

Clyde L. Falls, Jr.

F-105 History

18-May-67

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In the 23 TFW, the tenth F-105 RTU class graduated at McConnell AFB KS. Class 67HRM started on 28 Nov 66 with 21 pilots. It was named "The Spartans" and consisted of 8 Maj's, 8 Capt's, and 5 1Lt's. However, two students washed back one class, two students were eliminated, and one was gained from Seymour Johnson AFB when the 4 TFW closed their F-105 RTU course. Nineteen students graduated. Capt Thurston F. Knapp was one of the pilots who did not graduate with this class due to his injuries in a private plane crash.

The class began flying on 4 Jan 1967 and deployed 20 F-105 aircraft for conventional weapons delivery training to George AFB CA between 23 Mar - 7 Apr 67 with the 562 TFS. The squadron commander was Lt Col James A. Young. The class was originally scheduled to graduate on 20 April 1967, however, on 29 March 1967, while the class was at George, Hq TAC extended RTU courses for an additional 15 sorties.

The students were:

Maj Franklin A. Billingsley	Capt John E. Nolan
Maj James L. Davis	Capt Russell Edwin Temperley
Maj Richard C. Fontaine	1Lt Jeffery Thomas Ellis
Maj Earl M. Freeman, Jr.	1Lt Vernon D. Ellis
Maj Jack W. Hart	Maj Alan R. Iverson
Maj Robert R. Huntley	Maj Harold J. "Jim" Steinke, Jr.
Maj Myron L. Savage	Capt Lawrence P. Gould
Capt Clyde L. Falls, Jr.	Capt Jacob C. "Jake" Shuler
Capt David A. Holland	Capt Herbert W. Moore
Capt Irving E. LeVine	

Maj James L. Davis won the Top Gun award and Maj Robert R. Huntley won the Outstanding Pilot plaque. Huntley's previous assignment had been at Aviano AB, Italy, where he ran the command post in the 7227 Combat Support Group. In this job, he scheduled rotational F-100 units to the Maniago air-to-ground bombing range. Previously he had flown F-89s, F-94Bs and F-102s in ADC units.

Both Davis and Huntley left the class early since they were selected to train as Wild Weasel pilots. Huntley recalled, "My instructor pilot, Bob Pielin, told me that I needed to volunteer since I was going to Weasel school whether I volunteered or not." They attended Wild Weasel Class 67WWIII-12 that started on 9 May 1967 at Nellis AFB, NV. Both men were then assigned to the 354 TFS at Takhli. (Bob Huntley telephone interview 20 May 2010)

"After his initial pilot training Major Clyde L. Falls Jr, served as a F-86D pilot with the 41st FIS Andersen Air Force Base, Guam, from Sept 1958 to March 1960. The 41st FIS provided air defense coverage for units assigned to Andersen AB. In mid 1960, Falls was reassigned to the 3640th Pilot Training Wing's 3641 Student Squadron at Laredo AFB, TX where he was an Academic Instructor in the Lockheed T-33 "T-Bird" and Northrop T-38 Talon." After F-105 training, he arrived at Korat on 6 July 1967 and was assigned to the 34 TFS. (<http://www.318fis.com/318TH%20FIS%20-%20PERSONNEL%20-%20NOTABLE%20-%20FALLS.htm>)

Capt LeVine had come from assignments flying B-47s and B-52s in SAC and C-130s in MAC. After his F-105 training, he went to jungle survival school in the Phillipines; "... short course ... no Escape and Evasion." He also was assigned to the 34 TFS at Korat, where he arrived on 14 June 1967.

Capt Jeffrey T. Ellis was a T-37 IP at Laughlin AFB, Texas. He set an academic record for the RTU program with his 99.7% average for the Top Academic Award. After his F-105 training, he was

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assigned to the 469 TFS.

Capt Ellis and Capt Jacob C. "Jake" Shuler, another T-37 IP from the 3645 Pilot Training Squadron at Laughlin, had initially received orders to RTU Class 67-CRS at Seymour Johnson. (Shuler, then a 1st Lt, received 3646 PTW PCS Order A-1286 dated 27 Sept 1966. Ellis' order # was A-1287.) This class would have been the third F-105 RTU at Seymour. However, the class was cancelled when the 4 TFW was notified in September 1966 that their F-105s were to be replaced by F-4Ds. On 5 October 1966, Shuler's and Ellis' orders were amended (by HQ 3646 Plt Tng Wg SO A-1314) to send them to McConnell's RTU Class 67-GRM. They ended up joining the next class at McConnell 67-HRM.

Capt Shuler had received his wings in December 1963 in UPT Class 64-D at Webb AFB, Big Spring TX. He attended Pilot Instructor Training (PIT) at Williams AFB AZ, , then served as a T-37 Instructor Pilot in the 3645 Pilot Training Squadron at Laughlin AFB, Del Rio, TX, from May 1964 until receiving his F-105 assignment in September 1966. After marrying on June 18th, he moved his wife into a duplex in Del Rio then to on-base housing in August. Upon receipt of his F-105 assignment, he moved his wife to St. Matthews, SC while he attend survival training at Fairchild AFB, WA, then to Wichita, KS for F-105 training at McConnell in December 1966.

