air Force in Southeast Asia. The professional ability and outstanding aerial accomplishments of Captain Davis reflect great credit upon himself and the United States Air Force."

*Hugh Davis award citation*

**18-Jul-67**

2408

The Kep railroad yards, (BE 616-01371, BE 616-01931, and BE 616-01932) on the Northeast rail line (RR 2) in RP-5, North Vietnam, struck yesterday on 17 July, was attacked again on 18 July. Thirty-one sorties expended a total of 143 M-117s, 5 M-117s with time-delay fuzes, and 4 MK-82s against this complex. A total of 95 pieces of rolling stock were sighted during these strikes with an unknown number destroyed or damaged. "Strike photo(s) showed bomb impacts and ... 35 pieces of rolling stock and 2 locomotives, all of which have been damaged or destroyed by repeated strikes on this facility."

Lt Col Mervin M. Taylor from the 34 TFS, 388 TFW, at Korat, flew on this strike mission against the Kep Railroad Yard for which he was awarded the Fourth Oak Leaf Cluster to the Distinguished Flying Cross. He destroyed a large gun emplacement during this mission. He flew for 3 hours 55 minutes.

Capt Hugh W. Davis, 34 TFS, was awarded an Air Medal, First Oak Leaf Cluster for a mission he flew today. "Captain Hugh W. Davis distinguished himself by meritorious achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 18 July 1967. On that date, Captain Davis was a member of a flight of F-105s ordered to strike a vital target in North Vietnam. Despite the intense anti-aircraft fire, Captain Davis delivered his ordnance directly on the target. The professional skill and airmanship displayed by Captain Davis reflect great credit upon himself and the United States Air Force." (Hugh Davis Award Citation)

Pilots from the 469 TFS also flew on the Kep strikes, one of whom was Maj Aquilla F. Britt who was awarded the Distinguished Flying Cross (2 OLC) for his extraordinary achievement. "... Major Britt was a member of a flight assigned to strike the Kep Railroad Yard located adjacent to the vital and heavily defended Kep Airfield. Despite intense anti-aircraft fire, the flight destroyed the trains in an extremely accurate attack which resulted in several secondary explosions. ..." (Citation to Accompany the Award of the Distinguished Flying Cross (Second Oak Leaf Cluster) (Posthumous) to Aquilla F. Britt provided by his son Bryan Britt.)

Capt George H. Teas was another 469th pilot awarded the Distinguished Flying Cross (2 OLC) for

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extraordinary achievement. His citation was identical to Maj Britt's.

Capt Winfield Scott Harpe from the 469 TFS was awarded the Silver Star (1OLC) for supporting the strike on Kep railroad yard. "The President of the United States of America, authorized by Act of Congress, July 8, 1918 (amended by act of July 25, 1963), takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Silver Star to Captain Winfield Scott Harpe (AFSN: FR-62522), United States Air Force, for gallantry in connection with military operations against an opposing armed force while serving with the 469th Tactical Fighter Squadron, in action over North Vietnam, on 18 July 1967. On that date, Captain Harpe led a flight of four F-105 Thunderchiefs on an attack against the rail yard supporting the Kep Airfield north of Hanoi. Instead of bombing the already heavily damaged rail yard, Captain Harpe led his flight down the tracks and deeper into the blistering anti-aircraft defenses that had already hit four aircraft in the force. Through an almost overwhelming hail of bursting flak and flying projectiles he dropped his bombs and destroyed two trains loaded with supplies. By his gallantry and devotion to duty, Captain Harpe has reflected great credit upon himself and the United States Air Force. (General Orders: Headquarters, 7th Air Force, Special Order G-1459 (September 20, 1967) (<http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=24369>)

*PACAF Rolling Thunder briefing to CINCPAC for period 8 - 23 Jul 67 & BG Mervin Taylor, letter to Ron Thurlow, 30 May 2000 & George Teas citation awarded under 7 AF SO G1843, 27 Oct 67.*

**19-Jul-67**

5542

Maj Aquilla F. Britt from the 469 TFS, 388 TFW, was awarded the Air Medal (10 OLC) for extraordinary achievement on a mission he flew this day. "... [W]hile under intense and accurate fire from unfriendly forces, Maj Britt demonstrated courage, undaunted determination and superior skill in pressing devastating air attacks against hostile positions. Persevering in the face of danger and death, he relentlessly and effectively aided in silencing two surface-to-air missile complexes. ..."

Capt Hugh W. Davis, 34 TFS, was awarded an Air Medal, Second Oak Leaf Cluster for a mission he flew today. "Captain Hugh W. Davis distinguished himself by meritorious achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 19 July 1967. On that date, Captain Davis made a strike against a vital and heavily defended target in North Vietnam. Despite heavy cloud and intense antiaircraft fire, Captain Davis delivered his ordnance with devastating accuracy. The professional skill and airmanship displayed by Captain Davis reflect great credit upon himself and the United States Air Force."

*Citation to Accompany the Award of the Air Medal (Tenth Oak Leaf Cluster) to Aquilla F. Britt provided by his son Bryan Britt & Hugh Davis award citation.*

**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, 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.

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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 anti-aircraft 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.)

Capt Hugh W. Davis, also from the 34 TFS, was awarded an Air Medal, Third Oak Leaf Cluster, for this mission. "Captain Hugh W. Davis 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, Captain Davis was ordered to strike the heavily defended Thai Nguyen Railroad Yard. In spite of adverse weather and intense anti-aircraft fire, Captain Davis pressed the attack, destroying numerous pieces of rolling stock and inflicting severe damage to the railyard. The professional skill and airmanship displayed by Captain Davis reflect great credit upon himself and the United States Air Force." (Hugh Davis award citation)

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 anti-aircraft sites near the Kep Railroad Yard and Airfield [JCS 9.1]. With unhesitating determination he flew through withering anti-aircraft 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 anti-aircraft 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 Hugh W. Davis, 34 TFS, was also awarded the Distinguished Flying Cross. "Captain Hugh W. Davis distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 4 August 1967. On that date, Captain Davis was a member of a flight ordered to strike the anti-aircraft defenses surrounding an important target complex located thirty miles north of Hanoi, North Vietnam. In spite of intense anti-aircraft fire detonating so close it violently buffeted his aircraft, Captain Davis pressed his attack and released his ordnance destroying an entrenched gun emplacement. The professional competence, aerial skill, and

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devotion to duty displayed by Captain Davis reflect great credit upon himself and the United States Air Force."

