

Rufus Dye, Jr.

F-105 History

07-Nov-60

1523

To prepare for the arrival of the F-105, the 36 TFW, Bitburg AB, Germany, formed an F-105 Work Group. Lt Col Rufus Dye, Jr., Deputy Director of Operations, was appointed as Chairman of this conversion programming board, "... for the 504-49, Tactical Air Force Conversion Program to the F-105 ... " for the Wing. Representatives to this board from the 36 Armament and Electronics Maintenance Squadron were CWO Arlin H. Chauvin, Sr. and CMSgt Lester L. James.

36 TFW History, 1 Jul 60 - 31 Dec 60, USAF microfilm MO627, frames 0694 and 0726.

25-Aug-61

294

The fifth F-105D operational training Class 62B, Course 111506E, graduated 18 pilots at Nellis AFB NV. The class began training on 26 Jun 1961. The class was attached to the 4526 CCTS under the 4520 CCTW at Nellis, commanded by Lt Col James Ellis Bean. Its students included members of the 53 TFS, 36 TFW, based at Ramstein AB, Germany. The graduates were:

Col James K. Johnson - from Carswell AFB
Lt Col Rufus Dye, Jr. - 36 TFW
Maj Lester L. "Birdlegs" Johnson - 53 TFS
Maj Raymond W. Staudte - 53 TFS
Capt Fred T. Coleman - 53 TFS
Capt Brown G. Howard III - 53 TFS
Capt Robert D. Janca - from Nellis AFB
Capt Joe B. Jordan - 23 TFS 36 TFW
Capt John R. Keeton - from Cannon AFB

Capt John A. McCurdy - from George AFB
1Lt Donald O. Faust - 4 TFW
1 Lt Stanley S. Gunnerson - 23 TFS 36 TFW
1Lt Theodore G. Moeller - 23 TFS 36 TFW
1Lt Philip L. Misenheimer - 23 TFS 36 TFW
1Lt Robert E. Nine - 36 TFW
1Lt James W. Petit - from George AFB
1Lt John G. Schroeder - 23 TFS 36 TFW
1Lt Charles F. Gladish - 23 TFS 36 TFW

4520 CCTW History, Jan - Jun 61, USAF microfilm MO2195, Special Order AA-10.

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 anti-aircraft 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

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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 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 antiaircraft 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 antiaircraft 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.)

Maj Raymond W. Vissotzky from the 34 TFS received a DFC for the mission he flew today. "The President of the United States of America ... takes pleasure in presenting a Third Bronze Oak Leaf Cluster in lieu of a Fourth 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 7 October 1967. On that date, Major Vissotzky was a member of a twenty aircraft strike force, ordered to strike a high priority military target. Despite intense anti-aircraft fire and numerous surface-to-air missiles, Major Vissotzky dropped his ordnance with unerring accuracy which resulted in destruction on the target area. 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>)

"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

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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 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.

09-Oct-67

4828

In the afternoon, two 2-ship flights from the 34 TFS attacked targets in North Vietnam.

Maj John O. Rollins, flying his 100th mission, led Maj Spence M. "Sam" Armstrong in F-105D 61-0132 on his second combat mission into North Vietnam. "Cambo" flight took off at 15:25 for a mission lasting 1 hour 50 minutes. "2-ship flight fragged against a natural river ford in Laos just west of Vietnam but was unable to go to target due to heavy cloud coverage in eastern Thailand and Vietnam. Instead we received a Combat Sky Spot (CSS) and dropped our 12 bombs together from level flight at 18,000 ft. Target was Mu Gia Pass. Could not see impact because of clouds. Came back to Korat and made low pass in trail and tactical pitchup to honor Maj Rollins completing his 100 missions."

With a takeoff time of 16:00, Capt David L. Burney flying F-105D 61-0126 led "Laredo" flight. It was his 95th mission. "Laredo 02" was Capt Jacob C. Shuler flying his second combat mission in 60-0409. The flight's spare was Capt Robert M. Crane in 60-0428. Their three targets were:

Primary: 19-37N and 103-27E
Secondary: 20-02N and 103-43E
Tertiary: 16-59N and 106-56E

Jake Shuler described the flight in his log. "Proceeded directly to Orange Anchor and refueled with OA 52. 'Rainbow' flight from Takhli was on the tanker when we got there and we were told that all four of us were to orbit with tanker for possible rescap. Before I finished my one gulper, we were notified to go to primary target. Had comm problems with Cricket but finally was turned over to Firefly 17 and 18 (an A-1E and an Air America O-1E). Rainbow flight was already there and the A-1E dropped some 500# bombs to mark the target for them and they got 100% on target, 50% coverage. I still had not

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acquired the target but Dave had. Firefly 18 told us that he would mark our target with Willie Peter and as he rolled in, I caught sight of him but did not pick up the WP just before Dave rolled in. I rolled in and pickled 9000' above the target. We got 100% on target and 75% coverage and the FAC was pleased. Saw the bomb craters but couldn't see much. We came on home and landed uneventfully.

"Maj James Clements [469 TFS, POW] was shot today by a MiG-21. A chute was seen but no voice contact or beeper. This was the seventh aircraft we have lost since I have been here. Maj Barnett (SAM), Maj Clements (MiG-21), Capt Trautman, Maj Fullum (85), Joe Howard (MiG-21) and his GIB all in Route Pack Six. A Weasel went in in route pack five for unknown reasons and another Weasel ran off the end of runway due to a chute & hook fail and no utility hydraulic pressure. Logged 2+05".

Lt Col Rufus Dye, Jr. flew his 2nd combat mission as "Cleveland 02". His target was a Ba Nam highway segment in RP-1. Due to weather, he dropped his bombs by Sky Spot.

Maj Sam Armstrong's 100 mission combat log, pg 1 & Jake Shuler combat mission spreadsheet and "Mission #2 Narrative" via e-mail 28 July 2010 & Rufus Dye, Mission History log.

10-Oct-67

6799

Lt Col Rufus Dye, Jr., with the 34 TFS, flew his 3rd combat mission as "Oakland 02". His flight was fraged against a highway ford in southern Laos but they diverted to armed recce in RP-1 due to weather. "No significant sightings."

Rufus Dye Mission History log

12-Oct-67

5839

For his 22nd combat mission, Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, attacked a truck park on his second visit in two days to Dong Hoi in RP-1, North Vietnam.

Also today, Lt Col Rufus Dye, Jr. flew his 4th combat mission as "Larado 02". He was scheduled to a target in the Barrel Roll region of Laos. "Divert to Udorn due WX."

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 12 Oct 67 & Rufus Dye Mission History log..

17-Oct-67

6800

Lt Col Rufus Dye, Jr., with the 34 TFS, flew his 5th combat mission as "Hartford 02". His target was the Ban Laboy complex in Steel Tiger where, due to weather, he dropped using Sky Spot radar. He then flew into RP-1 for armed recce. "No significant sightings."

Rufus Dye Mission History log

18-Oct-67

3429

Air Force planes bombed two targets along the Kep-Thai Nguyen Rail Line (RR 9) in RP-6A.

The first target was the Mo Trang vulnerable railroad segment (BE 616-G1551) at 21-31-56N and 106-05-09E. "No BDA." Lt Col Rufus Dye, Jr. flew with the 34 TFS as "Vegas 04" on this strike. It was his 6th combat mission, the first in RP-6A. "Ordnance on target. No BDA. Heavy AAA in area."

The second target was the Mo Trang railroad yard (BE 616-M22142) at 21-31-03N and 106-07-15E. Pilots reported their ordnance hit the target.

Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967 & Rufus Dye, Mission History log.

19-Oct-67

4833

Maj Spence M. "Sam" Armstrong, 34 TFS, 388 TFW from Korat, flew his ninth combat mission into North Vietnam.

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Mission 9. F-105D 60-0462. Call Sign: "Vegas". Take Off: 0600. Mission Length: 3+45. Flight Lineup:

#1 - King [Maj William J. King]

#2 - Me

#3 - Lefty [Maj Dalton L. Leftwich]

#4 - Klinestiver [Capt Larry R. Klinestiver]

"This was a water route mission against the Bac Le Railroad Yard on the northeast railroad between Hanoi & China (midpoint). Approaching Pack I, we started picking up an undercast cloud deck. Out over the water refueling we were in and out of the weather. Regrouping and turning inbound into NVN, the weather was solid undercast up to about 15,000 feet. The Iron Hand flight went inland about 30 miles and reported all undercast towards the target. The F-4 flight came in from the northwest and confirmed this report, so we made a sweeping left turn dangerously close to Haiphong and came back over the water. We dropped our bombs in Pack I with a Sky Spot control & landed. Uneventful but it was officially a Pack VI mission and a counter."

1Lt Earl J. Henderson, 469 TFS, also attempted to fly into a target in RP-6 but was turned away by weather. Instead, he flew his 29th combat mission into Laos.

"Target: Troops in trenches in southern Laos.

"Armament: 4xCBU-24s 1 CBU-29.

"Originally scheduled Pack VI. Weather aborted just past wart. Refueled and worked with FAC. Dropped CBUs on troop area then strafed down road (530 rounds). FAC said 5 KIA and 5 probable KIA. Very easy mission but long. Almost ran out of gas."

Two pilots from the 34 TFS formed "Hartford" flight that took off at 14:30. The flight lineup was:

#1 - Maj James E. Daniel, Jr.

#2 - Capt Jacob C. Shuler flying 60-0518 on his 6th combat mission.

The planned targets were:

Primary: 19-30N and 103-59E where they were to meet FACs Firefly 15 and 16.

Secondary: 21-04N and 102-36E where they were to meet FACs Firefly 17 and 18.

Both targets were in Laos.

"We each had three tanks and two 500# bombs. Our mission was primarily to work with "Wager A", a MISQ site up north just being tested [Lima Site 85]. We refueled behind OA 67 and I did a little better than the last time with three tanks. We dropped off and had quite a communications problem at first and had to orbit a while. Finally we got "Wager A", us, "Cabana" (an RF-4C taking pictures of the hits) and Fireflies 15, 16 (O-1s who were spotting the hits. Comments from the FAC: 'Has he dropped yet - is that it over there on the hill?' I then took the lead and we went for the second target. We never could raise Firefly 17 & 18 but I got permission from "Wager A" to go ahead and drop. As soon as I dropped, I rolled to the right and saw Firefly 17 & 18 flying away from the target. Dropped at 20M, 350 CAS, and 323-degree heading. Saw the bombs hit long. Coming back, we did a little trail acro after I finally figured out what a porpoise meant."

The mission lasted 2.7 hours.

Lt Col Rufus Dye, Jr. from the 388 TFW was another pilot who diverted today due to weather. He flew as "Crossbow 02" in a flight whose original target was in RP-6A. Instead, he dropped in southern Laos, the Ban Laboy complex. "Divert due WX/No BDA - WX". It was his 7th combat mission.

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Maj Sam Armstrong's 100 mission combat log, pp 3 - 4 & Earl Henderson, combat diary & Jake Shuler combat mission spreadsheet & Rufus Dye Mission History log.

22-Oct-67

4335

In a mission designated RT56A-172, F-105 pilots from the 388 TFW struck the Cau Dau railroad segment on the Northeast Rail line in RP-6A, North Vietnam. The target was located at 21-35N and 106-00E.

Three pilots on this mission from the 469 TFS and their F-105Ds were:

Capt Russell E. Temperley flying 60-0428

Maj Roger P. Scheer flying 61-0208

1Lt Earl J. Henderson flying 61-0134 (Note: His combat diary has no mission this day.)

Lt Col Richard F. B. Gimmi, Jr., flying with the 469 TFS, flew his 115th and last combat mission during his one-year assignment as the director of the 388 TFW command post. (Dick Gimmi, phone message, 10 Nov 09)

Maj Kenneth W. Mays from the 34 TFS flew F-105D 62-4359 on this mission.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Warhawk 2" attacking a road segment in RP-6A. "Road cut." It was his 8th combat mission.

Four other pilots from the 34 TFS made up "Vegas" flight. Flying as "Vegas 2" was Maj Spence M. "Sam" Armstrong on his 10th combat mission to North Vietnam. Take Off: 1440. Mission Length: 3+05. The flight line up was:

#1 - Maj William J. King

#2 - Maj Armstrong flying 61-0132

#3 - Maj Dalton L. Leftwich flying 61-0219

#4 - Captj Larry R. Klinestiver flying 61-0220

Mission Commander - Col John Peter "Sky" Flynn, 388 TFW Vice Commander (POW 27 Oct 67).

Maj Armstrong describe this mission in his combat log. "Mission was alternate target at Dau Ca, 15 miles east of Thai Nguyen. We went the land route which was the first land route for me. We dropped off the tankers and entered NVN on a northeasterly heading then turned east and finally south to hit the target which was roughly 40 miles due north of Hanoi. There were considerable MiG calls both going in and retracing our path out but no one actually saw MiGs. No SAMs were sighted either. There was considerable 37/57-mm fire rolling in on the target but no one got hit. Larry Klinestiver saw some 85-mm burst but no one else saw it. Col Flynn was mission commander and he's not sure the rail yard we bombed was the right one. I had no idea as I was looking for MiGs all of the time."

NARA Record NWDNM(m)-342-USAF-42649B, "Air Strike Films, Vietnam" & Maj Sam Armstrong's 100 mission combat log, pg 4 & Rufus Dye Mission History log

30-Oct-67

4834

The four pilots in "Hornet" flight from the 34 TFS at Korat, attacked an alternate target in northern Laos under FAC control. The flight took off at 1440 and the mission lasted for 2 hours 40 minutes. The flight lineup was:

#1 - Lt Col Robert W. Smith

#2 - Capt Robert M. Crane

#3 - Maj Dalton L. Leftwich

#4 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0068.

Rufus Dye, Jr. F-105 History

This was Major Armstrong's 15th mission into North Vietnam. "The weather was bad in Pack VIA where we were ... to go on primary so we launched on our second alternate. L/C Smith was Mission Commander of the force on only his 17th mission and briefed a good mission. Unfortunately for him, when we went to our 2nd alternate target, we went as flights of 4 aircraft and there was no mission commander. We were sent to a FAC in Northern Laos, just south of Dien Bien Phu. He had some 37-mm guns down there he wanted knocked out. Just before we got ready to bomb, Lefty lost his radio and I had to bring him back home. Fortunately we had swung into Pack V going in so it was a counter."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 10th mission into northern Laos as "Locust 02" against a ford complex. "Abort - ordnance release malfunction - jettisoned Udorn." He then flew an armed recce in RP-3. "No significant sightings."

Maj Sam Armstrong's 100 mission combat log, pg 6 & Rufus Dye Mission History log.