Capt Lawrence G. Hoppe also 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 reply to Ron Thurlow letter, 1 Oct 2001 & Larry Hoppe, AF Form 5.*

**09-Sep-67**

1428

The 388 TFW struck Kep airfield (JCS 9.1) (BE 616-8438) at coordinates 21-23-37N and 106-16-05E, in RP-6A, North Vietnam. The airfield had been attacked by F-4s during the previous week.

The strike was carried out by " ... a combined force from Ubon, Takhli, and Korat. Flak suppression aircraft reported 40 CBU-24s on AAA sites, and on an area south of the runway. Crews delivered 152 M-117s and 12 MK-82s on the runway and revetments. A possible POL fire with an orange fireball was reported north of the runway. Post strike photography reflected six craters on the runway and seven craters on aircraft revetments. However, not all revetments in the area were covered in post strike reconnaissance. One MiG-17 was noted destroyed and two damaged in post-strike photo reports." Reconnaissance photos taken on 17 September showed the airfield was still unserviceable.

One of the pilots on the strike was Maj Robert W. Barnett from the 44 TFS. He was awarded the Silver Star. "Maj Robert W. Barnett distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 9 September 1967. On this date, Major Barnett led a force of twenty F-105 Thunderchiefs on a successful attack against a hostile location. Despite intense hostile fire and weather which partially obscured the target, Major Barnett's attack heavily damaged this vital MiG base. ... "

Maj Aquilla Friend Britt from the 469 TFS received an Air Medal (21 OLC) for meritorious achievement for flying this mission. "... Major Britt was a member of Warhawk Flight assigned to strike a high priority military target in North Vietnam. Continuing on through extremely poor weather and intense hostile fire that damaged four aircraft in the force, Major Britt placed his bombs directly on target severely cratering the runway and rendering it unserviceable. ... " (Citation to Accompany the Award of the Air Medal (Twenty First Oak Leaf Cluster) (Posthumous) to Aquilla F. Britt provided by his son Bryan Britt.)

Capt Hugh W. Davis, 34 TFS, was awarded the Distinguished Flying Cross, First Oak Leaf Cluster for his mission today. "Captain Hugh W. Davis distinguished himself by extraordinary achievement while participating in aerial fight as an F-105 pilot over North Vietnam on 9 September 1967. On that date, Captain Davis was a member of a flight directed to attack a heavily defended airfield in North Vietnam. Despite adverse weather, surface-to-air missiles launched at his flight, intense antiaircraft fire and attacks by hostile aircraft, Captain Davis pressed the attack and accurately released his ordnance on the target, which inflicted severed damage to the airfield. The professional competence, aerial skill, and devotion to duty displayed by Captain Davis reflect great credit upon himself and the United States Air Force." (Hugh Davis award citation)

Maj Raymond W. Vissotzky from the 34 TFS received a DFC for a mission he flew today. "The President of the United States of America, ... takes pleasure in presenting a Second Bronze Oak Leaf Cluster in lieu of a Third Award of the Distinguished Flying Cross to Major Raymond Walter Vissotzky ... for extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 9 September 1967. On that date, Major Vissotzky was a member of a flight of F-105's ordered to attack and destroy a high priority military target. Despite adverse weather, intense antiaircraft fire, and hostile aircraft, Major Vissotzky maintained flight integrity and personally destroyed an entrenched anti-aircraft gun emplacement. The professional competence, aerial skill

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and devotion to duty displayed by Major Vissotzky reflect great credit upon himself and the United States Air Force." (<http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=24829>)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Project CHECO Report, 17 November 1967, pg 43 & 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
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.*

### 24-Oct-67

342

After President Johnson had approved it as a target on 18 October 1967, coordinated Air Force and Navy strikes against Phuc Yen MiG airfield (JCS 6) commenced on the afternoon of 24 October followed by combined re-strikes on 25 October. The airfield was hit by bombs and CBU's. Post-strike photos showed that 5 MiG-21s and 5 MiG-17s parked in Area H were either damaged or destroyed, and that two MiG-17s in Area G were destroyed. (Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967)

On Tuesday afternoon and Wednesday, 24 and 25 October, F-105s from the 388 TFW from Korat and the 355 TFW from Takhli struck Phuc Yen for the first time. The airfield (BE 616-8520) was located 18 miles northwest of Haiphong at coordinates 21-13-15N and 105-48-32E in RP-6A, North Vietnam. The US launched a total of 64 sorties against the airfield.

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"... USAF bombs made several craters in the airfield runway and taxi areas. Also during the strike, a MiG-17 was downed by an F-4 crew assigned to the 8 TFW." (Chronology)

The Air Force Times newspaper gave an overview of the Phuc Yen airfield strike. "For the first time in the airwar over North Vietnam, F-4 crews and F-105 pilots recently attacked Phuc Yen airfield, 18 miles northwest of Hanoi.

"The tactical fighter-bomber pilots thundered in through SAMs, heavy flak and MiGs to bomb the 9170-foot runway and parking revetments on the east and west end of the main runway. Another 31 revetted hardstands three miles north of the airfield and the taxiway joining them to the air strip were also hit.

"The strike pilots from the 8 TFW, 355 TFW and 388 TFW reported all bombs on target and the mission highly successful as they rendered the sprawling MiG interceptor base unserviceable and downed a MiG-21 in the process.

"Thunderchief pilots from the 355th TFW led the massive armada in on the installation.

" 'A new target is a great feeling, especially since I was in the first flight in and put the first holes in the MiG haven,' said Capt James G. Thomas, one of the 355th pilots [from the 333 TFS].

"Capt Cal W. Tax [also from the 333 TFS] reported, 'I wanted to make sure so I went in low. In fact, I was so low I heard and felt my bombs exploding -- it was just beautiful.'

"Another 355th F-105 pilot commenting on the mission was Capt James L. Aldrich [333 TFS], who said, 'It was a sensational mission. We hit an untouched target and turned it into a mural of huge fireballs and towering smoke.'

"The F-4 crews from the 8 TFW were the second wave of AF fighters to hit the airfield.

" 'Strings of bombs impacted in trail straight down the eastern third of the runway, causing multiple craters' reported Maj Arley W. McRae who led one of the F-4 flights in. Another string of bombs cratered the middle third of the runway.

"Leading the 8 TFW strike force was Maj Carl F. Funk, who said, 'We rolled in inverted and dove to the target. We completely demolished it.'

" 'From my position, it looked like all our bombs were right on the money', said Capt Paul W. Showalter, one of the Wolf Pack pilots. 'Phuc Yen airfield is now out of commission,' he concluded.

"While Phantom crews were unloading their ordnance over the target, other 8th TFW crews were keeping enemy MiGs busy.

" 'It was absolutely great, ' said a smiling, elated Maj William L. Kirk, a Phantom aircraft commander and now a double-MiG killer, as he described his latest MiG-21 kill.

"Flying combat air patrol (MIG-CAP) for strike fighter pilots, Kirk caught the enemy aircraft as it attacked the bomb-laden aircraft.

" 'They came at us from behind and I turned my flight around and had a good old knock-down, drag-out rat-race with him for almost 10 minutes. I ran him down and got him with the gun,' said the veteran of more than 30 missions into the heavily-defended Hanoi area.

"Kirk's weapon was the 20-mm cannon, a pod-mounted Gatling gun, which hangs under the belly



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of the F-4.

" 'This kill wasn't quite the same as my first one last May 13,' said Kirk. 'That one was a MiG-17 and there was only one pass. I got him with my air-to-air missile. This time it was a good, old-fashioned dog-fight and we fought him for a long time.'

"The rear seat pilot in Kirk's F-4 was 1Lt Theodore R. Bongartz. 'It was my 91st mission,' said the excited Lieutenant. 'I've been waiting since my first flight to get a MiG and it was quite a thrill.'

"Bongartz exclaimed, 'After we shot him down, we made a pass around him and saw the MiG pilot under the canopy of his parachute. We wagged our wings at him and came on home.'

"As the Phantom crews completed their runs on the military installation, Thunderchief pilots from the 388 TFW took their turn at hitting the target.

" 'There were a lot of MiGs up there preceding our strikes,' said Maj Clyde Falls, Jr., a 388th TFW pilot [from the 34 TFS]. 'However, by the time we got there they were all gone. I suppose most of them were low on fuel and were probably looking for a place to land. It's a cinch they couldn't land at Phuc Yen.'

"Maj Donald W. Windrath [from the 13 TFS] estimated that his flight destroyed or damaged three SAM sites which threatened the strike force.

"The aerial reconnaissance following the strike revealed four MiG-21s, four MiG-17s and one MiG-15 were destroyed or damaged by the fighter-bomber pilots. The runway was damaged beyond use and fireballs 280 feet in diameter erupted near the west parking ramp while another huge secondary explosion engulfed the entire western half of the northeast revetments." (Air Force Times newspaper article, Nov 15, 1967, pg 22)

"This highly successful raid left smoking ruins of much of the airfield support complex and large craters in the runway. 354 TFS pilots [from Takhli] were present in the flak-filled skys over Phuc Yen on both ... days." Pilots from the 357 TFS also flew this mission. (355 TFW history, Microfilm NO463, frame 1565).

Four flights of 355 TFW F-105Ds attacked Phuc Yen. "Scotch" and "Wildcat" flights began their attack at 0815Z, followed by "Marlin" and "Wolf" at 0816Z, and "Bison" at 0817Z.

The flights encountered AAA from the east tip of the runway, and two sites 1,100 feet southeast of the runway's center crossover. The AAA sites were firing 85-mm in rings. All flights experienced light to moderate, increasingly accurate, barrages of 37/57-mm AAA bursting between 6,000 to 8,000 feet. The last strike flights also reported moderate, inaccurate, 85-mm bursting between 8,000 and 12,000 feet.

The six M-118s and six M-117s dropped by "Wildcat" flight impacted directly on aircraft revetments, providing a huge secondary explosion that engulfed the entire western half of the revetted area and leaving the eastern half in flames belching black smoke up to 4,000 feet. While coming off the target at 0817Z, when the flight was at 3,000 feet, "Wildcat" flight saw a SAM detonate at 9,000 feet. Approximately 30 seconds later, the flight saw a second missile detonating at 20,000 feet at coordinates 21-26N and 105-43E. The flight was then at 2,000 feet. At approximately 0819Z, the flight saw a third SAM detonating at 8,000 feet, at 21-35N and 105-43E. The flight was at 7,000 feet at 21-35N and 105-35E. Pilots couldn't determine the sites that launched the missiles. All SAM detonations were orange in color.

"Marlin" left their target area covered with smoke and estimated their twenty-four MK-117s hit

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directly on the target.

"Wolf 2" had AC power failure on ingress 20 nautical miles short of the target and, accompanied by "Wolf 3", diverted to Udorn. "Wolf Lead" and "Wolf 4" expended twelve M-117s that resulted in explosions across the central portion of the airfield.

"Bison flight's two MK-118s hit directly on the runway at the junction of the western taxiway crossover. Their eighteen M-117s cratered adjacent sections of the western center of the runway. On egress, at approximately 0819Z, "Bison" flight saw a SAM launch from the vicinity of missile site VN 120. The missile appeared to go straight up and detonate at approximately 25,000 feet. This missile also detonated with an orange cloud. (355 TFW JOPREP JIFFY DOI ??? OPREP-4/??? in USAF microfilm NO463, frames 1389 and 1585.)

Capt Malcolm D. Winter of the 354 TFS from Takhli led "Bison" flight. He flew F-105D 59-1731 on his 56th combat mission. Other members of this flight were Capt Edward P. Larson, and Capt Gary S. Olin. "Big one today - Phuc Yen. We went Green Anchor. 1430 launch for my flight. ... Fergie (Maj Alonzo L. Ferguson) was lead, Larson, Me, Olin. But, Fergie crumped so I took the flight. We had a good roll in & out (with) bombs on target - the NW end, last taxiway exit. The F-4's shot down a MiG-21 inbound while our Iron Hands - Bruce Stocks, Moyer - got a SAM site. I saw the missile's orange cloud about 2 miles off my left wing on egress. It went to 25 miles or so & exploded." (Combat mission log of Mal Winter transcribed by his son, Mike Winter.)

"On October 24, two MiG-21s had taken off against the first wave of attackers -- Air Force F-105s and F-4s from Thailand. As the MiGs were attempting to get behind the attacking force, an F-4 escort used a twenty-millimeter cannon to shoot one down." ("To Hanoi and Back", pg 90). The F-4D from the 433 TFS, 8 TFW, at Ubon was flown by Maj William L. Kirk and his WSO 1Lt Theodore R. Bongartz.