07-Nov-67

738

In a combat mission over North Vietnam, F-105D 60-5376 was struck by an ALKALI air-to-air missile fired by a MiG-21. The missile's booster section stuck in the F-105's aft fuselage without exploding. The missile damaged the F-105's wing, tail, speed brakes, and afterburner.

The pilot, Lt Col Rufus Dye, Jr., Chief of the 388 TFW Tactical Unit Operations Center, landed at Udorn RTAFB, Thailand. It was his 11th combat mission. His target was the Thong Quang railroad siding in RP-6A. His call sign was "Locust 02".

"On 7 November, an F-105D was hit by an ATOL (Soviet copy of the U.S. Sidewinder) air-to-air missile fired by a MiG-21. ... At the time of the engagement, the strike force had four flights of four aircraft each. Two MiG-21s engaged the force. The first fired missiles, but scored no hits. The second fired one missile, apparently aimed at the lead aircraft in the flight behind the F-105D which was hit. The firing range was approximately 2.5 NM from the apparent target. The missile passed about 100 feet under the apparent target, and proceeded on to hit the F-105D. The warhead exploded just aft of the aircraft, causing fragmentation damage to the empennage and speed brakes. Debris from the missile (sensor, guidance, and rocket motor sections) impacted the aircraft causing the majority of the damage. ... Portions of the missile lodged in the aircraft and were recovered for analysis. Upon missile impact, the aircraft lost utility hydraulic pressure and afterburner. Engine RPM could still be maintained at 100% but thrust was degraded. After taking on fuel, the aircraft recovered at Udorn. The drag chute was inoperative but the hook functioned properly, engaging the barrier cable and arresting the aircraft. The crew was uninjured." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-49 dated 2 Dec 67, for week of 24 - 30 Nov 1967, pg 22)

Lt Col Dye "... was part of a force attacking a target in the heavily defended area of NVN. As the force was inbound to the target, deep in enemy territory, a MiG-21 interceptor succeeded in breaking through the force to fire an ALKALI air-to-air missile which impacted directly on Col Dye's aircraft. He immediately notified his flight leader that he had been hit and, maintaining control of his critically damaged aircraft, began a turn out of the enemy's territory under the escort of his fellow flight members."

"Analyzing the engine instruments and noting the performance of the aircraft, Col Dye determined that, although the aircraft suffered a severe loss of thrust and had lost its utility hydraulic system, it was still flying reasonably well. He elected to attempt a recovery at the nearest airfield [Udorn RTAFB], some 200 miles away."

"The other flight members joined in close to inspect his aircraft and found that the missile had detonated just inside the tail, blowing away nearly all the speed brake petals and severely damaging the horizontal and vertical stabilizers. The body of the missile had then impacted and lodged between

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the aft fuselage structure and the engine tailpipe, tearing large holes in both. The loss of thrust was due to the damage to the tailpipe and speedbrakes The utility hydraulic system failure was caused by loss of fluid through severed speed brake lines."

"Forced to fly at full power to maintain air speed, Col Dye realized a refueling would be required to reach his intended recovery base. A unique problem faced him on the refueling; the loss of the hydraulic system would require a forced refueling - one in which he would have to hold the aircraft receptacle on the refueling nozzle by engine thrust since the system could not lock onto the boom and his damaged engine was not putting out sufficient thrust to permit this. When he was in position behind the tanker, he called the tanker pilot to 'toboggan', a maneuver in which the tanker and receiver make a shallow dive This difficult maneuver gave Col Dye the thrust advantage he needed to take on the fuel required to continue the flight."

"On arrival at the recovery base, he knew he would have to lower his landing gear by the emergency system, that he would be without leading edge flaps, speed brakes and normal wheel brakes due to the hydraulic loss. Also, he knew he would have, at best, marginal thrust for his approach. In addition, he correctly anticipated that the damage would most likely have destroyed his drag chute."

"He chose to extend the gear and flaps at safe bail-out altitude and proceeded to check the controllability and power capability of the aircraft. Finding these adequate, he then made a successful landing without further incident, using the emergency brake system to steer the aircraft, and the tail hook for a barrier stop."

In addition to the Distinguished Flying Cross (2 OLC) "Col Dye received the PACAF Order of the Able Aeronaut Award and the 13 AF Well Done Award for his actions."

The aircraft, F-105D 60-5376, was repaired and flew further combat missions at Korat and later from Takhli. In 1970 it was modified for T-Stick II. It was lost to an accident on 8 March 1977 when the engine flamed out on the Nellis Range. Its pilot, Capt Kenneth V. Hallmark II ejected successfully.

388 TFW History, Apr - Dec 67, USAF microfilms NO584, frame 0435 and NO584 frames 1591 - 593 & National Archives motion picture film shot list control No. NWDNM(m)-342-USAF-43028 & Rufus Dye Mission History log.

15-Nov-67

4784

In one of the first missions using the recently installed Commando Club Skyspot radar in northern Laos, the radar station guided F-105s from Korat on a strike of Hoa Lac airfield. The airfield's target designations were BE 616-08593 and ART 5026 at coordinates 21-02-00N and 105-30-00E in RP-6A.

The Wild Weasel crew of Capt Robert E. Dorrrough, Jr. and EWO Maj Clarence S. "Bud" Summers from the 44 TFS at Korat flew on this mission, their 73rd over North Vietnam.

"Wed - Led a flight to Pack 6 in the afternoon. The target weather was bad at Hoa Lac Air Field so the strike flights dropped on radar. We kept three SAM sites busy, but could not roll in on them because of the weather. Mission #73."

The 34 TFS from Korat flew one of the strike flights on this mission, The flight's call sign was "Fresno"; takeoff time was 1430. The flight lineup was:

- #1 - Maj William J. King
- #2 - Capt Harry Guy Paddon III
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0458
- #4 - Capt Lawrence G. Hoppe on his 89th counter.

This was Maj Armstrong's 19th combat mission into North Vietnam. "The target was Hoa Lac Airfield

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using a radar Sky Spot for drop. The weather was completely undercast from dropping off the tankers, northern Thailand until right at the target. We released from 17,000' on command, straight and level. Once we released and looked down we could see the field below in the clear. Had we seen it earlier we could have effectively dive bombed it. As it was, all of our bombs hit 2 - 4 miles past the target. There was light 37/57 flak low as we pulled away. No SAMs or MiGs. Also no post-strike refueling. This was first time Sky Spot was used in the Hanoi delta and it was an unsuccessful venture." Maj Armstrong logged 2+20 on this mission.

Maj Armstrong described this mission in more detail in his memoirs. "On the 15th of November we flew a different kind of mission. Once again, somebody back in Washington was anguishing over the fact that the Navy was able to get Pack VI mission with its A-6's while the Air Force wasn't making its presence felt up there. So the solution was to use a Combat Sky Spot radar site on a mountain in Northern Thailand [Note: It was Lima Site 85 in northern Laos] which would hopefully have enough range to give level bombing directions into the Hanoi area. The difference between this and previous and future Sky Spot missions was that we were going in mission strength with Weasels, a CBU flight and F-4C's for MiG protection.

"The target was the Hoa Lac Airfield Southwest of Hanoi. It was a short runway and we had not bothered hitting it before during my tenure. I was flying #3 in the third flight carrying 750# bombs. We were briefed that the radar site would guide the lead flight which was in fairly tight formation. They would release their bombs on the countdown. The following flights had about two mile spacing and were to also hit the bomb release button on the countdown. The second flight set the release timer on 12 seconds and we set ours at 24 seconds. On cue, everybody hit the bomb release button. We watched the bombs drop from the lead flight and their turning away. Then the bombs came off the second flight as advertised and they broke away from the target area. Then my own came off and I looked down and there was the airfield just sticking out of the overcast and the bombs from the other flights were hitting long. It was clear enough that we could have dive bombed it had we known it was that open. The good news was that there was no SA-2s, flak, or MiGs so everyone returned safely."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 12th mission into North Vietnam as "Locust 02" against Hoa Lac airfield. "Runway hit/light 37/57mm." (Rufus Dye Mission History log.)

Bob Dorrough's Combat diary & Maj Sam Armstrong's 100 mission combat log, pp 7 - 8 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 14 & Larry Hoppe AF Form 5.

16-Nov-67

4838

In the afternoon, the 388 TFW at Korat provided a Wild Weasel flight on the strike against Bac Mai airfield (JCS 7). This was the 388 TFW's second attempt at Commando Club radar bombing. "COMMANDO CLUB procedures involved control of the flight path and determination of the bomb release point by ground-base radar (WAGER) ... thus requiring continual communication between the force commander and WAGER." (Red Baron II report, Event 57, pp 57 - 58.)

The Wild Weasel "Ozark" flight took off at 1400. Their mission lasted 3 hours 45 minutes. The flight line up was:

- #1 - Maj Porter Thompson, 44 TFS
- #2 - Maj Robert S. Beale, 44 TFS
- #3 - Maj Oscar Moise Dardeau, Jr., 44 TFS (KIA 18 Nov 67)
- #4 - Maj Spence M. "Sam" Armstrong, 34 TFS, flying F-105D 60-0435

This was Maj Armstrong's 20th combat mission to North Vietnam. "We were fragged to hit the Bac Mai airfield in downtown Hanoi. We had been sitting on this target for several days but the weather had been too bad to go. I was in the 'Iron Hand' or 'Wild Weasel' flight. We were going in ahead of the strike force by 4 minutes and launch on the SAM sites. The weather was entirely undercast past the

Rufus Dye, Jr.

F-105 History

target so we turned around and went back out to the west clear of NVN and then turned and came back in on a heading of 020 degrees for a radar-controlled drop on Thai Nguyen. Our flight went to the south and looked for SAM sites. The bombing was aborted when we lost radio contact with the radar controller. They dropped their bombs safe over NVN. We launched Shrike missiles at a radar site on the way out. I also strafed a radar sited on a hill sticking up out of the clouds."

In his memoirs, Lt General Armstrong further described this day's mission. "The next day we flew another radar controlled mission into Pack VIA. This time the target was the Bac Mai Airfield in the southern outskirts of Hanoi. We had not struck this target previously in my tenure either. This time was flying #4 in the Weasel flight. The other three aircraft (Oscar Dardeau was #3) were Weasels and I was just along to watch their tail and lug some ordnance for them to direct me to launch/drop. We were not being vectored by the [Commando Club] radar site so we just stayed in the area of the mission looking for SA-2 sites which might come on the air.

"In the meantime, the radar controller had to admit that he had lost contact and needed the strike force to turn around so he could reacquire them for another run -- this time on the Thai Nguyen steel mill [JCS 76]. They lost them again so they wound up dropping their bombs 'safe' over North Vietnam. In the meantime, our flight launched Shrike (radar homing missiles) at a radar site on the way out. I also strafed a radar site sticking up out of the clouds on a mountain top."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 13th mission as "Locust 02" against a target in RP-6. "Divert due weather/released safe/light 37 mm."

Four 8 TFW F-4Ds from Ubon on MIG CAP support to the F-105 strike force encountered two MiG-21s. The flight "... departed Ubon ... refueled ... rendezvoused with the F-105s from Korat ... passed Channel 97 ... and headed 060 degrees toward the target, in the vicinity of Phu Tho." One of the MiG-21s fired two air-to-air missiles at the two F-4Ds in the flight's second element. One of the missiles exploded 1,000 feet behind number 4, which was in a five-G turn, causing no damage and the other missile disappeared. That MiG-21 flew north and escaped. The radars on number 1 and 3 F-4Ds failed. Attacking the second MiG-21, the MIG CAP lead tried to fire an AIM-4, which failed to cool, and an AIM-7 which didn't launch due to the radar failure. He then fired 400 rounds from his 20-mm cannon pod but the MiG was out of range. The lead F-4D reached bingo fuel at location 21-45N and 105-28E and rejoined his flight out of the area. "In the interim the strike force dropped ordnance on the target." (Red Baron II report, Event 57, pp 56 - 61.)

A memorandum for President Johnson on 17 November 1967 described this MiG encounter. "Two North Vietnamese MiG-21s and 4 US F-4s fought a prolonged air battle 50 miles west of Hanoi. The MiGs later recovered at Communist China's Ning-ming Airfield. No aircraft were lost by either side. The engagement was unusual because Hanoi's MiG-21s customarily have refrained from attacking US planes, particularly F-4s, unless they have a distinct tactical advantage. This time they chose to fight despite being outnumbered and extended the battle beyond their usual hit-and-run tactics. The incident also marked the third time North Vietnamese MiGs have landed in China after a combat mission." (Memorandum for the President, Friday, Nov 17, 1967 6:30 AM downloaded from the Vietnam Center Archive.)

Maj Sam Armstrong's 100 mission combat log, pg 8 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pp 14 - 15.

19-Nov-67

1445

F-105s from the 388 TFW struck rolling stock on the Yen Vien railroad classification yard (JCS 19) in North Vietnam. The yard was another RT-57 add-on target approved on 8 November. At the time of the strike, the yard held 52 pieces of rolling stock. (388 TFW history)

"A break in the cloud cover was all F-105 Thunderchief pilots from the 388 TFW needed as they struck

Rufus Dye, Jr.

F-105 History

the Yen Vinh railroad classification yard, four miles northeast of Hanoi. Pilots saw an estimated 75 pieces of rolling stock in the yard. It became the prime target of the force. 'We used the rolling stock as our aiming point,' said Capt Steven W. Long, Jr. [from the 469 TFS]. 'The entire flight had a good run, putting all bombs in the yard.'

"Capt Robert A. Zang [469 TFS] was in one of the first flights to hit the yard. 'When we rolled in, the target area was completely obscured by dust and smoke. It looked like the bombs were on target.'

"Commenting on the rail yard, Long said; "it's a very important target. It serves as a bottleneck for all rolling stock coming in on the northeast railroad from China. It is also the point where stock comes in from Thai Nguyen. If you can stop up that yard at that point, you can stop anything from going south off the northeast railroad.'

"Pilots reported heavy enemy 37 and 57 antiaircraft artillery fire. Light 85 AAA was also reported. In addition, several surface-to-air-missiles (SAMs) were launched against the force.

"Also on the mission were Captains Hal P. Henning, John H. Schaub, and Ralph J. Hornaday, Jr. [all from the 469 TFS]." (Sawadee Flyer, Vol I, No. 9, Friday, Dec 1, 1967, pp 1 - 2.)

The 388 TFW also struck the Thuy Phuong barge construction yard north of Hanoi. Lt Col Robert W. Smith from the 34 TFS was the strike force lead. He was awarded the Air Force Cross for "extraordinary heroism" in leading this mission. "... Colonel Smith led a strike force of twenty F-105 and four F-4 aircraft to the vicinity of Hanoi for the initial strike on an important military target. Colonel Smith gallantly led his force through a hostile aircraft attack, an awesome and extended attack by missiles which downed two aircraft, and into the heavy antiaircraft defenses to strike crippling blows to the assigned target and to a large active surface-to-air missile site. Colonel Smith never wavered from his goal, and with complete disregard for his life, displayed great courage and determined leadership to accomplish an extremely hazardous and difficult mission ...".

Col Smith received the award on 17 August 1968 under CB-161, DAF.

Capt Lawrence G. Hoppe from the 34 TFS received the Distinguished Flying Cross (6th OLC) for heroism on his mission today, his 91st over North Vietnam. He flew for 3.3 hours. "... Capt Hoppe was the flight leader of the flak suppression flight which attacked a vital military target in the vicinity of Hanoi. Braving hostile aircraft, and intense barrage of surface to air missiles, and concentrated, accurate antiaircraft fire, Captain Hoppe headed his flight in the successful neutralization of a surface to air missile site and several antiaircraft gun sites. ..." (Award citation provided by Larry Hoppe, May 2010, and his AF Form 5.)

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 14th mission as "Dallas 04" against the Thuy Phuong barge yard. "Released safe due UI. Acft/57/85 mm." (Rufus Dye Mission History log.)

1Lt Earl J. Henderson, 469 TFS, supported the attack on the barge yard. It was his 41st combat mission into North Vietnam.

"Target: Barge Yard near Hanoi.

"Armament: 6x500# 1xAGM-45.

"Wild Weasel flight. Weather overcast up to target. Many, many SAMs -- 20 or more. We pulled up and launched five Shrikes. Then dodged a few SAMs. Rolled in on SAM site that had just fired. Clobbered it. Egressed at 1,000 feet and Mach 1.2. We lost two airplanes to direct hits by SAMs. They must be reading through the pods!"

Rufus Dye, Jr. F-105 History

Lt Henderson received the Distinguished Flying Cross (2nd OLC) for this mission. "...Lieutenant Henderson was a member of a flight of four aircraft assigned to suppress the surface-to-air missile sites in support of a strike against a vital target in the most heavily defended area of North Vietnam. While evading numerous missiles, which were tracking his aircraft, he located and began a diving attack on a missile site that had just fired. Bombing from a dangerously low altitude, he delivered his ordnance directly on the center of the site, almost totally destroying the complex. ..." (Earl Henderson, combat diary and award citation.)

Post-strike film from 20 November showed 4 buildings in the area were damaged or destroyed.

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1757 & Extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow & Rolling Thunder briefing to CINCPAC for period 16 - 30 November 1967..

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.

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

6711

The 34 TFS put up a three-ship flight that took off at 07:35 for a TOT of 08:30. The lineup of "Goose" flight was:

- #1 - 1Lt David B. Waldrop III flying F-105D 62-4361
- #2 - Capt Jacob C. Shuler flying 61-0132 on his 22nd mission
- #3 - Maj James L. Taylor flying 60-0488

Jake Shuler, interpreting his mission card, described the mission. "... Reviewing the Mission Chart leads me to believe that this was a Commando Club mission. Note the radials and distances from TACAN Stations CH 89 (Nakom Phanom, Thailand 17-23N and 104-39E) and CH 77 (near Muong Phalane, Laos, at 16-42N and 105-34E)."

Rufus Dye, Jr.

F-105 History

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 16th mission as "Mallard 03" against three targets. He flew armed recce in RP-1, "No significant sightings"; and bombed a road segment and flak site in southern Laos, "100% secondary explosions (ammo), 100%, 37-mm."

Jake Shuler 24 Nov 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

26-Nov-67

4844

Maj Spence M. "Sam" Armstrong from the 34 TFS flew his 27th mission into North Vietnam. He was "Goose 1" that took off at 0710. His mission lasted 2 hours. The flight lineup was:

#1 - Maj Armstrong flying F-105D 60-0505

#2 - Maj James R. Bassett, 44 TFS

"I was one of the two airborne spares for today's strike. Since they didn't go to the primary target because of bad weather up in Pack VI, the two airborne spares took off as a flight of two for a strike in Laos or Pack I. We were given a Combat Sky Spot over the clouds just southwest of Mu Gia Pass. We then flew across Pack I to the coast for a weather check and counter."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Simmer 4" attacking a road segment in southern Laos. "100%. Road cut and slides." He then flew armed recce in RP-1. "No significant sighting." It was his 17th combat mission.

Maj Sam Armstrong's 100 mission combat log, pg 12 & Rufus Dye Mission History log.

28-Nov-67

5847

"Nov 28, 388 TFW pilots struck supply routes and lines of communications around the port city of Haiphong. Three secondary explosions resulted from a strike on a hillside storage area, 21 miles north-northeast of the city. Road segments were also cut 46 miles east-northeast of Haiphong." (Sawadeee Flyer, Vol I, No 10 Friday Dec 8, 1967 pg 1.)

The 388 TFW's flight lineup for today's strikes was:

"Ozark" Iron Hand

"Scuba" refueled from Red Anchor 40

"Locust" refueled from Red Anchor 43

"Bass" refueled from Red Anchor 41

"Gator" refueled from Red Anchor 44

"Ozark" was Korat's Wild Weasel flight supporting the strike. They launched at 14:15 and their mission lasted 3.3 hours. Their lineup was:

#1 - Capt Rowland F. "Frank" Smith, Jr. and EWO 1Lt David H. Williams from the 44 TFS flying F-105F 63-8347

#2 - Capt Jacob C. Shuler, 34 TFS, flying F-105D 61-0086 on his 24th counter

#3 - Maj Robert S. Beale and EWO Capt Paul John Mongillo, 44 TFS, flying F-105F 63-8285

#4 - Capt Harry Guy Paddon, 34 TFS, flying F-105D 59-1750

Spare - Maj Stanley Henry Home, 469 TFS, in F-105D 62-4248

Jake Shuler recalled, "This was my third Iron Hand mission and tenth to RP-6. ... The Strike Force target coordinates were 21-30N and 106-08E are somewhat puzzling since they fall halfway between Kep Air Field and Thai Ngyen, an industrial complex. I do not recall any specific details of the mission itself. This was the second time flying the wing of the Smith/Williams crew. This time I didn't get separated."

Rufus Dye, Jr. F-105 History

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 18th mission as "Locust 01" against a target in RP-6A. "Divert due weather/released safe due fuel/MiGs observed." (Rufus Dye Mission History log.)

Maj David C. Dickson, Jr. from the 34 TFS, was one of today's strike pilots. He flew his 40th combat mission and his 25th to RP-6. His target was at Bac Ninh.

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 28 Nov 67 & Jake Shuler combat mission spreadsheet, mission card, and e-mail 11 Jan 2011.

11-Dec-67

4852

At 14:25, four 388 TFW pilots of "Scuba" flight from the 34 TFS took off from Korat on a mission to bomb a target in Laos. The mission lasted 2 hours 5 minutes. The flight line up was:

- #1 - Capt Sam P. Morgan
- #2 - Capt Carl William Lasiter (POW 4 Feb 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1152
- #4 - Capt Lawrence G. Hoppe flying his 98th mission. He logged 2.1 hours.

It was Maj Armstrong's 33rd combat mission. "This was another Laos mission. We went to an F-100 FAC who was operating in an area just south of Mu Gia Pass. The area to the east of this particular location was completely covered with clouds. Our target was a rock and gravel ford across a river. Carl hit right in the center and the other three of us hit just on the west bank. There was quite a tailwind at release altitude. We weather reced all of the way over to the coast afterwards."

Maj David C. Dickson, Jr., also from the 34 TFS, was in another flight from Korat that attacked targets in southern Laos. It was his 46th combat mission and he struck guns and POL supplies.

Lt Col Rufus Dye, Jr., 34 TFS, flew his 19th mission as "Gator 04" against a target in southern Laos. "Ban Senkua ford. 100%/heavy damage/light 37 mm." He also flew armed recce in RP-1. "No significant sightings." (Rufus Dye Mission History log.)

Maj Sam Armstrong's 100 mission combat log, pp 13 - 14 & Larry Hoppe AF Form 5 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 11 Dec 67.

12-Dec-67

6171

Capt Earl J. Henderson, 469 TFS, 388 TFW, flew his 48th combat mission into Laos.

"Target: Truck convoy in east Laos.
"Armament: 6x750

"Airborne spare for gaggle but not used. FAC had thirty trucks out in open. Lead rolled in and got secondary explosion. My bombs on target -- no results. Had hung bomb. Tried getting it off during strafe pass -- no help. Jettisoned it at Korat."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" attacking a ford in southern Laos. "100% in target area. Two road cuts." He then flew armed recce in RP-1. "No significant sighting." It was his 20th combat mission.

Earl Henderson, e-mail 31 July 09 & Rufus Dye Mission History log.

20-Dec-67

6174

The four pilots of "Locust" flight from the 34 TFS left Korat at 14:20 for a TOT of 15:30. They refueled from Red Anchor 43 going to and returning from the target. Their flight linup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1743
- #2 - Capt Jacob C. Shuler flying 61-0072 on his 31st combat mission.

Rufus Dye, Jr.

F-105 History

#3 - Maj William M. Blakeslee flying 60-0462

#4 - Capt Carl William Lasiter flying 60-0428

After studying his mission card many years later, Jake Shuler wrote, "This mission apparently was a Commando Club strike on a target in northeast Laos in the Phou Louang area, 20- 22N and 104-18E. Directions received from Lima Site 85, Channel 97."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 21st mission as "Bass 01" against a target in northern Laos. It was a Commando Club mission against the Ban Hat Heng barracks. "100 % in target area. Entered RP-3 on egress."

Jake Shuler 20 Dec 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

21-Dec-67

4855

Four pilots from the 34 TFS of "Scuba" flight took off from Korat at 14:30 on a mission to bomb a target in northern Laos. They refueled from Red Anchor 40. The flight line up was:

#1 - Maj Spence M. "Sam" Armstrong flying F-105D 59-1759

#2 - Maj Lawrence R. Klinestiver flying F-105D 62-4248

#3 - Lt Col Robert W. Smith, 34 TFS Commander flying F-105D 60-0462

#4 - Capt Jacob C. Shuler flying F-105D 62-4270 on his 32nd mission.

Spare - Maj Kenneth W. Mays in 60-0449

It was Maj Armstrong's 41st combat mission. "This was to be my first flight as Mission Commander of the strike force. The weather was bad up in Pack VI so we went as individual flights instead up into northern Laos to work with a FAC. We had to wait for about 20 minutes orbiting the target, just penetrating Pack IV for a counter. We finally hit a road segment. All four of us put our bombs squarely on the target. Other than that, an uneventful mission." The flight lasted 2.7 hours.

This was one of the last combat missions for Larry Klinestiver. He made his last flight in the F-105 in December by which time he had accumulated 254.1 hours in the airplane.

Jake Shuler described how he remembered the mission. "Due to bad weather over the primary target, we were directed to work with FACs, Firefly 17 & 18, target 120 degrees 20 NM from Channel 97. We may have also worked with Raven FACs 40 & 41 with a time on target of 1510 hours, both targets in northern Laos."

Maj David C. Dickson, Jr. in another flight with the 34 TFS, 388 TFW, flew his 50th combat mission, this one into Laos and Route Pack 2. He struck some trucks.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against a truck park in the Barrel Roll region of Laos. "100%/ 1 large secondary." It was his 22nd combat mission.

Maj Sam Armstrong's 100 mission combat log, pg 17 & Jake Shuler's mission card and e-mail 11 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 21 Dec 67 & Rufus Dye Mission History log.

22-Dec-67

4856

The four pilots in "Cookie" flight were from the 34 TFS. The four-ship took off at 7:05 for a TOT of 08:00. They refueled from Brown Anchor 72. The lineup was:

#1 - Maj David C. Dickson, Jr. flying F-105D 59-1759 on his 51st combat mission

#2 - Capt Jacob C. Shuler flying 60-0530 on his 33rd mission

#3 - Maj James E. Daniel, Jr. flying 60-0462

#4 - Col James L. Stewart, the 388 TFW Assist DO, flying 62-4270.

Rufus Dye, Jr. F-105 History

The flight met FAC Nail 49 and was over the target from 08:10 to 08:20. Target coordinates were 16-46N and 106-09E. The mission lasted for 2.1 hours. (Jake Shuler combat mission card and e-mail 11 Jan 2011)

On his 42nd combat mission, Maj Spence M. "Sam" Armstrong from the 34 TFS led a two-ship flight that carried Bullpup missiles into southern Laos. Flying F-105D 61-0219, he led "Machette" flight that took off at 07:25 and returned after flying for 2 hours 15 minutes. His wingman, "Machette 2", was Capt Douglas A. Beyer.

"This was a scheduled GAM 83C (Bullpup) missile mission into southern Laos. My airborne guidance system didn't check out after I was airborne so I didn't fire my missiles but brought them back instead. Doug Beyer fired 2 and I chased him on his passes. He thought he over controlled them because they got away and didn't hit very close to the intended target. Afterwards, I strafed a road that the FAC marked for me but couldn't see the results. We were in Pack I for a counter as a result of our attack heading on the target."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 2" against the Ban Phoungong truck park in the Barrel Roll region of Laos. "Commando Club. No BDA - Weather." It was his 23rd combat mission. (Rufus Dye Mission History log.)

Capt Earl J. Henderson, 469 TFS, 388 TFW, was another Korat pilot who bombed a target in Laos. It was his 54th combat mission. "Target: Road cut in southern Laos. Armament: 6x750. Led two-ship airborne spare flight. Right before drop off from main strike force, we broke into flight of F-4Cs that looked like attacking MiGs. Then drug bombs 200 miles south. Got road cut. No flak. Long, boring mission. Sneaked into pack V for counter."

Maj Sam Armstrong's 100 mission combat log, pg 17 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 22 Dec 67 & Earl Henderson, combat diary.

24-Dec-67

6716

The four pilots in "Oakland" flight from the 34 TFS took off at 06:40 and refueled with Blue Anchor 14. Their lineup was:

- #1 - Capt Irving E. LeVine flying F-105D 58-1157
- #2 - Capt Jacob C. Shuler flying 61-0132
- #3 - Col James L. Stewart, 388 TFW Assistant DO, flying 60-0505
- #4 - Capt Robert M. Crane flying 60-0435

The unneeded spare was 60-0462.

It was Jake Shuler's 35th combat mission. "On this mission we worked with Misty 11 who directed us to drop our bombs on a target with coordinates 17-42N and 105-46-30E, the Ho Chi Minh Trail in RP-1."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 3" against guns and a troop area in the Barrel Roll region of Laos. "100%. Two gun positions silenced. Passed through RP-5 on egress." It was his 24th combat mission.

Jake Shuler 24 Dec 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

25-Dec-67

2772

"Christmas day was celebrated with many 354 TFS flights [from the 355 TFW, Takhli] striking targets in Laos. Laos was not included in the one-day truce that covered North and South Vietnam."