Maj James D. Gormley from the 333 TFS at Takhli was one of the 355 TFW pilots on the mission. "Phuc Yen airfield had been off limits ever since the bombing began. Whenever we flew a mission near Hanoi, we would go right over Phuc Yen. We could look down at 'MiG Haven' and see the planes coming at us. It gave us a futile feeling not to be able to bomb them in their sanctuary. ... (When the strike was approved), ... every pilot in the wing wanted to go, ... and I was proud to be one who got a chance. Everything went as we had been briefed. We rolled in through heavy defenses but destroyed the target and got every bird back home safely." (Takhli Times, 29 Mar 68, reporting Maj Gormley's comments after his 100th mission.)

"... A wing of F-4s from Ubon held third place in the attack stream (to be followed later by Navy attackers), second place being taken by the F-105s from the 388th Wing ... and our 355th TFW leading the parade. Our 333rd TFS led our wing ... " (Frank Moyer, letter to Ron Thurlow, 21 Sept. 2001).

"The Iron Hand flight estimated it destroyed three SAM sites which had threatened the force." Leading the Iron Hand flight from Takhli was 354 TFS pilot Maj Bruce D. Stocks with EWO Maj Frank N. Moyer from the 333 TFS. Also flying an Iron Hand mission from Korat, were Maj James Mirehouse with EWO Capt Albert L. Michael from the 44 TFS.

It was Maj Moyer's 45th combat mission as an F-105F EWO. In his diary entry for the day he wrote, "THE BIG ONE! After all our waiting and frustration, the 355 TFW led forces of F-4s from Ubon and F-105s from Korat against the Phuc Yen MiG airfield, and our 333 TFS had the Force Commander + 3 of the five strike flights + Iron Hand flight - which Bruce and I led! How about them potatoes!

"Perfect weather except for clouds on Thud Ridge. Our Weaseling was good, too, despite AC

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power problems that left our Doppler nav system inoperative. Practically perfect bombing put 18 bomb craters in the runway, destroyed or damaged several parked MiGs, and wiped out four flak sites. Had two valid SAM launches, but our warning call kept all planes out of missile range. Bruce saw blast smoke from one launch, so we went into the flat country and bombed the site, thus earning our SAM Slayer patches. Score for the day: 1 runway, 5 SAM sites, and the F-4s got a MiG-21. What a day!" Maj Moyer and Maj Stocks were awarded the Silver Star for the mission. (Combat diary of Frank N. Moyer.)

F-105s from the 388 TFW were third in the attack stream. They dropped their bombs on the MiG parking revetments.

"Olympia" flight from the 34 TFS was the first from Korat to attack the airfield. Take Off: 1405. Mission Length: 3+10. The flight lineup was:

- #1 - Maj Dalton L. Leftwich who was also Korat's Mission Commander
- #2 - Capt Hugh W. Davis
- #3 - Maj Floyd E. Henzig
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0124.

It was Maj Armstrong's 11th combat mission into North Vietnam. "Today was the big one, Phuc Yen! This airfield is the major airfield in NVN and had previously been off limits. Today our wing, Takhli, the F-4s from Ubon, and I think the Navy all zeroed in on Phuc Yen Airfield. We went in of course the land route. Lefty was also mission commander so that meant our flight was the first of 20 F-105s to bomb the field. The F-4 MiGCAP drew about 8 SAMs as they preceded us in to the target. There was quite a bit of 85-mm flak as we rolled in and as we pulled off plus some 37/57-mm. At least 2 aircraft got hit though they didn't know it until they got home. We dropped CBUs and as I pulled off, I could see a number of secondary explosions. We picked up several more volleys of 85-mm flak as we came too close to Yen Bay going out. (Maj Sam Armstrong's 100 mission combat log, pg 4.)

Armstrong commented further on this mission in his memoir. "This was their primary MiG-21 base just Northwest of Hanoi. Up to this point it had been off limits for attack. We never did strike the civil airfield (Gia Lam) outside Hanoi although it was widely known that MiGs sometimes used it. LBJ and McNamara had this dumb idea that we would gradually increase the targets we were willing to strike and this was the way to get the North Vietnamese to sue for peace. Our wing came in first using the land route and dropped CBU's along the flight line to hit the MiGs in their revetments. Takhli rolled in just behind us with 3,000# bombs to destroy the runway. The F-4C's followed them with bombs and maybe even the Navy got in on this historic attack. I think we surprised them and did some considerable damage. There were no U.S. losses. No SA-2s were fired and the 85-mm flak was spotty. I was written up for a Silver Star on this mission but it was downgraded to a Distinguished Flying Cross. This was the first of three Silver Star downgrades -- so I never got one although most Thud pilots did." (Lt Gen Sam Armstrong, chapter in unpublished manuscript titled, "Southeast Asia October 1967 - May 1968", pg 11.)

Capt Davis, "Olympia 02", was awarded the Distinguished Flying Cross, Second Oak Leaf Cluster for this mission. "Captain Hugh W. Davis distinguished himself by extraordinary achievement while participating in aerial fight as an F-105 pilot over North Vietnam on 24 October 1967. On that date, Captain Davis was wingman for the mission commander on the highly successful mission against the heavily defended Phuc Yen Airfield. Despite hostile aircraft threats, a barrage of surface-to-air missiles, and intense anti-aircraft fire in the target area, Captain Davis successfully struck his assigned target and contributed to the destruction of five hostile aircraft on the ground. The professional competence, aerial skill, and devotion to duty displayed by Captain Davis reflect great credit upon himself and the United States Air Force." (Hugh Davis award citation)

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"The 388 TFW pilots were fraggd against the revetted aircraft parking areas. They encountered heavy AAA, SAMs and MiGs. Force commander, Maj Dalton L. Leftwich, 34 TFS, said, 'we caused secondary explosions in the target area.' A flight leader, Lt Col Harry W. Schurr, 469 TFS commander, saw many secondaries. He described them as 'the type you would expect from aircraft.' Later ... BDA from the raid gave three MiGs destroyed and four damaged, and extensive damage to the runway." Maj Leftwich received the First Oak Leaf Cluster to the Silver Star for his actions during the mission. (388 TFW History, Apr - Dec 67, USAF microfilm NO583, frame 1577.)