At the 388 TFW, Korat, the 44 TFS Wild Weasel crew of Capt Robert E. Dorrrough, Jr. and his EWO

Rufus Dye, Jr. F-105 History

Maj Clarence S. "Bud" Summers flew a combat mission into Laos. "Monday - Merry Christmas to Ho Chi. Hit his supply route in early A.M. in Laos. Our flight carried 24 x 750-pound bombs. Sure lit up the sky. Unfortunately this was a non-counter."

Another pilot from Korat, Capt Earl J. Henderson, 469 TFS, also flew a non-counting mission into Laos.

"Merry Christmas!

"Flew non-counter in far southern Laos. Took off at 3:00 AM. Still very dark when we landed. Combat Skyspot mission. Bombs lit up sky."

"Pancho" flight from the 34 TFS at Korat launched at 10:05 on a two-hour non-counting mission against a target at location 15-51N and 106-47E. Their lineup was:

- #1 - Maj David C. Dickson, Jr. flying F-105D 59-1759
- #2 - Capt Irving E. LeVine flying 60-0435
- #3 - Maj Clyde L. Falls, Jr. flying 60-0425
- #4 - Capt Jacob C. Shuler flying 61-0132 on his first non-counting combat mission. He had 35 counters to date.

"The reason this was a non-counter was that we were not allowed to bomb NVN on Christmas Day. I believe this was my first and only time working with a Covey FAC, in this case Covey 239 flying an O-2A Covey FACs with 2x call signs flew primarily in Zone 2 of southern Laos designated 'Tigerhound'. We made contact on UHF frequency 338.8 after flying towards coordinates 15-50.5N and 106-46E. After making visual contact, Dave (Dickson) started a counterclockwise orbit around Covey 239 who was well below us. He explained that our target was a camouflaged 37MM gun emplacement that had been giving him fits. He fired a white phosphorus rocket then called the target's location relative to the white smoke. Dave dropped his bombs (I'm pretty sure we were carrying 500 pounders) and Covey 239 called the target relative to the bomb impact. Successively, Irv (LeVine) and Clyde (Falls) dropped their bombs and after each drop Covey 239 called the relative location of the target to the bomb impact points. So, by the time I rolled in I had a pretty good idea of where the target was, the advantage of being #4 in the formation. Well I was fortunate enough to get a direct hit, probably the only reason I remember this mission in such detail. I'm sure I would have gotten a lot of ribbing if I hadn't come closer than the other three." (Jake Shuler's combat mission spreadsheet & e-mail 11 Jan 2011)

The 34th also launched the five-ship "Gator" flight into Laos. The flight took off at 11:45 and returned after flying for 2 hours 15 minutes. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4387
- #2 - Maj Wintford L. Bazzell, 469 TFS
- #3 - Capt Douglas A. Beyer
- #4 - Capt Vernon D. Ellis
- #5 - Capt William Eugene Jones, 469 TFS

This was the first non-counting combat mission that Maj Armstrong had flown since his arrival at Korat in October. "Christmas present. Even though there was a 24-hour truce in effect, we launched a number of strikes against infiltration routes in Laos. We had a 5th man as he was originally in another flight and had to change aircraft. Our target was in Laos, about the same latitude as Hue, South Vietnam, and about 5 miles inside Laos. The weather was supposed to be overcast there so we were set up for a Combat Sky Spot. We dropped via Sky Spot but as we released we looked down and saw our bombs hit very close to the target." (Maj Sam Armstrong's 100-mission combat log.)

Rufus Dye, Jr. F-105 History

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 3" against a road segment in southern Laos. "100%. Two road cuts. One possible secondary." It was his 25th combat mission.

355 TFW history, Oct 67 - Mar 68, USAF microfilm NO463, frame 1573 & Bob Dorrrough's combat diary & Earl Henderson, combat diary & Rufus Dye Mission History log.

26-Dec-67

5853

"Locust" flight from the 34 TFS, 388 TFW, attacked targets at Quang Khe in RP-1 at location 17-43N and 106-26E north east of Dong Hoi. The flight took off at 13:50 for a TOT of 15:38. Their mission lasted 2.5 hours. Their lineup was:

- #1 - Maj William M. Blakeslee flying F-105D 60-0530
- #2 - Capt Jacob C. Shuler flying 61-0092 on his 36th counter
- #3 - Capt Carl William Lasiter flying 58-1157
- #4 - Maj Donald W. Hodge flying 60-0428

The flight encountered three firing AA gun sites.

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 52nd combat mission into North Vietnam. His target was the Ron Ferry complex near Dong Hoi in RP-1.

On his 26th mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 2" against gun bunkers in RP-1. "100%. Two bunkers destroyed."

Capt Earl J. Henderson, 469 TFS, 388 TFW, also hit a target in RP-1. It was his 55th combat mission into North Vietnam.

"Target: Truck park in pack I.
"Armament: 6x750

"Combat Skyspot mission. After drop, we looked for moving equipment on road. Nothing. Came home."

Jake Shuler's combat mission spreadsheet & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 26 Dec 67 & Earl Henderson, combat diary & Rufus Dye Mission History log.

27-Dec-67

5854

"Simmer" flight from the 34 TFS, 388 TFW, attacked barges at the Ron Ferry complex near Dong Hoi in RP-1 at location 17-37N and 106-17E. The flight took off at 06:40 and their mission lasted 2.3 hours. Their lineup was:

- #1 - Maj William M. Blakeslee flying F-105D 60-0464
- #2 - Capt Jacob C. Shuler flying 60-0152 on his 37th counter
- #3 - Maj David C. Dickson, Jr. flying 60-0505 on his 53rd counter
- #4 - Maj Donald W. Hodge flying 61-0220
- Spare: Lt Col James B. Ross in 58-1157

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against a truck park in RP-1. "100%. Numerous road cuts. One large secondary. Two trucks. Moderate 37/57 mm." It was his 27th combat mission.

Jake Shuler's combat mission spreadsheet & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 27 Dec 67 & Rufus Dye Mission History log.

31-Dec-67

4858

The 34 TFS at Korat launched the four-ship "Gator" flight against a target in Laos. The flight took off at 1430 and returned after flying for 2 hours 20 minutes. The flight line up was:

Rufus Dye, Jr.

F-105 History

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1157
- #2 - Capt Robert Malcolm Elliot, KIA 14 Feb 68
- #3 - Capt Sam P. Morgan
- #4 - Maj William M. Blakeslee

It was Maj Armstrong's 44th combat mission. "This was a Commando Club mission on a target 20 miles east of San Neua. The weather was undercast. We carefully selected our I.P. to be in the 'Fish's Mouth' so that we would automatically get a 'counter'. The weather was completely undercast so we couldn't see where the bombs hit. No post-strike refueling since we still had gobs of fuel. We did some air work on the way home. Very uneventful."

Maj David C. Dickson, Jr. flew in another 34 TFS flight that bombed trucks and troops near the "Fish's Mouth" in RP-3. It was his 57th mission into North Vietnam.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Simmer 3" against a road segment in the Steel Tiger region of Laos. "100%. Road cut and land slide" It was his 28th combat mission.

Maj David D. Igelman from the 34th flew a mission for which he received the DFC (1st OLC).

Maj Sam Armstrong's 100 mission combat log, pg 18 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 31 Dec 67 & Rufus Dye's Mission History log.

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

11-Jan-68

4694

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 62-4242 on his 6th combat mission from Korat RTAFB, Thailand. It was a Sky Spot mission to RP-1, North Vietnam, that had been diverted from a target in RP-6A due to weather. Sortie length was 2 hours 30 minutes.

Maj David C. Dickson, Jr. from the 34 TFS flew his 64th combat mission, this one into RP-1 just above the DMZ.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 4" against a SAM site in RP-1. "No BDA due to weather. Combat Sky Spot." It was his 30th combat mission.

Rufus Dye, Jr.

F-105 History

Bill Harris, letter 19 March 2001& Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 11 Jan 68 & Rufus Dye Mission History log.

12-Jan-68

4863

After dropping their bombs under Sky Spot control, "Hatchet" flight from the 34 TFS strafed a line of trucks in Mu Gia Pass. Their flight took off from Korat at 0635. The flight's line up was:

- #1 - Col James L. Stewart, 388 TFW DO
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4242
- #3 - Maj James E. Daniel, Jr., 34 TFS Ops Officer
- #4 - Capt Douglas A. Beyer

It was Maj Armstrong's 52nd combat mission. "This was a divert to Cricket from the planned Pack VI strike. They joined us up with the two airborne spares for a 6-ship Combat Sky Spot on a target in the north of Mu Gia Pass. We dropped and watched the bombs impact in a wooded area with no explosions from secondaries. Jim Daniels looked down and saw some trucks in the pass. We came back and made some strafe passes on the trucks. Jim went in first and got one to burning. I came in next and set 2 or 3 afire right next to his. We damaged 4 or 5 more. We then saw some 12 more north but couldn't strike them. I fired 783 rounds." The mission lasted 3 hours.

Also under Cricket control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 02" against a road segment in RP-2. "100%. Road cut." It was his 31st combat mission.

Maj Armstrong's 100-mission combat log, pp 21 - 22 & Rufus Dye Mission History log.

22-Jan-68

2274

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0462 on his 15th combat mission from Korat RTAFB, Thailand. It was a two-ship mission to RP-1, North Vietnam. The F-105 pilots fired AGM-12C missiles and flew armed reconnaissance. They encountered heavy 37-mm AAA. Sortie length was 2 hours 50 minutes.

Maj David C. Dickson, Jr. from the 34 TFS flew his 69th mission into North Vietnam. He flew into Mu Gia Pass and to Dong Hoi in RP-1.

Under Combat Skyspot, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 1" against a road segment in RP-1. "Nui Ca Ay Interd." It was his 32nd combat mission.

Bill Harris, letter, 19 March 2001& Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 22 Jan 68 & Rufus Dye Mission History log

23-Jan-68

4870

On the day that North Korea captured the Navy intelligence ship USS Pueblo off the coast of North Korea, "Pistol" flight from the 34 TFS flew a mission into North Vietnam directed by the Commando Club radar. The flight took off at 0615. Its line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1152
- #2 - Capt Harry Guy Paddon III
- #3 - Maj James E. Daniel, Jr., 34 TFS Ops Officer
- #4 - Maj Clyde L. Falls, Jr.

It was Maj Armstrong's 60th combat mission. "This was a 1st alternate target execution. I was Mission Commander and the primary and secondary targets were the same as they had been for several days. Our first alternate target was an army barracks southeast of Phu Tho in a Commando Club. The weather was marginal; several decks of clouds with the top one being at about 11,500 feet. There was one call of Blue Bandits (MiG-21s) being airborne from Phuc Yen but no contact. We went ahead and dropped on schedule. On the way out, we got a call that we had some Red Bandits (MiG-

Rufus Dye, Jr. F-105 History

17s) at 3 miles that they were sleepers. Never saw them. Otherwise an uneventful Pack V mission." Their mission lasted for 2 hours 45 minutes.

After flying his 60th combat mission since his first on 5 October 1967, Maj Armstrong met his wife in Hawaii for R&R. He returned to Korat on 8 February 1968.

Under Combat Skyspot, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 2" against an interdiction point in RP-1. It was his 33rd combat mission.

Maj Armstrong's 100-mission combat log, pp 24 - 25 & Rufus Dye Mission History log.

24-Jan-68

5861

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 71st combat mission into northern Laos and RP-3 in North Vietnam.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 2" against a storage area in the Barrel Roll region of Laos. "75%". He then flew armed recce into RP-3. "No significant sightings." It was his 34th combat mission.

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 24 Jan 68 & Rufus Dye Mission History log.

27-Jan-68

2276

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0462 on his 19th combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission in RP-1, North Vietnam. Sortie length was 2 hours 40 minutes.

Capt Earl J. Henderson, 469 TFS, flew his 76th combat mission into Laos.

"Target: Cave storage area in Laos.
"Armament: 6x750.

"Worked with FAC after running all over country. Three-hour mission where it should have been only two hours. Three out of the four of us hit cave and closed it off. No defensive reactions."

Maj David C. Dickson, Jr. from the 34 TFS flew another mission in RP-1 attacking a target near Dong Hoi. It was his 73rd mission into North Vietnam.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Cutler 2" against the Ron Ferry complex in RP-1. BDA was "None due weather. CN." It was his 35th combat mission.

Bill Harris, letter, 19 March 2001 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 27 Jan 68 & Rufus Dye Mission History log.

28-Jan-68

4333

Maj Kenneth W. Mays and Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, were F-105 pilots from Korat on today's strike against the Thanh Hoa bridge (JCS 14). It was Maj Dickson's 74th mission into North Vietnam.

Maj Mays described the attack. "On Jan 28th 1968, I flew my last big mission up North. The target was the Thanh Hoa Bridge. The weather had been lousy, so the target was scheduled for the AM and then for the PM depending on the weather. If it went in the AM the 469 TFS would lead the mission and in the PM the 34th would lead the mission. The mission was weather cancelled in the morning so the 34th led the mission in the afternoon.

"I was selected for Mission Commander and planned the mission together with a very dear friend of

Rufus Dye, Jr. F-105 History

mine and class mate from Texas A&M, Steve Long of the 469th [Capt Steven W. Long, Jr. from the 469 TFS]. Steve was to be the Mission Commander if the mission went in the morning.

As mission commander of Korat's F-105s that attacked the bridge, Maj Mays led "Scuba" flight. His flight's lineup was:

- #1 - Maj Kenneth W. Mays
- #2 - Maj Donald W. Hodge
- #3 - Maj James E. Daniel, Jr. - 34th Ops Officer and Deputy Mission Commander
- #4 - Maj David C. Dickson

Maj Donald W. Rever, also from the 34th led another flight from Korat.

"Again 7th AF had the mission planned for us and had us headed straight from the refueling track to the target. During the mission planning, we came up with what we thought was better mission execution. Permission was received from our squadron commanders and the DO to ignore the 7th AF suggested route. We planned the mission like we were headed for a target near Hanoi. When we hit the river that runs under the Than Hoa bridge we turned down the river and headed toward the bridge. ... The mission was executed as planned. Good bombs were put on the target; however the most significant target was a secondary target. As I rolled in, I saw train cars marshaled in a railyard waiting to cross on a ferry. I called these out to flights behind me and good bombs were put on them. Takhli also hit the rail cars. With the diversion down the river we had no MiG threat and very little flak. In fact on our way in to the target, MiGs launched and headed to the northwest thinking we were headed to Hanoi.

"Steve still gives me a hard time about stealing his mission. There are some things one has to laugh about. On this mission, Jim Daniel was the Deputy Mission Commander. When I called to go hot about the time we hit the Fishes Mouth, Jim accidentally hit his jettison button and dropped his stores before we got to the target. I told him he could go back, but he said he was coming along for the ride. He did not want to miss the fun and continued on to the target --- clean."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against the Thanh Hoa bridge in RP-4. It was his 36th combat mission. (Rufus Dye Mission History log.)

Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 28 Jan 68 & Ken Mays e-mails 27 & 28 Nov and 3 Dec 2010.

29-Jan-68

5863

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 75th combat mission against a target in downtown Hanoi (which was probably weathered out) and in Mu Gia Pass in RP-1 in North Vietnam. This mission was his 32nd mission into RP-6 and his first into this region since the MiG sweep attempt on 6 January 1968.

On his 37th mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against a highway segment in RP-6. "100%. Road cut."

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 29 Jan 68 & Rufus Dye Mission History log.

30-Jan-68

5864

On the day the North Vietnamese began their 1968 Tet Offensive, Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 76th combat mission. His target was the Quang Khe ferry in RP-1.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bobbin 3" against a fragged target in Northern Laos. He ended up on an ineffectual mission in RP-1. "Target not available. Jettisoned ordnance due to fuel." It was

Rufus Dye, Jr.

F-105 History

his 38th combat mission.

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 30 Jan 68 & Rufus Dye Mission History log.

31-Jan-68

2277

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0462 on his 20th combat mission from Korat RTAFB, Thailand. The F-105s fired AGM-12C missiles and flew armed reconnaissance in RP-1, North Vietnam. Sortie length was 2 hours 15 minutes.

Capt Earl J. Henderson, 469 TFS, 388 TFW, flew his 80th combat mission into Laos and North Vietnam.

"Target: Road interdiction in southern Laos.
"Armament: 6x750.

"Worked with FAC. Had perfect bombs. Destroyed bridge. Got road cut. Went into pack I. Found some trucks. Strafing and got secondary explosion. Strafing way too low. Below ridges in the valley."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 2" against a road segment in RP-1. "100%. Road cut and land slide." It was his 39th combat mission.

Bill Harris, letter, 19 March 2001 & Earl Henderson, combat diary & Rufus Dye Mission History log.

02-Feb-68

2307

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0132 on his 22nd combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission in RP-1, North Vietnam, followed by armed reconnaissance. Sortie length was 3 hours 20 minutes.

Maj David C. Dickson, Jr. from the 34 TFS struck a target in RP-1. On his 78th mission he also went into Laos.

On his 40th combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 4" in an Iron Hand flight in RP-1. "No signals" He also dropped using radar on the Nui Ca Ay interdiction point in RP-1.

Bill Harris, letter 19 March 2001 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 2 Feb 68 & Rufus Dye Mission History log.

03-Feb-68

5866

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 79th combat mission into North Vietnam. His target was in the "Fish's Mouth" in RP-4 but he became involved in a RESCAP for an F-102A pilot who was shot down by a missile fired by a MiG-21. The pilot, 1Lt Wallace Luttrell Wiggins from the 509 TFS out of Udorn, was KIA.

On his 41st combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Hatchet 3" against a truck park in southern Laos. "100%. 37-mm site silenced. Light 37-mm." He then flew armed recce in RP-1. "No significant sightings."

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 3 Feb 68 & "Vietnam Air Losses" by Chris Hobson, pg 135 & Rufus Dye Mission History log.

05-Feb-68

2259

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 59-1171 on his 24th combat mission from Korat RTAFB, Thailand. It was an Iron Hand mission to RP-6A, North Vietnam. Sortie length was 3 hours.

On his 42nd combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 3" against a truck park and storage area in southern Laos. "100%. Light 37-mm." He then flew armed recce in RP-1. "No

Rufus Dye, Jr. F-105 History

significant sightings."

Bill Harris, letter, 19 Mar 2001 & Rufus Dye Mission History log.

14-Feb-68

2705

" ... Seventh Air Force used the rare day of clear weather to attack Hanoi's canal bridge, one of the targets President Johnson had again released only a week earlier. Since the bridge raids of December, the Canal Bridge (JCS 13) had returned to operation, while the Doumer Bridge over the Red River (JCS 12) was still down."

"Late in the afternoon, strike forces from Takhli and Korat converged on the bridge from opposite directions. Sixteen bomb-laden F-105s from the 355 TFW at Takhli came down Thud Ridge from the west, with eight F-105 escorts to threaten the SAM sites and eight F-4s to guard against the MiGs. A similar force escorted a like number of F-105s from the 388 TFW at Korat as they penetrated North Vietnam from the Gulf of Tonkin. Although the two wings dropped forty-eight 2,000-pound and 3,000-pound bombs, only one hit the bridge, and three days later trains were using it. An escort F-105 from Korat was lost to a SAM and the pilot, ["Pancho 02"] Capt. Robert M. Elliot [from the 34 TFS], was never seen by Americans again." (To Hanoi and Back")

"The two wings expended 22 3,000-pound bombs and 26 2,000-pound bombs in the target area. KA-71 strike photography showed one direct hit on the south end of the bridge and several craters on the southern approach. It was estimated severe damage was inflicted on the bridge." (388 TFW history)

Maj Cecil G. Prentis from the 333 TFS at Takhli received the Distinguished Flying Cross (Second Oak Leaf Cluster) for heroism on this mission. "... Major Prentis led the last of four flights against a heavily defended bridge. After flying through intense barrages of flak and surface-to-air missiles to deliver his ordnance directly on target, he successfully broke up an impending attack by MiG interceptors which allowed the force to egress without loss." (Cecil G. Prentis, DFC (2nd OLC) citation)

Maj Roger D. Ingvalson from the 34 TFS from Korat was awarded the Silver Star for a mission he flew on this day. He was presented the award on 25 July 1968 under SO G-2248. "Major Roger D. Ingvalson distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 14 February 1968. On that date, Major Ingvalson exhibited extraordinary courage as a member of a surface to air missile suppression flight of F-105 Thunderchiefs assigned to protect a large strike force. Despite electronic equipment malfunctions, his aggressiveness and skill enabled him to successfully decoy numerous surface to air missiles as well as intense, accurate antiaircraft fire away from the main force and to his own aircraft. By his gallantry and devotion to duty, Major Ingvalson has reflected great credit upon himself and the United States Air Force." (Citation posted on-line at <http://www.veterantributes.org/TributeDetail.asp?ID=13>)

Lt Col James B. Ross from the 34 TFS, 388 TFW, led the CBU flight attacking the four corners of Gia Lam airport (JCS 3) in Hanoi to provide cover for 388 TFW flights bombing the Canal bridge. His call sign was "Locust Lead". This was the first attack on this airport. "No AAA fire on mission aircraft! One A/C lost to SAM on egress." Col Ross was awarded the Silver Star for this mission. (Jim Ross, undated note circa May 2001 to Ron Thurlow.)

Capt Lamont H. Pharmer also from the 34 TFS was awarded a Distinguished Flying Cross for extraordinary achievement for supporting this mission. The award citation read, "Capt Pharmer was a member of the flak suppression flight for a force of F-105s assigned the mission of destroying a vital military target in the heavily defended Hanoi area. Despite heavy missile and antiaircraft artillery fire, Captain Pharmer unhesitatingly selected and attacked a lethal antiaircraft artillery site over the one originally assigned him in order to suppress a more potent threat to the strike force. Capt Pharmer displaying outstanding courage and flying skill, delivered his ordnance directly on target, contributing significantly to the safety of the main force on an important and highly dangerous mission." (Lamont H.

Rufus Dye, Jr. F-105 History

Pharmer DFC Award Citation.)

Years later, Monty Pharmer still remembered details of this mission. "It was my first Pac 6 mission and it amazed me how much fire power, AAA, SAMs, etc. the NV sent up at us. Before the flight, I rode out to the flight line in the van with Bob Elliott. He was trying to ease the tension for some of us new heads. He said it won't be as bad as some had told us. Unfortunately, he got hit by a SAM that day and his body wasn't recovered until sometime in the 1990s. Sq. CO, L/C Bob Smith was leading the mission and I was Number 4 on (I believe) Jim Ross' wing [Lt Col James B. Ross]. Gary Durkee was on Bob Smith's wing as No. 2." (Monty Pharmer, e-mail 22 Sep 2006)

On his 43rd combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 3" against the Canal bridge. "On target. Heavy 37/57/85 mm/SAMs. Pancho 2." (Rufus Dye Mission History log.)

"To Hanoi and Back", pg 128 & 388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frame 0501.

19-Feb-68

3848

F-105s from the 388 TFW struck Phuc Yen (JCS 6) airfield using radar signals from Commando Club. "The Iron Hand flight providing support for the strike fired one Shrike at a Fansong signal located approximately one mile from Phuc Yen. Aircrews estimated some damage to the radar, which ceased to operate 70 seconds after launch."

Another 388 TFW flight, also under Commando Club control, dropped 24 MK-117s on Yen Bai airfield in RP-5. There was no BDA due to weather. Four pilots from the 34 TFS in "Scuba" flight flew this mission. The flight took off at 1355. Their line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 59-1760
- #2 - Capt Ben J. Fuhrman
- #3 - Capt Harry Guy Paddon III
- #4 - Maj Melvin L. Irwin

It was Maj Armstrong's 70th combat mission. "This was a first alternate radar drop on Yen Bay. There were no MiG calls on the way up or back. We had some 85-mm bursts out of Yen Bay as usual but it wasn't too close. All in all it was a pretty uneventful mission." Their mission lasted 3 hours. (Maj Armstrong's 100-mission combat log, pg 28.)

Former West Point football star, Lt Col Felix A. "Doc" Blanchard, flew his first combat mission 5 days after arriving at Korat on 14 February 1968. He was assigned as the 388 TFW Assistant Deputy Commander for Operations.

Maj David C. Dickson, Jr. from the 34 TFS flew his 86th combat mission against Route 7 in RP-3 -- his target area for his last two missions.

Using the Commando Club radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against the Ban Nakay truck park in Northern Laos. He then flew armed recce in RP-3. "No significant sightings." It was his 44th combat mission.

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0462, 0504 and 0511 - 0512 & Sam Armstrong's mission log & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 19 Feb 68 & Rufus Dye Mission History log.

20-Feb-68

5872

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 87th combat mission against a target near Dien Bien Phu, in RP-5, North Vietnam.

Capt Joseph S. Sechler, also from the 34th, flew his fourth mission over North Vietnam. His flight lineup was:

Rufus Dye, Jr.

F-105 History

- #1 - Maj William M. Blakeslee
- #2 - Capt Joseph S. Sechler
- #3 - Maj James Hardin Metz
- #4 - Capt Anthony F. Germann

Capt Sechler logged 3:00 flying hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 4" to bomb Vinh airfield in RP-3. "... Fired at SAM ring." It was his 45th combat mission.

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 20 Feb 68 & Joe Sechler flight log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

02-Mar-68

6548

"Gator" flight from the 34 TFS flew a mission over North Vietnam. The lineup was:

- #1 - Capt Gary G. Durkee
- #2 - Capt John S. Murphy
- #3 - Maj David D. Igelman
- #4 - Capt Joseph S. Sechler flying his 11th mission

Capt Sechler logged 2:30 flying hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 2" to bomb two storage areas in the Steel Tiger region of southern Laos. "... Light 37 mm.." He then flew armed recce in RP-1. "No significant sightings." It was his 46th combat mission.

Joe Sechler flight log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

03-Mar-68

4887

The four pilots in "Bass" flight from the 34 TFS bombed a target in Mu Gia Pass. They took off at 14:00 and returned after 2 hours 15 minutes. Their line up was:

- #1 - Capt Lamont H. Pharmer
- #2 - Capt John S. Murphy
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0409
- #4 - Capt Joseph S. Sechler flying his 12th combat mission.

This was Maj Armstrong's 78th combat mission. "We were 1st alt yesterday so I let Monty lead to get some experience. We did a Combat Sky Spot on a target north of Mu Gia Pass so it was pretty uneventful."

Also using Sky Spot radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Cactus 2" to bomb the Ba Nam highway segment in RP-1. It was his 47th combat mission.

Maj Armstrong's 100-mission combat log, pg 30 & Joe Sechler's mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

04-Mar-68

4888

The four pilots in "Scuba" flight from the 34 TFS bombed a target in the southern part of North Vietnam. They took off at 1410 and returned after 3 hours 5 minutes. Their line up was:

- #1 - Capt William A. Thomas, Jr.
- #2 - Capt John S. Murphy
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4270

Rufus Dye, Jr.

F-105 History

#4 - Lt Col Nevin G. Christensen

This was Maj Armstrong's 79th combat mission. "We were first alerted that we would be going to Pack VI but were diverted before we could brief. We finally wound up going all of the way to the Gulf to refuel and coming back to drop our bombs via Combat Sky Spot in the southern extremity of North Vietnam."

Under Hillsboro control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 2" to attack troops and trenches in South Vietnam. "50%. 20 KBA. Small arms fire." He then flew armed recce in RP-1. "No significant sightings." It was his 48th combat mission.

Maj Armstrong's 100-mission combat log, pp 30 - 31 Rufus Dye Mission History log.

06-Mar-68

4889

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

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

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

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

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

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

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

10-Mar-68

4902

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

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

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

Dropping by the Commando Club radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 1" to bomb an

Rufus Dye, Jr. F-105 History

unknown target through an undercast in the Barrel Roll region of northern Laos. He then flew armed recce in RP-1. "No significant sightings." It was his 50th combat mission.

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

14-Mar-68

6834

On his 51st combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 1" against the Quang Chad truck park in RP-1. "100%. Light 37-mm." He then attacked supplies in RP-1. "100%. Large wood crates."

Rufus Dye Mission History Log.

23-Mar-68

4907

The four pilots from the 34 TFS in "Scuba" flight bombed a target in Laos. They took off at 0625 and returned after flying for 2 hours 45 minutes. Their line up was:

- #1 - Lt Col James B. Ross
- #2 - Maj Billy R. Givens (killed in accident 25 Apr 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0161
- #4 - Capt John E. Hartman

This was Maj Armstrong's 90th combat mission. "I went 'Golden' with this mission. That means I don't go to Pack VI anymore. We were supposed to go to a target in Pack I where there had been a big buildup but it was solid undercast so we went into middle Laos and hit a vulnerable road segment. Nothing too different about that."

On his 51st combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Pancho 1" to bomb a storage area in northern Laos. He then flew armed recce in RP3. "No significant sightings."

Maj Armstrong's 100-mission combat log, pg 34 & Rufus Dye Mission History log

25-Mar-68

3854

A flak suppression flight of F-105s from the 388 TFW struck troop concentrations and a storage area in support of Operation Niagara near Khe Sanh, South Vietnam.

"Simmer flight (four F-105Ds) struck an unknown target at 17-35N and 106-42E under CSS, 25 March. The pilots expended 24 M-117s. There was no BDA.