Two pilots in the flak suppression flights from Korat, both from the 34 TFS, were Lt Col Robert W. Smith, flying F-105D 61-0068, and Maj Floyd E. Henzig ["Olympia 3"] in F-105D 61-0152. They dropped CBUs on the airfield at coordinates 21-13-07N 105-48-22E. Also from the 34 TFS was Capt Douglas A. Beyer in F-105D 62-4356. (NARA Record NWDNM(m)-342-USAF-42649B, "Air Strike Films, Vietnam")

Maj Kenneth W. Mays, also from the 34 TFS, flew in this raid. "I was most pleased to be a flight lead on the first attack on Phuc Yen. As expected we received a lot of fireworks. Without exception every pilot put good bombs on the target and numerous MiGs were destroyed on the ground (I have several photos). I came back from this mission with 151 holes in my acft and have a collection of Russian metal that the crew chief picked from my acft." (Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003.)

Another flight lead from the 34 TFS, Maj Raymond W. Vissotzky, received a DFC for the mission he flew today. "The President of the United States of America ... takes pleasure in presenting a Bronze Oak Leaf Cluster in addition to a previously awarded Silver Oak Leaf Cluster in lieu of a Seventh Award of the Distinguished Flying Cross to Major Raymond Walter Vissotzky ... for extraordinary achievement while participating in aerial flight as an F-105 Pilot over North Vietnam on 24 October 1967. On that date, Major Vissotzky was Flight Commander of four F-105's ordered to perform armed reconnaissance along a heavily defended segment of a high priority military target. Despite intense anti-aircraft fire, numerous hostile aircraft warnings, and a possible surface-to-air missile threat, Major Vissotzky successfully led his flight to the target area and dropped his ordnance directly on target. The professional competence, aerial skill and devotion to duty displayed by Major Vissotzky reflect great credit upon himself and the United States Air Force." (<http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=24829>)

1Lt Earl J. Henderson, 469 TFS, was another pilot from Korat on the first Phuc Yen strike. It was his 31st combat mission into North Vietnam.

"Target: Phuc Yen airfield.  
"Armament: 4xCBU-24s 1 CBU-29

"First-time target. Went in with bad pod. Flak wasn't too bad but thought I got hit coming off target. 70 airplanes total hit target. Did really good work. Many big secondary explosions and fire. Several MiGs destroyed. Waited long time for this!"

Lt Henderson received the Distinguished Flying Cross (3rd OLC) for this mission. "...Captain Henderson was a member of a flight of four F-105 Thunderchiefs assigned to deliver ordnance against the most heavily defended airfield in North Vietnam. Flying through almost continuous surface-to-air missiles and some of the heaviest antiaircraft fire of the conflict, he delivered his ordnance precisely on his assigned target causing extensive damage to the airfield complex. ..." (Earl Henderson, combat diary and award citation.)

Maj Francis P. Walsh from the 44 TFS was another Korat pilot who dropped 750-pound bombs on the nearby Lang Dang railroad complex at coordinates 21-38-03N 106-35-11E. He flew F-105D 61-0219. (NARA Record NWDNM(m)-342-USAF-42649B, "Air Strike Films, Vietnam")

# Hugh W. Davis

## F-105 History

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*388 TFW History, Apr - Dec 1967, USAF microfilm NO583 frame 1577 & Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 5 & River Rats Album I, pgs 118 and 120.*

**05-Nov-67**

1441

"Pilots from Korat's 388 TFW and the 355 TFW at Takhli, claimed 36 craters on the runway at Phuc Yen Airfield following a strike on 5 November. Ninety 750-pound bombs (M117s), six 500-pound bombs and 80 CBUs were reported expended in the attack. Five AAA sites were estimated damaged or destroyed, and confirmed by KA-71 strike photography. Post-strike photography reflected repair efforts, a servicable taxiway and the runway unserviceable." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 3.)

Taking advantage of the clearer weather in the afternoon, F-105s from the 388 TFW, Korat, and the 355 TFW from Takhli struck Phuc Yen MiG airfield (JCS 6) (BE 616-8520) for the third time since their first attacks on 24 and 25 October 1967. This time Takhli lost two F-105s -- a "D" flown by Capt Billy R. Sparks, Jr. from the 357 TFS, and a Wild Weasel "F" crewed by Maj Dick Dutton and EWO Capt Glenn Cobeil from the 333 TFS.

"During this attack, two MiG-17s were damaged on the ground." (Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 6.)

(NOTE: Much of 355 TFW OPREP from which part of the following was taken is illegible)

Four of the flights, "Wildcat", "Wolf", "Marlin", and "Scotch" were strike flights, and the fifth, "Red Dog", was a Wild Weasel flight. "Marlin Lead" and the Wild Weasel F-105F of "Red Dog 4" were lost to AAA during this mission. Both the pilot and EWO of the Wild Weasel crew (Maj Dutton and Capt Cobeil) were captured. "Marlin Lead" (Capt Sparks) was rescued.

At 0825Z, the four F-105Ds in "Wildcat" flight dropped two CBU-24s on the first target, an (illegible) area in RP-6A, North Vietnam. Pilots reported 100% of their ordnance hit the target area but there were no secondaries and they could not provide BDA due to evasive tactics. The flight encountered heavy AAA (illegible).

The primary target struck was Phuc Yen airfield, (JCS 6), the third time F-105s hit this target since 24 October. Pilots from the 357 TFW were in this raid. Intense, accurate barrages of 37/57/85-mm AAA blanketed the area. Beginning at 0808Z with "Marlin" flight, the four strike flights dropped a total of four MK-118s and twenty CBU-24s on the airfield. After dropping his ordnance, "Marlin 1" was hit and downed by flak. At 0823Z, the four F-105Ds in "Scotch" flight used CBUs to suppress active flak sites adjacent to the airfield.

Next over the target, at 0827Z, were the four F-105Ds in "Wolf" flight. The strike pilots reported direct hits on the hanger in Area 4 and both the (illegible). After the flights left the target, they began a RESCAP for "Marlin 1" at coordinates 21-26N and 104-51E in RP-5. The three pilots in "Marlin" flight capped between 0835Z and 1008Z and were assisted by the pilots in "Scotch" flight between 0915Z and 0940Z. The RESCAP flights maintained a high and low cell and established voice contact with "Marlin 1" on the ground. The three pilots in "Marlin" flight ran short of fuel and had to depart the area after the A-1 Sandys arrived. However, "Marlin 3" returned and pinpointed the area for the Jolly Green helicopter crew who succeeded in picking up the downed pilot.