"A flak suppression flight carrying CBUs struck a troop concentration (16-31-45N and 106-26-40E) and a storage area (16-31-45N and 106-31-00). The flight dropped four BDU-24s on the troops and 12 CBU-24s on the storage area. The FAC reported small fires around the storage area but could give no further BDA due to weather."

On his 53rd combat mission, Lt Col Rufus Dye, Jr., 34 TFS, was mission commander as "Pistol 1" to attack a road and ford in southern Laos. "25%. Light AW fire." He then flew armed recce in RP-1. "No significant sightings."

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0463, 0516 and 0519 & Rufus Dye Mission History log.

26-Mar-68

3855

F-105s from the 388 TFW struck enemy troops, bunkers, trenches, and a flak site near Khe Sanh, South Vietnam, supporting Operation Niagara.

"... A flight of four F-105s, under CSS, dropped 24 750s on enemy troops at 16-40-00N and 106-45-50E. There was no BDA.

Rufus Dye, Jr.

F-105 History

"Another flight struck bunkers and trenches (16-36-30N and 106-43-00E) under CSS. They dropped 24 M-117s but no BDA was available due to weather."

On his 54th combat mission, using Sky Spot radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 1" to attack bunkers and trenches in South Vietnam. He then flew armed recce in RP-1. "No significant sightings."

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0463 and 0519 & Rufus Dye Mission History log.

28-Mar-68

3879

Commando Nail F-105Fs from the 388 TFW dropped 19 M-117s on the Lang Dang railroad yard. "No BDA was available."

"Two F-105Fs attacked the Som Tra rail yard and the Ky Dong railroad spur in RP-5 during a Commando Nail raid. They released six 750s over each target, but darkness precluded BDA."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" to attack a highway segment and trucks in RP-1. "100% road cut." It was his 55th combat mission.

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frame 0508 Rufus Dye Mission History log.

29-Mar-68

3880

"An Iron Hand flight [of F-105s from the 388 TFW] fired six AGM-45s at two SAM sites in the vicinity of Hoa Binh (RP-6) All missiles appeared to guide but pilots were unable to obtain any damage assessment due to evasive maneuvers because of MiGs."

"On 29 March, a flak suppression flight dropped four BDU-24s under FAC direction on a flak site (16-36N and 106-36E). There was no BDA.

"Two 'D' models struck an unknown target (16-43-30N and 106-41-00E) under CSS. They expended 12 M-117s, placing them all on target."

Using CSS radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Pistol 4" to attack Ban Nam highway in RP-1. There was no BDA due to haze. It was his 56th combat mission.

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0508 and 0519 & Rufus Dye Mission History log.

02-Apr-68

4909

The four pilots from the 34 TFS in "Bass" flight bombed a target in RP-1. They took off at 1425 and returned after flying for 2 hours 50 minutes. Their line up was:

- #1 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #2 - Maj Seymour R. Bass (died in mid-air with flight lead, 14 May 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #4 - Capt Ben J. Fuhrman

It was Maj Armstrong's 91st combat mission and the first mission after returning to Korat from his 4th R&R. "This was my first mission after the President's announcement of the 'bombing pause'. All of our flights and several flights from Takhli and F-4s were hitting a road segment up at the north end of Mu Gia Pass. The weather was clear but very hazy. We couldn't spot the FAC and when we did we couldn't see his white smoke rocket. Consequently, we stooched around for 15 minutes and finally desperately threw our bombs. The greatest danger in the area was a mid-air collision with another of our aircraft."

Rufus Dye, Jr. F-105 History

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 3" to attack a highway segment in RP-1. "100% road cut." It was his 57th combat mission.

Maj Armstrong's 100-mission combat log, pp 34 - 35 & Rufus Dye Mission History log.

11-Apr-68

4915

"Simmer" flight from the 34 TFS hit a "Sky Spot" target in RP-1, North Vietnam. The flight took off at 0830 and returned after flying for 3 hours 10 minutes. The line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4270
- #2 - Moore [???
- #3 - Maj Melvin L. Irwin
- #4 - Lt Col Nevin G. Christensen

This was Maj Armstrong's 97th combat mission. "The weather over along the coast was really rotten this morning. We were originally scheduled to work with a FAC in South Vietnam. The weather there was too bad for a visual delivery. They were going to set us up for a Sky Spot in the same area. Fortunately for us, the Sky Spot facility was pretty well stacked up with flights so I got Hillsboro to set us up with another agency for a Sky Spot just over the DMZ and got a 'counter' the only possible way."

Using Sky Spot radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Crossbow 3" to attack a road segment in South Vietnam. It was his 58th combat mission.

Maj Armstrong's 100-mission combat log, pg 37 & Rufus Dye Mission History log..

12-Apr-68

4916

"Hatchet" flight from the 34 TFS hit a road in southern Laos. The flight took off at 0910 and returned after flying for 2 hours 55 minutes. The line up was:

- #1 - Lt Col Robert W. Smith, 34 TFS Commander
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0436
- #3 - Col Paul P. Douglas, Jr., 388 TFW Commander
- #4 - Maj Donald W. Hodge

This was Maj Armstrong's 98th combat mission. "We bombed a road down in southern Laos southeast of Sarravane. The weather was clear but hazy. There was quite a crosswind and #1 and myself put our bombs a little to the left of the road. Don Hodge picked up the wind from our bombs and put his right on the road. Col Douglas missed by 100 yards or more. They fired about 20 rounds of 37-mm flak at us but not too close. 'Hillsboro' invited us to go recce the Pack. Smith and I let down through the clouds and got underneath at 1,000' and ran up and down the coast. The visibility was really good underneath but we couldn't see anything moving."

In commenting on his last 10 missions in his memoirs, Lt Gen Armstrong further described this mission. "On one of these flights, Bob was leading and we were cleared into Pack I for a reconnaissance. We crossed into Pack I at about 18,000 feet which was enough to get a counter. But not enough for Bob. He told the other two to hold at that altitude and signaled for me to close in on his wing. We descended through the clouds towards the Gulf of Tonkin using our radar to denote the water. We broke out under the clouds over the Gulf at about 800 feet. We then spread out and turned around towards Pack I. We ran down Route #1 at high speed. They were shooting at us and we were so low and fast that there was no way we could attack any worthwhile target. After a few minutes I joined up on his wing again and we climbed out through the clouds to rejoin the other two guys and go back to Korat. I guess the extra excitement was okay!"

Under Hillsboro control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 3" to attack a road segment in Steel Tiger. "100%. Three road cuts." He then flew armed recce in RP-1. "No significant sightings."

Rufus Dye, Jr.

F-105 History

It was his 59th combat mission.

Maj Armstrong's 100-mission combat log, pg 37 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 47 & Rufus Dye Mission History log

14-Apr-68

6801

Also, on 14 April 1968, the 34 TFS launched "Bass" flight. The lineup was:

#1 - Capt William A. Thomas, Jr.

#2 - Capt Darrell J. Ahrens

#3 - Lt Col Rufus Dye, Jr. flying his 60th combat mission.

#4 - Capt Joseph S. Sechler flying his 29th combat mission two days after he returned from R&R in Bangkok. He logged 2:40 flying time.

Col Dye recorded the mission in his Mission History where he listed his call sign as "Bass 1". They dropped through weather using Sky Spot on a troop concentration in Steel Tiger. They then did armed recce in RP-1. "No significant sightings."

Joe Sechler, mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log

15-Apr-68

2288

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0505 on his 54th combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission followed by armed reconnaissance in RP-1, North Vietnam. Sortie length was 3 hours 10 minutes.

"Locust" was a flight of pilots from the 34 TFS. The lineup was:

#1 - Maj Clarence E. Langford

#2 - Capt James V. Barr

#3 - Bob Moore

#4 - Capt Joseph S. Sechler flying his 30th combat mission. He logged 2:55 flying time.

As part of an Iron Hand flight, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 4" to attack a SAM site in RP-1. "100%. One secondary. Light 37-mm." It was his 61st combat mission.

Bill Harris, letter, 19 March 2001 & Joe Sechler mission log via e-mail 298 Apr 10 & Rufus Dye Mission History log.

17-Apr-68

2330

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 62-4248 on his 56th combat mission from Korat RTAFB, Thailand. It was a FAC-controlled armed reconnaissance above the DMZ in RP-1, North Vietnam. His bombs cut a road. Sortie length was 3 hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Hatchet 3" to attack a road segment in South Vietnam. "100%. Two road cuts." He then flew armed recce in RP-1. "No significant sightings." It was his 62nd combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

18-Apr-68

2261

Capt Dennis Jarvi from the 469 TFS, 388 TFW, Korat RTAFB, Thailand, flew F-105D 59-1771 on a combat mission over North Vietnam led by Capt Peter K. Foley.

"Crossbow" was a flight of pilots from the 34 TFS. The lineup was:

#1 - Capt Lamont H. "Monty" Pharmer

Rufus Dye, Jr.

F-105 History

#2 - Capt Joseph S. Sechler flying his 32nd combat mission. He logged 2:45 flying time.

#3 - Lt Col Rufus Dye, Jr. flying his 63rd mission

#4 - Capt James V. Barr

The mission was in two parts. The flight flew into South Vietnam and dropped bombs to clear a landing zone. "100%/ Cleared areas for Lnd Zone." The flight then flew an armed recce in RP-1. "No significant sightings."

Dennis Jarvi letter to Dick Cole, 19 May 1998 & Joe Sechler mission log via e-mail 28 Apr 10 & Rufus Dye, Mission History log.

19-Apr-68

2318

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0194 on his 57th combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission in the Steel Tiger region of Laos followed by armed reconnaissance in RP-1, North Vietnam. Sortie length was 3 hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" to attack a road segment in southern Laos. "100%. Road cratered." He then flew armed recce against a suspected storage area in RP-1. "No BDA. Heavy foliage." It was his 64th combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

20-Apr-68

2342

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 62-4387 on his 58th combat mission from Korat RTAFB, Thailand. He fired AGM-12s under FAC control followed by armed reconnaissance in RP-1, North Vietnam. Sortie length was 2 hours 40 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 4" to attack a highway ford and suspected truck park in Steel Tiger. "100%. Five cuts on ford, two on approach. ... moderate 57 mm." He then flew armed recce in RP-1. "No significant sightings." It was his 65th combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

21-Apr-68

6835

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 1" to attack an interdiction point in southern Laos. "100%. Road cuts." He then attacked a suspected storage area in RP-1. "One secondary." It was his 66th combat mission.

Rufus Dye Mission History log.

23-Apr-68

6568

The 34 TFS, 388 TFW, launched "Crossbow" flight from Korat. The lineup was:

#1 - Capt William A. Thomas, Jr.

#2 - Capt Joseph S. Sechler flying his 35th combat mission. He logged 2:50 flying time.

#3 - Lt Col Rufus Dye, Jr. flying his 67th mission. (NOTE: His Mission History date was 22 Apr 68.)

#4 - Lt Col Dorwyn D. Shaver

They attacked a storage area in northern Laos. "100 %. Road cut. 37 MM." They then flew armed recce in RP-1. "No significant sightings."

Joe Sechler, mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

24-Apr-68

6836

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Crossbow 3" to attack an interdiction point in southern Laos. BDA was "None - weather. Combat Skyspot." He then attacked a ford approach in RP-1. "All ordnance in target area. No BDA - dust." It was his 68th combat mission.

Rufus Dye Mission History log.

Rufus Dye, Jr.

F-105 History

29-Apr-68

2303

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0086 on his 61st combat mission from Korat RTAFB, Thailand. The mission was a FAC-directed strike and armed reconnaissance in RP-1, North Vietnam. Sortie length was 2 hours 20 minutes with the landing after dark.

Using Combat Sky Spot, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Goose 1" to attack a truck park in RP-1. It was his 69th combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

02-May-68

2310

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0161 on his 63rd combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission in RP-1, North Vietnam. They struck a fuel storage area and got several large secondary explosions. Sortie length was 2 hours 30 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 2" to attack a highway segment in southern Laos. "One partial road cut." He then strafed a nearby storage area. "One secondary." It was his 70th combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

04-May-68

2300

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0055 on his 65th combat mission from Korat RTAFB, Thailand. The mission was a FAC-directed strike and armed reconnaissance in RP-1, North Vietnam. It was the 100th combat mission for Lt Col William C. Decker, 469 TFS commander. Sortie length was 3 hours.

Using Combat Sky Spot, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 1" to attack a truck park in RP-1. It was his 71st combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

08-May-68

6818

Lt Col Rufus Dye, Jr., 34 TFS, flew on an Iron Hand troll as "Pancho 2" searching for SAM sites in RP-1. "No suitable target." It was his 72nd combat mission.

Rufus Dye Mission History log.

12-May-68

6837

Under Hillsboro control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 2" to attack a supply concentration in southern Laos. BDA was "None. One road cut." He then attacked another supply concentration in RP-1. "100% in target area. No BDA - foliage." It was his 73rd combat mission.

Rufus Dye Mission History log.

13-May-68

2301

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0055 on his 68th combat mission from Korat RTAFB, Thailand. It was a FAC-directed mission in South Vietnam followed by armed reconnaissance in RP-1, North Vietnam, where Capt Harris found and destroyed a bulldozer. Sortie length was 2 hours 30 minutes.

Under Hillsboro control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 1" to attack a firing 37 mm AAA site and a suspected automatic weapons site in Steel Tiger. "100%. Gun and emplacement destroyed." He then flew armed recce in RP-1. "No significant sightings." It was his 74th combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

Rufus Dye, Jr.

F-105 History

25-May-68

4110

"On 25 May several flights from the 34 TFS were instrumental in the destruction of a SAM site, under construction, in RP-1 of North Vietnam. The attacks took place during the late afternoon between 1430 and 1800 hours. Each of the attacking flights were worked by a Misty (F-100) FAC. Defenses were extremely heavy with 37/57 barrage and tracking firing. Strike flights were therefore restricted to high angle dive bomb and strafe tactics, yet, continued to encounter intense AAA from all quadrants, especially when attempting to make a second pass."

Capt Lamont H. Pharmer from the 34 TFS was awarded a Distinguished Flying Cross (1st Oak Leaf Cluster) for extraordinary achievement for this mission. The award citation read, "... Capt Pharmer led a flight of F-105s against a heavily defended surface to air missile site. In spite of intense and accurate anti-aircraft fire, Captain Pharmer made repeated attacks placing one hundred percent of his ordnance precisely on target and contributing greatly to the complete destruction of the missile site." (Citation to the DFC (1 OLC) to Lamont H. Pharmer.)

Years later, Monty Pharmer recalled the background to this mission. "I don't exactly remember working with a Misty FAC but we may have. This was in the time period after RP-6 missions were cancelled that the NVN had moved a lot of their defensive weapons south into RP-1, etc. We knew it was coming and they were really laying for us. I led a 4-ship flight that day. I believe several planes were hit but no losses. I don't remember who was in the flight with me. Gary Durkee led another 4-ship flight in the same area." (Monty Pharmer, e-mail 22 Sep 2006.)

"Locust" was one of the flights from the 34th attacking the SAM site. It's two-ship line up was:

#1 - Capt Joseph S. Sechler flying his 49th counter. He logged 3:15 flying hours.

#2 - Capt Olin K. Everett

"Ken & I took some really tough AAA on this one going after a SAM site. Uncharacteristic of RP-1." Years later, Joe Sechler remembered this mission. "... I still see those red balls of fire coming by me as it was very late in the day with the ground being almost black - a perfect background for much brighter objects, such as AAA." (Joe Sechler, e-mail 15 Feb 15.)

Lt Col Rufus Dye, Jr. was another 34 TFS pilot attacking the SAM site. He flew as "Speedo 2". "100% in target area. One secondary. SAM equipment damaged." He then attacked trucks in southern Laos. "100% in target area. Two trucks stopped." It was his 76th combat mission.

Capt Donald W. Kilgus was Misty 31 the FAC who led the F-105s in attacking the SAM site. He wrote a thank you statement to the 388 TFW describing the mission.

"1. On 25 May 1968, I was the pilot of Misty 31 performing forward air controller duties in Route Package I. Shortly after arriving in the area, we pinpointed the location of an operational SAM site with four missiles in launch position. Our request for fighters brought Speedo, Bobbin, Detroit, Master, Hayfire, Kaiser, and Locust flights from the 388th Tactical Fighter Wing under our control.

"2. This heavily defended target was well camouflaged and extremely difficult to detect from altitude. Fifteen knot winds threatened to degrade bombing accuracy and high surface winds quickly displaced and dispersed our marking rocket smoke. Finally the presence of two or more flights overhead much of the time put a premium on good radio discipline and air alertness.

"3. In spite of the above factors, 388th Tactical Fighter Wing crews located the threat in minimum time, and in the face of intense 37-mm and 57-mm fire, achieved exceptional accuracy contributing to the destruction of all missiles and the destruction or damage of a large percentage of the support equipment. From Misty 31, thanks and WELL DONE for a truly professional performance." (Don

Rufus Dye, Jr.

F-105 History

Kilgus statement (undated) from Joe Sechler, 15 Feb 15.)

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frame 1391 & Joe Sechler mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

26-May-68

6819

Flying as "Kaiser 2" on his 77th mission, Lt Col Rufus Dye, Jr., 34 TFS, attacked a mortar position in South Vietnam. "100%. One mortar destroyed."

Rufus Dye Mission History log.

27-May-68

2262

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0409 on his 74th combat mission from Korat RTAFB, Thailand. It was a FAC-controlled armed reconnaissance in RP-1, North Vietnam. The F-105s 20-mm gun fired long and was written up for corrective action. Sortie length was 3 hours 15 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Crossbow 4" to attack a bivouac area in northern Laos. "No BDA. Dust and smoke." It was his 78th combat mission.

Bill Harris, letter, 19 March 2001 & Rufus Dye Mission History log.

28-May-68

2263

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0409 on a mission from Korat RTAFB, Thailand. Capt Harris requested the same aircraft he flew the day before to confirm the gun misalignment had been fixed. It was a FAC-controlled mission in South Vietnam so did not count toward 100 combat missions but the gun was working properly. Sortie length was 2 hours 15 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Pancho 2" to attack bunkers and storage buildings in South Vietnam. It was his 79th combat mission.

Bill Harris, letter, 19 March 2001 & Rufus Dye Mission History log.

29-May-68

2304

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0086 on his 75th combat mission from Korat RTAFB, Thailand. The mission was an armed reconnaissance in RP-1, North Vietnam. They encountered bad weather. Sortie length was 2 hours 45 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Crossbow 2" to attack a road segment in Steel Tiger. "100%. Road cut." Under FAC control, he then attacked a storage area in RP-1. "No BDA. FAC bingo fuel." It was his 80th combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

07-Jun-68

4102

The 388 TFW was not able to launch four aircraft due to Maintenance Non Deliveries (MNDs). They were "Bass 1" and "Bass 2" and "Detroit 1" and "Detroit 2". On this date, the wing possessed 34 F-105Ds and were fragged for 36. One aircraft, F-105D 61-0204 was at Ubon with an ATM failure and 13 other aircraft were in scheduled and non-scheduled maintenance.

On his 81st combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 2" to attack three targets in RP-1:

Phuong Dinh bridge - "100% one road cut. Light AW fire."

Automatic Weapons position - "Two secondary fires. Two secondary explosions."

Truck park - "100%. Three trucks destroyed, two damaged."

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frame 1301 & Rufus Dye Mission History log.

Rufus Dye, Jr.

F-105 History

08-Jun-68

6820

Two pilots from the 34 TFS formed the two-ship "Master" flight whose targets were SAMs on a transporter and a truck park in RP-1. The lineup was:

#1 - Maj Carl B. Light flying his 61st mission.

#2 - Lt Col Rufus Dye, Jr. flying his 82nd mission.

"One SAM destroyed. One probably destroyed. Heavy 37 mm. 'Master 1' hit and downed." Maj Light was recovered on 8 June 1968. Lt Col Dye received a DFC for this mission.

Rufus Dye Mission History log.

11-Jun-68

2266

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0449 on his 82nd combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission in South Vietnam, followed by a strike against 3 targets in RP-1, North Vietnam. The flight encountered bad weather. Sortie length was 2 hours 50 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 2" to attack a field artillery position in RP-1. "One gun damaged. Light 57-mm barrage." It was his 83rd combat mission.

Bill Harris, letter, 19 March 2001 & Rufus Dye Mission History log.

12-Jun-68

3973

F-105 pilots from the 388 TFW "supported the withdrawal of allied (U.S. and Vietnamese) forces from the Kham Duc Special Forces camp, Republic of Vietnam, winning the praise of the commanders of the Americal Division and 7th Air Force." The camp was southwest of Da Nang and 13 miles from the border of Laos.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Hayfire 2" to attack bunkers in South Vietnam. "Two bunkers destroyed." He then attacked trucks in RP-1. "BDA - None. Observed smoke in the area." It was his 84th combat mission.

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frames 0689 and 0690 & Rufus Dye Mission History log.

14-Jun-68

3974

F-105 pilots from the 388 TFW "destroyed an estimated 350 barrels of POL in a storage area north of Mu Gia Pass."

"Four flights of F-105s, a total of ten aircraft (seven 'Ds' and three 'Fs') struck the target located north of Mu Gia Pass." The four flights and the order in which they attacked were "Locust", "Waco", "Kaiser", and "Hayfire". Each of the flights struck other targets before checking in with the F-100F Fast FAC, "Misty 51", who controlled the strikes against the POL storage area.

"One flight of two F-105s (Hayfire) dropped four MK-82 (500-lb.) bombs while the other three flights strafed the area with 20-mm cannon fire. They destroyed at least 350 barrels of POL.

"Flying in the second flight to strike the target ["Waco"], Capt John E. Hartman, 34 TFS, said, 'Maj Goodrich (Maj Ivor K. 34th) made the first strafing pass, blowing up close to 50 barrels.'

"Goodrich and Hartman made several more passes on the area. Hartman continued, 'We got three explosions which turned into sustained fires, plus three additional sustained fires.'

"The FAC gave Goodrich and Hartman credit for approximately 200 barrels of POL destroyed. As they left the target area, the two pilots saw smoke rising 2,000 feet over the area.

Rufus Dye, Jr.

F-105 History

"Another 34th pilot, Capt William A. Thomas, Jr., was in a succeeding flight ["Kaiser" or "Hayfire"]. 'When we got into the area,' Thomas related, 'the flight ahead of us already had the area burning. Major Richard D. Matthews and I made several passes.'

"On his first pass, Thomas caused two large secondary explosions. Making one last strafing pass, Thomas and Matthews accounted for two additional large secondary explosions and sustained fires. 'The FAC credited us with destroying about 50 drums,' Thomas said. 'By the time we left the area, smoke was really billowing.'

"Captains Ben J. Fuhrman and Lawrence L. Bogemann, both 34th, also took part in the attack. Fuhrman made four strafing passes, accounting for 50 barrels of POL, three secondary explosions and a sustained fire."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bobbin 1" attacking a bulldozer in RP-1. "Possibly damaged bulldozer." It was his 85th combat mission.

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frames 0730 - 0731 & Rufus Dye Mission History log.

15-Jun-68

6838

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Crossbow 4" to attack a road segment in RP-1. "100%. Four road cuts. Two slides." It was his 86th combat mission.

Rufus Dye Mission History log.

16-Jun-68

6839

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 4" to attack the Ban Liang complex in northern Laos. "100%. Results not visible." It was his 87th combat mission.

Rufus Dye Mission History log.

17-Jun-68

2289

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0505 on his 85th combat mission from Korat RTAFB, Thailand. It was a road reconnaissance in RP-1, North Vietnam. He dropped bombs on an ammunition storage area but did not cause secondary explosions. Sortie length was 3 hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Pancho 1" to attack a bridge in South Vietnam. "No BDA due to weather." It was his 88th combat mission.

Bill Harris, letter, 19 March 2001 & Rufus Dye Mission History log.

19-Jun-68

2287

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0464 on his 87th combat mission from Korat RTAFB, Thailand. The mission was armed reconnaissance in RP-1, North Vietnam, where his bombs caused two large secondary explosions. Sortie length was 2 hours.

Under Combat Skyspot radar control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Simmer 2" to attack a weather-obscured target in South Vietnam. "BDA - none. Weather." It was his 89th combat mission.

Bill Harris, letter, 19 March 2001 & Rufus Dye Mission History log.

21-Jun-68

2339

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 62-4270 on his 89th combat mission from Korat RTAFB, Thailand. The mission was to the Barrell Roll region of Laos and on armed reconnaissance in RP-1, North Vietnam. Sortie length was 2 hours 45 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Scuba 1" against an interdiction point in RP-1. "100%. Multiple road cuts." It was his 90th combat mission.

Rufus Dye, Jr.

F-105 History

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

22-Jun-68

4096

Checking in with FAC "Misty 51" at 0950Z, "Kaiser" flight's two F-105Ds from the 388 TFW dropped their 12 MK-117s on the truck park and ammunition storage area at 17-38-40N and 106-06-30E in RP-1, North Vietnam. The FAC reported 100 percent of ordnance within 10 meters and two large secondary explosions emitting white and gray smoke. The flight encountered no enemy defenses.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Kaiser 2" in the attack on the ammunition storage area in RP-1. "100%. Two secondary explosions." It was his 91st combat mission.

JOPREP JIFFY DOI 221127Z Jun 68 388 TFW/OPREP-4/Rolling Thunder 315/SEASIA AIROPS 22 Jun 1968 in USAF microfilm NO584, frame 1245 & Rufus Dye Mission History log.

23-Jun-68

2346

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105F 63-8291 on his 91st combat mission from Korat RTAFB, Thailand. The mission began in the Barrell Roll region of Laos followed by an armed reconnaissance in RP-1, North Vietnam. Sortie length was 3 hours 30 minutes.

Under Combat Skyspot control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bobbin 2" attacking a weather-obscured target in South Vietnam. "BDA - None due to weather." He then flew into RP-1 to attack an ammo and POL storage area. "100%. One truck destroyed. Two secondaries." It was his 92nd combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

25-Jun-68

2316

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0167 on his 92nd combat mission from Korat RTAFB, Thailand. It was a FAC-controlled strike against a SAM site that had fired earlier in RP-1, 12 miles south of Dong Hoi, North Vietnam. Sortie length was 2 hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Detroit 1" attacking a road segment in southern Laos. "100%. One road cut." It was his 94th combat mission.

Bill Harris, letter 19 March 2001 & 388 TFW history, Apr - Jun 68, USAF microfilm NO584, frame 0737 & Rufus Dye Mission History log.

27-Jun-68

2341

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 62-4359 on his 93rd combat mission from Korat RTAFB, Thailand. It was an armed reconnaissance in RP-1, North Vietnam, with four planes on an orientation flight for a new pilot. They cut a road with bombs. Sortie length was 2 hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 3" attacking a road segment in RP-1. "100%. Three road cuts." It was his 95th combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

28-Jun-68

2251

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 58-1152 on his 94th combat mission from Korat RTAFB, Thailand. It was a mission in RP-1, North Vietnam. A SAM launched at the flight and they also encountered 57-mm AAA. Sortie length was 2 hours 25 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 4" attacking two automatic weapons positions in northern Laos. On the first position: "100%. One secondary. Medium AW." On the second: "50%. Two guns destroyed. Three secondaries." It was his 96th combat mission.

Bill Harris, letter, 19 Mar 2001 & Rufus Dye Mission History log.

30-Jun-68

2352

Rufus Dye, Jr. F-105 History

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 62-4387 on his 96th combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission in the Steel Tiger region of Laos followed by armed reconnaissance in RP-1, North Vietnam. Sortie length was 2 hours 50 minutes.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Speedo 4" attacking a bivouac area and a supply area in northern Laos. Bivouac area: "No BDA due to weather. Light flak." Supply area: "100%. One large secondary." It was his 97th combat mission.

Bill Harris, letter 19 March 2001 & Rufus Dye Mission History log.

01-Jul-68

07-Jul-68

404

The 355 TFW flew 130 F-105 sorties from Takhli RTAFB, Thailand, in support of "Operation THOR". THOR was a combined USAF, Navy, and Marine operation to destroy enemy artillery and AAA positions in the southeastern portion of Tally Ho (Cap Mui Lay) in Route Pack 1, North Vietnam. (355 TFS history)

"During the first week in July, an integrated air, naval, and artillery operation (THOR) was directed against NVA field artillery and AAA positions just north of the DMZ in the TALLY HO operating area. The purpose of the operation was to neutralize the AAA threat against airborne FACs and to eliminate enemy artillery threats to the USMC supply lines just south of the DMZ. A total of 2,318 strikes and reconnaissance sorties were flown, and 8,363 tons of ordnance were delivered against enemy gun positions. In one week, 126 artillery positions, 399 AAA positions, and 2 SAM sites were destroyed. As a result, the airspace in lower TALLY HO became a relatively low-threat area." (Hq PACAF CHECO Report, "The Air War in Vietnam, 1968 - 1969", 1 Apr 1970, pg 37.)