Strike camera photos from the second flight over the target showed bomb craters on the runway from the first flight. (CINCPAC briefing)

The F-105Fs in "Red Dog" flight struck two targets. Their first target at 0835Z was a suspected military area at coordinates 20-27N and 105-13E in RP-5. They dropped one CBU-24 and one CBU-29 on the area but did not see their bomb impacts. At 0841Z, they dropped two CBU-24s and two CBU-29s on a segment of Route 13 at 21-19N and 104-46E, also in RP-5, and, again, did not

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see their bomb impacts. After "Red Dog 4" was downed, the other three members of the flight circled the area and heard a good beeper signal but could not raise either of the downed crew on voice. After refueling once, the flight was relieved on RESCAP by "Ozark" flight.

(Bottom of OPREP is missing)

One day after their return from R&R, Maj Bruce Stocks and EWO Maj Frank Moyer from the 333 TFS were the crew leading the "Red Dog" Wild Weasel flight from Takhli. They had also led Takhli's Wild Weasels on the first Phuc Yen airfield strike on 24 October. This was Maj Moyer's 50th combat mission. In his diary, he described what happened this time. "We were to lead the late go, so slept in. Went to TOC at 0900 to plan our lead & worked on it right until brief time at 1120; the combination of Pri. & 1st Alt. were tough! Well, we flew it! Got a valid launch signal near Phuc Yen, & Sparky got hit taking it into the weeds. Made it south of the Red [River] before he had to punch out because of fire & was rescued; back to Takhli near midnight."

"But Dutton & Cobeil, our newest Weasel crew & flying #4 slot, also went to the weeds & were set afire. They didn't make it to the Red but did manage to bail out before the plane blew up just north of Phu Tho. We stayed with them almost until their chutes reached the ground but couldn't stay longer because of fuel. Set up Rescap operation, then went out for tanker. Sent our #3 man on home, then we & #2 met a Mig Cap flight over Channel 97 [tacan station] to go back into the area. Orbiting their area trying to establish radio contact with them, but couldn't, 'til we were too low on fuel to stay longer, so met emergency tanker for limited refueling & flew home at over 30,000 ft to save fuel. Came in VFR [visual flight rules] with barely 2,000 lbs left - ca 20 min. So apparently 2 good guys are prisoners because of my "Valid Launch" call. And Sparky, being at about 140 missions & having punched out before, will go home with no more combat. Lousy day to mark the halfway point -Mission #50."

Maj Moyer was awarded the Second Oak Leaf Cluster to the Distinguished Flying Cross for his being " ... directly responsible for the safe recovery of a downed aircrew in a very hostile area." (Frank Moyer, letter to Ron Thurlow, 21 Sep 2001).

Lt Col Robert W. Smith, the 34 TFS commander led Korat's strike force in the third attack against Phuc Yen Airfield (JCS 6). "I was Strike Force Commander to Phuc Yen Airport for a return match with the enemy, on 5 November, just a couple weeks after our first attack there. This time our job was to hit the runway, which had been assigned to the 355th wing on our first strike there. We had made strides in paying more attention to our attacks and the results were evident in our strike photos.

"At that early stage, I found time to annotate a map with some of my strike mission notes and write home to Martha to share with her some of what we were doing, none of which was classified. That was a practice I quit as a result of the increasing demands on my time. From that mission, I included a series of three strike camera shots of our attack, which I had annotated.

"I had been pleased, when the KA-70 strike photos confirmed that my six 750's hit squarely on the very middle of the runway, but more excited about the improving results by the flight. The outcome was far better than before, encouraging me in our efforts to improve weapons delivery." (Bob Smith's autobiography on line at [http://www.kalimera.org/nf104/ab/ch\\_5/v.html](http://www.kalimera.org/nf104/ab/ch_5/v.html))

Capt Hugh W. Davis, 34 TFS, was awarded the Silver Star for flying this mission. "Captain Hugh W. Davis distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 5 November 1967. On that date, Captain Davis led a force of twenty F-105s against the Phuc Yen Airfield. Despite a heavy barrage of antiaircraft fire, surface to air missiles and the threat of hostile aircraft, Captain Davis guided the force in a successful raid which rendered the runway and several antiaircraft sites inoperative. Later, he

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participated in a rescue effort and was instrumental in the successful pickup of a downed pilot. By his gallantry and devotion to duty, Captain Davis has reflected great credit upon himself and the United States Air Force." (Hugh Davis award citation)

1Lt Earl J. Henderson from the 469 TFS from Korat flew on the Phuc Yen strike. It was his 34th combat mission into North Vietnam.

"Target: Phuc Yen airfield  
"Armament: 6x750 .025

"Bad again at Phuc Yen. They were waiting for us today. Flak pretty bad. Lead hit twice. Once in canopy. Got glass in neck. No one shot down in our group. Takhli lost two, got one guy out. We had best bombs I've ever seen. Many, many craters on runway." His flight lead was Lt Col William C. Decker, the squadron Operations Officer. He "... was hit by a 12.75 cal round that came through the top of the canopy while flying straight and level. We surmised that it was a spent round falling. I think it embedded in the seat head rest. Canopy glass hit Lt Col Decker in the neck and caused some minor injuries, but he got a purple heart for his troubles." (Earl Henderson, e-mail 3 August 2009.)

Lt Henderson received the Distinguished Flying Cross (1 OLC) for this mission. "... Lieutenant Henderson was a member of a flight of four F-105s assigned to attack the most vital airfield in North Vietnam. Flying through intense antiaircraft fire, he dropped his bombs precisely on the runway and rendered it completely unserviceable. When his flight leader's aircraft was heavily damaged by antiaircraft fire, Lieutenant Henderson joined in close formation and escorted him back out across 140 miles of hostile territory to a safe recovery. ..." (Earl Henderson, combat diary and award citation.)

Post-strike coverage from 6 November revealed numerous craters on the runway but repair work had already started. Two MiGs in Area G, damaged during the 24 October strike, were still in the same place but two of the MiGs that had been damaged in Area H, the northern revetments, had been removed. Additional photography obtained on 20 November, two weeks after today's strike, confirmed the runway was back in operation. (Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967.)

*355 TFW JOPREP JIFFY DOI ??? OPREP-4/051 in USAF microfilm NO463, frame 1398 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1757 & Diary and Combat Log of Frank N. Moyer, 4 Jun 67 - 15 Mar 68.*

### 23-Nov-67

6166

1Lt Earl J. Henderson, 469 TFS, 388 TFW, flew his 44th combat mission into Laos.

"Target: POL storage area in Laos.  
"Armament: 6x750#.

"Led flight on pretty good mission. I had real good bombs but no real results. Came back low level again. We just missed a radio tower. Happy Thanksgiving. R&R to Hawaii tomorrow!"

Pilots from the 34 TFS attacked a target in Route Pack I, North Vietnam. Take off time for "Simmer" flight was 07:10 for a TOT of 09:00. The flight lineup was:

#1 - Capt Hugh W. Davis flying F-105D 62-4270  
#2 - Maj James L. Taylor flying 62-4361  
#3 - Maj Donald W. Hodge flying 61-0132  
#4 - Capt Jacob C. Shuler flying 61-0161 his 21st mission.  
Spare - Capt Clyde L. Falls, Jr.

# Hugh W. Davis

## F-105 History

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Jake Shuler recalled, "Although I do not recall any specific details of this mission, it was apparently a secondary target about 10 miles northwest of Dong Hoi in RP-1. The notation 'Mis 11' on the Mission Data Card indicates we joined up with Misty 11, Captain Paul T. Magill, and he led us to the target. Working with the Misty FACs was enjoyable in that the performance of the F-100F was similar to the F-105 and these guys were experienced fighter pilots and knew target areas well."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 15th mission as "Gator 04" against the Ban Laboy ford in southern Laos. "Combat Sky Spot - no BDA weather."

*Earl Henderson, combat diary & Jake Shuler, 23 Nov 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.*

### 24-Nov-67

4843

On his 26th combat mission, Maj Spence M. "Sam" Armstrong from the 34 TFS, 388 TFW, fired two Bullpup missiles at a target in Laos. The two-ship "Hatchet" flight took off at 1610. Their mission lasted 1 hour 55 minutes. The flight lineup was:

#1 - Capt Hugh W. Davis

#2 - Maj Armstrong flying F-105D 61-0194

Maj Armstrong commented on the mission in his combat log book. "I had been appointed to be one of the pilots in the squadron to fire the AGM-12C (Bullpup) missile. Today was my first try at it. The target was a road segment in southern Laos just outside of Mu Gia Pass. We launched two missiles apiece. My first one came off funny but I finally found it and guided it in pretty close to the target (50 feet). The second one was a little better and I missed only by a couple of feet on that one. We were controlled by an O-1 FAC."

He further described the mission and the AGM-12C in his memoirs. "We had practiced firing this pilot-guided missile at McConnell and I had done some more training so as to be designated as qualified to fire this missile. We were to try to create a landslide over a road in Southern Laos which was suspected to be part of the supply route. The O-1 FAC marked the target and Hugh Davis, my leader this day, and I lined up to aim at a place just above the road so as to start a landslide -- just like we were briefed. I had a Bullpup on each wing. I first lined up and fired the missile from my left wing. I heard and felt it roar off the wing but lost sight of it. I feared that it had dropped down low so I commanded a pitch-up with my side-arm controller. Still it did not come back into view. Then I saw a glint high and to the right. It was my missile that I had inadvertently flown there when I couldn't observe it. I immediately put in down and left corrections on my controller and watched with amazement as the missile actually impacted the target from an obtuse angle! The other one I guided in a more conventional manner to the target but that was my only experience with this weapon. We didn't use it in Pack VIA because the firing aircraft had to continue the dive to a perilous altitude in order to control the missile to its target. And that would have put us right into the small arms danger zone after having weathered the MiGs, SA-2's and the 85-mm flak. Not a good idea!"

*Maj Sam Armstrong's 100 mission combat log, pg 11 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished manuscript, chapter titled "Southeast Asia October 1967 - May 1968", pg 18.*

### 27-Nov-67

1447

"Poor weather over North Vietnam limited the number of combat strikes by 388th TFW Thunderchief pilots during the period Nov. 27 through 30.

"388th TFW F-105 pilots struck the Yen Bay airfield, 78 miles northwest of Hanoi, Nov. 27. There was no bomb damage assessment due to the overcast." (Sawadee Flyer, Vol I, No 10 Friday Dec 8, 1967 pg 1.)



# Hugh W. Davis

## F-105 History

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"The Kep Ha Army Barracks (JCS 39.29), located 32 nautical miles north of Haiphong, on Highway Route 13, ... was struck by crews from the 388 TFW and the 355 TFW. ... This target consists of 16 major areas with a multitude of barracks, storage buildings and support facilities. It can supply vehicle support for the enemy logistics network and can act as a major training center. One notable possibility is the use of this area as a billeting and training area for the vast AAA defense network around Haiphong. The continuing attacks on this target have caused some loss of troops, a loss of vehicles and the destruction of valuable supplies. (pg 3)

"The Kep Ha Army Barracks were struck by 388 TFW pilots from Korat with seventy-two 750-pound bombs (M117s). Strike crews claimed damage or destruction of an unspecified number of structures." (pg 4)

Maj Kenneth W. Mays from the 34 TFS was probably on this strike. "Hugh Davis [Capt Hugh W. Davis] was my number 3 and we had hit Kep Ha military barracks as they kept shooting at us from there. We went in under a cloud deck to the target as the weather was marginal, but after going that distance and risking people and acft to get to the target we pressed on. Excellent bombs on the target as most acft carried CBU's (have photos of the barracks burning).

"On the way out from the target and just as we got feet-wet we started to climb. As we broke out of the clouds, we had a near mid-air collision with two MiG 21's. We were canopy to bottom of their acft for awhile. They went burner and cleared the area. Again no missiles on the acft. Hugh and I had a big laugh when we returned."

Maj David C. Dickson, Jr. also from the 34 TFS, flew his 39th mission against the Kep Ha barracks. It was his 24th mission into RP-6. (20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band dated 27 Nov 67.)

"F-105s from Takhli's 355 TFW delivered 54 M117s and 10 CBU-24s in a second attack, but no BDA was reported." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-49 dated 2 Dec 67, for week of 24 - 30 Nov 1967, pp 3 - 4.)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1757 & Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003.*

### 29-Nov-67

4845

"Hatchet" flight from the 34 TFS took off at 07:55. They refueled with Tan 23 going to the target and post-strike refueled with Tan 66. Their lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1759
- #2 - Capt Jacob C. Shuler flying 61-0072 on his 25th combat mission.
- #3 - Capt Carl William Lasiter flying 62-4359
- #4 - Capt Irving E. LeVine flying 61-0132

The flight worked with the FAC "Nail 70" against a target at location 21-36N and 106-32E. "75% coverage. 100% on target." Their mission lasted 4.3 hours.