"During the first week of July, the [388 TFW] participated in a joint-service operation in and near the North Vietnamese De-Militarized Zone (DMZ). The combined Air Force, Navy and Marine air attacks were designated as THOR OPERATION. Naval gunfire was also a part of the operation. The mission of THOR OPERATION was to neutralize the SAM/AAA threat, destroy forward artillery and support facilities, and create a permissive environment for FAC aircraft throughout the DMZ. The wing provided Iron Hand (SAM detection, suppression and destruction) support for B-52 Stratofortress ARC Light missions. No SAMs were launched at the B-52s during the operation. A total of 112 strike and nine Iron Hand (IH) sorties were fraged for the THOR OPERATION. Of these, 93 strike and nine IH sorties were flown. Cumulative BDA for the operation showed that wing pilots destroyed three gun positions and a bunker, heavily damaged a SAM site and silenced a 37-mm site, cut one road, caused a secondary explosion and 15 secondary fires."

"The 34 TFS launched 36 sorties for this operation while flying in conjunction with other sorties launched by the 388 TFW." (388 TFW history)

"During the first week in July 1968, Seventh Air Force joined a major effort to destroy North Vietnamese artillery in and near the Demilitarized Zone, dedicating nearly half its effort in Route Package One to bombing the Cap Mui Lay Sector on the eastern end of the zone. Encompassing the six-mile wide DMZ and an adjacent strip about the same width in North Vietnam, this sector ran from the coast for twenty miles inland. Beneath what had been agricultural villages in the vicinity of Vinh Linh, underground tunnels hid important military supply depots, while (above ground) mobile artillery fired into South Vietnam from more than four hundred prepared positions; these guns were defended from air attack by their own mobility, by antiaircraft guns that moved among an even larger number of positions, and by surface-to-air missiles. For a week, the firepower of all four U.S. services made a coordinated attack on the Vinh Linh area. The Marines and Navy carriers each matched Seventh Air Force's tactical air effort, and Strategic Air Command's B-52s dropped a greater tonnage than the tactical aircraft of all three services combined. ... " (To Hanoi ...)

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Pistol 2" attacking a suspected SAM site in RP-1. "75%. No

Rufus Dye, Jr.

F-105 History

visual damage." It was his 98th combat mission.

355 TFW History, Jul - Sep 68, USAF microfilm NO465 & 388 TFW History, Jul - Sep 68, USAF microfilm NO585, frames 0058 and 0801 & "To Hanoi and Back", pgs 145 - 146 & Rufus Dye Mission History log.

02-Jul-68

2255

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 59-1743 on his 98th combat mission from Korat RTAFB, Thailand. It was an armed reconnaissance in RP-1, North Vietnam, followed by a rescap for Lt Col Jack Modica from the 354 TFS who had been shot down in RP-1 on 1 July. Sortie length was 2 hours.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Pistol 3" in the rescap for Lt Col Modica. "RP-1. SAR suppression. No BDA due to communications clutter." It was his 99th combat mission.

After spending the night on the ground, Modica, who was injured, was picked up by a Jolly Green on 2 July. The PJ who rescued him, A1C Joel E. Talley, received the Air Force Cross.

Bill Harris, letter, 19 Mar 2001 & Rufus Dye Mission History log.

06-Jul-68

6821

Under Hillsboro control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Hatchet 4" attacking bunkers in RP-1. "RTB due to friendly artillery and insufficient fuel." It was his 100th combat mission.

Rufus Dye Mission History log.

07-Jul-68

6822

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Pistol 3" attacking a road segment and junks in RP-1. Road Segment: "100%. Two road cuts." Junks: "100%. One secondary explosion. Two secondary fires, one secondary POL fire." It was his 101st combat mission.

Rufus Dye Mission History log.

08-Jul-68

6823

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Speedo 3" attacking two targets in RP-1: a ferry barge, "100%. Ferry sunk." and a 37-mm gun site. "100%. Eight structures destroyed." It was his 102nd combat mission.

Rufus Dye Mission History log.

09-Jul-68

6824

Under Combat Skyspot control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 2" to make a cut in a road in RP-1. No BDA "CSS." He then bombed a highway segment in RP-1. "100%. Three road cuts." It was his 103rd combat mission.

Rufus Dye Mission History log.

10-Jul-68

4142

At 0100Z, four F-105Ds in "Detroit" flight from the 388 TFW dropped 14 BLU-27s on the Trung Nghia truck park (BE 617-G-1543) at 17-25-07N and 106-35-43E in RP-1, North Vietnam. "The flight worked visually and reported 100 percent in the target area. Two secondary fires. No enemy defenses. Two BLU-27 hung over target, one on No 3 and one on No 4. These, along with No 3 MER, were released safe over Udorn Range."

At 0120Z, working with F-100F FAC "Misty 12", the flight strafed heavily loaded, 50-foot, camouflaged sampans at coordinates 17-38-40N and 106-22-48E. The FAC reported, "one 50-foot barge sunk". No enemy defenses were encountered.

Flying as "Waco 4", Lt Col Rufus Dye, Jr., 34 TFS, attacked two targets in RP-1: A highway segment, "100%. Two road cuts", and junks, "100%. One junk destroyed, one heavily damaged." It was his

Rufus Dye, Jr.

F-105 History

104th combat mission.

388 TFW History, Jul - Sep 68, OPREP 4 Rolling Thunder 189, USAF microfilm NO585, frame 0576 & Rufus Dye Mission History log.

11-Jul-68

6825

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 4" attacking a bivouac and storage area in the Barrel Roll region of northern Laos. "100%. Moderate 37 mm." It was his 105th combat mission.

Rufus Dye Mission History log.

12-Jul-68

6826

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Detroit 3" attacking bunkers and block houses in RP-1. "100%. Two structures destroyed." It was his 106th combat mission.

Rufus Dye Mission History log.

13-Jul-68

6827

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Detroit 3" attacking an interdiction point in RP-1. "100%. Two road cuts." He then flew recce in the same area. "Sighted sampans." It was his 107th combat mission.

Rufus Dye Mission History log.

14-Jul-68

13-Aug-68

3779

As part of their Summer Campaign, Seventh Air Force began an intensive 30-days of bombing to " ... concentrate on several carefully-chosen choke points in the mountains (of RP-1), thereby deflecting traffic onto the open coastal plain where armed reconnaissance could claim higher kills. The plan included preventing traffic from crossing the Giang/Troc Rivers by seeding ferry landings with CBUs and MK-36s.

"Stopping traffic in the mountains centered on three major choke points: (1) the Phuong Chay Highway Ferry and Bridge, where Route 101 crossed the Song Troc on a pontoon bridge kept by day in a nearby river cave, (2) the Xom Ve Interdiction Point, a switchback just north of the Route 15/101 junction, and (3) the Lang Va Interdiction Point (nicknamed Brown's Lake), a virgin target where Route 137 cuts around a karst cliff undermined by a river cave. By interdicting Routes 15 and 137, strategists hoped to close the Mu Gia and Ban Karai Passes for significant periods of time. Several other interdiction points were selected later in the campaign, including the already famous Ban Laboy Ford west of the Ban Karai Pass in Laos."

For the third day in a row, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Detroit 3" bombing an interdiction point and flying armed recce in RP-1. Smoke prevented visual BDA. It was his 108th combat mission.

7AFP 55-3, "Southeast Asia Air Interdiction Handbook", 7 Air Force, 1 Apr 79, pgs 88 - 89 & Rufus Dye Mission History log..

15-Jul-68

6828

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 3" attacking the Xom Ve interdiction point in RP-1. "100%. Possible slide." It was his 109th combat mission.

Rufus Dye Mission History log.

16-Jul-68

6829

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 4" attacking a truck park in RP-1. "100%. One truck destroyed, two damaged." It was his 110th combat mission.

Rufus Dye Mission History log.

17-Jul-68

6830

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 1" attacking a highway segment in RP-1. "100%. One

Rufus Dye, Jr.

F-105 History

slide, two road cuts, one secondary fire." It was his 111th combat mission.

Rufus Dye Mission History log.

19-Jul-68

6831

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Cactus 1" attacking a POL storage area ("100% Smoke") and a truck park ("100% Within 20 meters.") in RP-1. It was his 100th mission into North Vietnam of his 112 total combat missions.

Rufus Dye Mission History log.

31-Jul-68

4153

During July 1968, three pilots from the 34 TFS completed 100 missions over North Vietnam. They were: Lt Col Kenneth M. Hiltz, Maj Melvin L. Irwin, and Capt William A. Thomas, Jr.

His 100th mission on 18 July 1968 was the last F-105 flight for Ken Hiltz. Since his first flight at McConnell on 1 June 1967, he had accumulated 359.1 flying hours in the airplane.

His 100th was also Maj Irwin's last F-105 flight. Since his first flight at McConnell in June 1967, he had accumulated 410.5 hours in the airplane.

Capt Thomas was next assigned to the 12 TFS, 18 TFW, at Kadena AB, Okinawa.

Lt Col Rufus Dye, Jr., who worked in the 388 TFW command post but was attached to the 34 TFS, flew his 100th mission on 19 July. He flew his first mission on 7 October 1967. By the time of his last flight, he had accumulated 475.3 hours in the F-105.

The 34 TFS commander was Lt Col Robert J. Klingensmith, Jr. and the Operations Officer was Maj Clarence E. Langford.

388 TFW History, Jul - Sep 68, USAF microfilm NO585, frame 0803 & 34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma.

01-Aug-68

774

"... 388 TFW pilots claimed three camouflaged trucks in a maintenance area 29 miles south-southeast of Dong Hoi. Their 750-pound bombs caused two secondary explosions and two sustained fires."

As "Bass 4", Lt Col Rufus Dye, Jr., 34 TFS, flew his last combat mission against a target in RP-1. It was his 113th mission, 101 counters.

Sawadee Flyer, Saturday, August 10, 1968, pg 1 & Rufus Dye Mission History log.

31-Aug-68

4199

Ten pilots from the 34 TFS received medals approved by 7 AF in August 1968 for missions flown earlier. They were:

Lt Col Nevin G. Christensen DFC (10 OLC) SO G-2685 29 Aug 1968 (14 Dec 67)
Maj James E. James, Jr. DFC 5 (OLC) SO G-2627 24 Aug 1968 (14 Dec 67)
Capt Arthur G. Duston AM SO G-2606 22 Aug 68, (6 Jul - 28 Jul 68)
Capt Chester H. Thatcher, Jr. AM SO G-2606 22 Aug 68 (28 Jun - 17 Jul 68)
Lt Col Earl F. Bancroft AM (10 OLC) SO G-2607 22 Aug 68 (7 Jul - 28 Jul 68)
Maj Vincent Colasuonno AM SO G-2607 22 Aug 68 (4 Jul - 23 Jul 68)
1Lt David S. Hartman, Jr. AM SO G-2605 22 Aug 68 (4 Jul - 21 Jul 68)
1Lt Ronald A. Hoffmeyer AM SO G-2605 22 Aug 68 (4 Jul - 21 Jul 68)
Lt Col Rufus Dye, Jr. AM (19 - 27 OLC) SO G2603 22 Aug 68 (7 Nov 67 - 19 Jul 68)
Capt William A. Thomas, Jr. AM (1 - 9 OLC) SO G-2601 22 Aug 68 (2 Feb - 29 May 68)

Rufus Dye, Jr. F-105 History

Capt Thomas departed Korat on 31 August 1968 for his next duty assignment with the 12 TFS, 18 TFW, Kadena AB, Okinawa, where he arrived on 1 September. He was joined in Okinawa by his wife, Mary Jane, and a son and daughter.

388 TFW history, Oct - Dec 68, USAF microfilm NO585, frame 1765 & Capt Bill Thomas, AF Form 11.

30-Oct-68

4200

During October 1968, twenty-one pilots from the 34 TFS and 469 TFS received medals approved by 7 AF. They were:

Maj Ivor K. Goodrich DFC SO G-3158 23 Oct 68 (8 Mar - 3 Sep 68) and AM (1 - 9 OLC) SO G-3275 23 Oct 68 (8 Mar - 3 Sep 68)
Capt Kenneth G. Lindell DFC SO G-3160 17 Oct 68 (14 Jul 68)
1Lt David T. Dinan III DFC SO G-3161 17 Oct 68 (14 Jul 68)
Capt Richard E. Tracey DFC SO G-3169 17 Oct 68 (15 Jul 68)
Maj Albert F. Oppel AM SO G-3245 23 Oct 68 (25 Aug - 19 Sep 68)
Maj Manford C. Holly, Jr. AM SO G-3246 23 Oct 68 (25 Aug -16 Sep 68)
Capt Barry G. Swarts AM SO G-3250 23 Oct 68 (29 Aug - 21 Sep 68)
Capt John S. Murphy AM (1 - 9 OLC) SO G-3273 23 Oct 68 (3 Mar - 24 Sep 68)
Maj Douglas A. Roysdon AM (10 - 19 OLC) SO G-3278 23 Oct 68 (24 Feb - 2 Oct 68)
Maj Clarence E. Langford AM (1 - 9 OLC) SO G-3281 23 Oct 68 (29 Mar - 26 Sep 68)
Capt Jack D. Brooks AM (1 - 6 OLC) SO G-3284 23 Oct 68 (24 Apr - 5 Sep 68)
Capt Anthony F. Germann AM (1 - 9 OLC) SO G-3286 23 Oct 68 (4 Mar - 1 Oct 68)
Capt Douglas R. Young AM (18 OLC) SO G-3286 23 Oct 68 (26 Aug 15 - Sep 68)
Lt Col Dorwyn D. Shaver AM (22 - 26 OLC) SO G-3289 23 Oct 68 (30 Sep 67 - 14 Aug 68)
Lt Col John J. Gaudion AM (10 OLC) SO G-3291 23 Oct 68 (6 Sep - 23 Sep 68)
Lt Col Isaac M. Glass AM (1 OLC) SO G-3291 23 Oct 68 (25 Aug - 29 Sep 68)
Lt Col Rufus Dye, Jr. DFC (4 OLC) SO G-3023 5 Oct 68 (8 Jun 68) downgraded from SS
Capt Lamont H. Pharmed DFC (2 OLC) SO G-3024 5 Oct 68 (9 Jun 68) downgraded from SS
Capt Darrell J. Ahrens AM (1 OLC) SO G-3032 5 Oct 68 (1 Jun 68) downgraded from DFC
Maj Sterling H. Wood AM (1 OLC) SO G-3032 5 Oct 68 (30 May 68)
Capt John E. Hartman AM (1 - 9 OLC) SO G-3092 10 Oct 68 (23 Feb 67 - 5 Feb 68)

388 TFW History, Oct - Dec 68, USAF microfilm NO585, frames 1767 - 1768.

03-Aug-15

7480

Col (Ret) Rufus Dye, Jr. died. "Rufus Dye flew west yesterday. Will let u know details."

Obituary

DYE Jr., Col. Rufus

Age 92, of Pflugerville, passed away Aug. 3, 2015. Visitation Aug. 8, 5-7 p.m. at Cook-Walden Capital Parks Funeral Home, Pflugerville, TX.

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4 & 6 Aug 15 Ken Mays e-mails