At 14:10, four pilots from the 34 TFS comprising "Scuba" flight took off from Korat on a mission to Laos. The mission lasted 2 hours 50 minutes. The flight line up was:

- #1 - Maj Donald W. Hodge
- #2 - Lt Col Nevin G. Christensen
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0445.
- #4 - Capt Hugh W. Davis

It was Maj Armstrong's 28th combat mission. "The regular afternoon strike was cancelled and we

# Hugh W. Davis

## F-105 History

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were fortunate to get an add-on flight of four. We went up into Laos just above the Thailand border where we worked with an O-1E FAC. The clouds were thick all about but we were able to roll in on a shallow pass and drop. All of our bombs were on target and the FAC said we destroyed 12 buildings and an area where 200 enemy troops had been reported. After that, we swung into North Vietnam for a road check and counter. It was the first time that my tape recorder worked properly and I was really pleased."

*Jake Shuler's mission log spreadsheet & Maj Sam Armstrong's 100 mission combat log, pg 12.*

**30-Dec-67**

6717

The four pilots in "Rainbow" flight from the 34 TFS took off at 06:15 and refueled with Blue Anchor 15. Their lineup was:

- #1 - Col James L. Stewart, 388 TFW Assistant DO, flying F-105D 60-0449
- #2 - Capt Jacob C. Shuler flying 60-0435
- #3 - Lt Col Robert W. Smith, 34 TFS commander, flying 62-4270
- #4 - Capt Hugh W. Davis flying 60-0530

It was Capt Shuler's 39th mission. "This was a Combat Sky Spot mission flown to target coordinates 17-22N and 106-13E, the Ho Chi Minh Trail in southern Laos, about 50 NM due west of Dong Hoi."

*Jake Shuler 30 Dec 67 mission card and e-mail 11 Jan 2011.*

**01-Jan-68**

6178

Capt Earl J. Henderson, 469 TFS, 388 TFW, flew a non-counter into Laos.

"Took off at 3:00 AM. Combat Skyspot mission."

Pilots from the 34 TFS also flew a non-counter into Laos. "Pistol" flight took off at 02:20 for a TOT of 03:00. They post-strike refueled from Blue Anchor 20. The flight lineup was:

- #1 - Capt Vernon D. Ellis flying F-105D 58-1150
- #2 - Capt Jacob C. Shuler flying 61-0162
- #3 - Capt Hugh W. Davis flying 58-1172
- #4 - Capt Irving E. LeVine flying 60-0436.

Jake Shuler recalled, "As with Christmas Day, we were not allowed to bomb NVN on New Year's Day. According to the Mission Data Card, we attacked targets at coordinates 16-42N and 106-13E, which is in the vicinity of inactive Tchepone airfield in southern Laos, about 70 NM southwest of Dong Hoi."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 3" against a road segment in the Steel Tiger region of Laos. "100%. Road cut." It was his 29th combat mission.

*Earl Henderson, combat diary & Jake Shuler mission card and e-mail 11 Jan 2011. Rufus Dye Mission History log*

**31-Jan-68**

5163

Four pilots assigned to the 34 TFS at Korat completed flying 100 missions during January 1968. They were:

- Capt Robert M. Crane
- Capt Hugh W. Davis - Flew 100th on 16 Jan 68
- Capt Sam P. Morgan
- Maj Donald W. Revers - Flew 100th on 8 Jan 68

## Hugh W. Davis

### F-105 History

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It was Capt Davis' last F-105 flight. He had accumulated 381.4 hours in the airplane. His next assignment was back in the Air Defense Command. "... I went through recurrency training in the F-102 at Perrin AFB from Feb. '68 through May '68, before going to the 526th FIS at Ramstein in June '68. I flew the F-102 there until May 1970." He retired as a Lt Col on 31 January 1980 as the Deputy Director of Plans Group at Nellis AFB and settled in Boulder, Colorado. (Hugh Davis, e-mail 9 Dec 2011 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Lt Col Hugh Warren Davis DD Form 214.)

The 388 TFW provided a public relations announcement on Maj Revers' 100 mission accomplishment. "Major Donald W. Revers, 37, Ironwood, Mich., has added his name to the traditional 100-mission scarf of the 34th Tactical Fighter Squadron.

"The seven-foot long scarf, inscribed with the names of all squadron pilots who have completed 100 combat missions in the F-105 over North Vietnam, was draped over the Major's shoulders by Colonel Paul P. Douglas, Jr., 388th Tactical Fighter Wing Commander, following his landing at Korat Royal Thai AFB recently following his 100th mission.

"The 388th TFW pilot considers a raid in early October against the Cu Van POL (Petroleum, Oil and Lubricants) storage area the most memorable of his combat tour.

" 'From a pilot's view this was an extremely rewarding mission, since we could see the results almost immediately.'

"Continuing, the major said, 'As I acquired the target and rolled in, the flak became extremely heavy. The strike force pressed on and did a tremendous job. The area just erupted and the whole hillside seemed to be devoured in smoke and flames. Smoke rose 5,000 feet in the air.'

"The Major also participated in two of the major 'firsts' of the air war.

"In the early part of August he was on the first strike against the Doumer Bridge, 1 1/2 miles from the center of Hanoi.

" 'We were very elated with the results,' Revers commented, ' having dropped a span.'

"The first raid near the Chinese Communist border, against the Lang Son railroad yard, also proved very successful as, according to Major Revers, the 388th pilots caught about 180 railroad cars in the yard.

" ' There were numerous secondary explosions and we destroyed 75 - 80 percent of the rolling stock. It was a real pleasure to hit such a lucrative target.' "

"Although he has completed his 100 mission, Major Revers will not be going home immediately, but will assist in the 388th Tactical Operations Center." (Draft 388 TFW Korat Release 68-02-03, via e-mail 30 Mar 2010.)

Don Revers remained at Korat for another three months. "The general asked me to stay a couple of months and help him out." He worked for General Chairsell rewriting "... all fighter refueling procedures in SEA."

*34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us/34tfs/scarf.htm> & Don Revers, e-mails 30 and 31 Mar 10.*