While at McConnell, between 6 December 1966 and 17 April 1967, he flew 50 F-105 training sorties. After completing his F-105 upgrade, his assignment to SEA was deferred pending the birth of their child and he returned to Laughlin as a T-37 IP. Their son was born on 13 July 67 and, after moving his wife for the 6th time in 13 months, he reported to McConnell on 25 August for F-105 Category IV refresher training. This time he flew an additional seven F-105 sorties between 25 August and 7 September 1967. With 90.8 hours in the F-105, he then departed for his combat assignment to the 34 TFS.

En route to Korat, between 22 - 27 September 1967, he completed the PACAF Jungle Survival School at Clark AB, Phillipines.

Maj Earl Freeman was born in Meridian, Miss. in 1925. "When he was '2 or 3' his family moved to Akron, Ohio. Freeman spent 3 years in Naval Submarine Service, got out, went to college and was commissioned in the Air Force." (Van K. McCarty, e-mail 28 Jun 14.) He was assigned to the 333 TFS, Takhli.

23 TFW History, Jul - Dec 67, USAF microfilm MO554 & Clyde Falls AF Form 11 & Irv LeVine, letter received 16 Apr 10 & Jake Shuler, biographical sketch, via e-mail 19 May 2010, and F-105 mission spreadsheet, and e-mail 5 Jul 2010 forwarding PCS orders.

31-Jul-67

3824

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

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

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

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Maj Earl Johnston, who had been squadron commander, flew his 100th and last F-105 mission on 3 July 1967. He had accumulated 360.2 hours in the airplane.

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

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

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

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

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

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

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

21-Sep-67

6563

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

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

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

24-Oct-67

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

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and that two MiG-17s in Area G were destroyed. (Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967)

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

"... USAF bombs made several craters in the airfield runway and taxi areas. Also during the strike, a MiG-21 was downed by an F-4D crew assigned to the 8 TFW." (Chronology)

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

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

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

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

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

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

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

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

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

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

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

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

" 'It was absolutely great, ' said a smiling, elated Maj William L. Kirk, a Phantom aircraft commander and now a double-MiG killer, as he described his latest MiG-21 kill [as "Buick 01" flying F-4D 66-7750].

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

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

"Kirk's weapon was the 20-mm cannon, a pod-mounted Gatling gun, which hangs under the belly of the F-4.

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

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

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

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

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

"Maj Donald C. Windrath [from the 44 TFS] estimated that his flight destroyed or damaged three SAM sites which threatened the strike force.

Capt Gerald W. Metzler, a Wild Weasel EWO from the 44 TFS received the Silver Star for supporting this mission. He received the award in August 1968 during his assignment to the Tactical Air Warfare Center at Eglin AFB, FL.

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

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

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

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

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The last strike flights also reported moderate, inaccurate, 85-mm bursting between 8,000 and 12,000 feet.

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

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

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

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

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

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

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

Maj Robert L. Stirm from the 333 TFS received a Distinguished Flying Cross for flying this mission. "... Major Stirm was the element leader of the first bomb flight executed against a high priority military target. In spite of aggressive MiG fighters, surface-to-air missiles, and intense flak, he delivered his

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ordnance directly on target, destroying major elements of this vital airfield. The professional competence, aerial skill, and devotion to duty displayed by Major Stirm reflect great credit upon himself and the United States Air Force." (<http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=24781>.)

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

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

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

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

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

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

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

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

Armstrong commented further on this mission in his memoir. "This was their primary MiG-21 base just Northwest of Hanoi. Up to this point it had been off limits for attack. We never did strike the civil airfield (Gia Lam) outside Hanoi although it was widely known that MiGs sometimes used it. LBJ and

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

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

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

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

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

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

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awards/recipient.php?recipientid=24829)

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

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

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

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

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

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

30-Oct-67

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

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

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

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

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

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

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

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

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

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

31-Oct-67

5843

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

Clyde L. Falls, Jr.

F-105 History

#1 - Maj Clyde L. Falls, Jr. flying F-105D 61-0194
#2 - Capt Jacob C. Shuler flying 62-4361 on his 13th mission.
#3 - 1Lt David B. Waldrop III flying 61-0208
#4 - Capt Irving E. LeVine flying 62-4221
Spare - Maj Almer L. "Buddy" Barner, Jr. in 58-1159

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

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

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

04-Nov-67

4571

"On 4 November, a strike by eight F-105s on a troop concentration southwest of Ban Ban [in the Barrel Roll region of northern Laos] resulted in one secondary explosion with smoke to 500 feet. Strike photography also indicated approximately 200 KBA [Killed By Air]." (7 AF WAIS)

"Air Force tactical fighter-bomber pilots flew 41 armed reconnaissance and strike missions over North Vietnam ... in spite of poor weather conditions.

"Air Force F-105 Thunderchief pilots of the 355 TFW hit a suspected surface-to-air missile (SAM) position, 7 miles (11.2 km) north-northwest of the demilitarized zone yesterday (Nov. 4). Pilots reported the target saturated with their ordnance and noted numerous fires in the area. Further bomb damage assessment was precluded by smoke and foliage. A 37-mm anti-aircraft artillery gun to the west of the area was also silenced by the strike force." (7th AF News Release 11--67-088, Sunday, Nov 5, 1967, pg A-1.)

"Hatchet" flight from the 34 TFS, 388 TFW, took off at 06:55. The lineup was:

#1 - Maj Kenneth W. Mays flying F-105D 62-4387
#2 - Maj Clyde L. Falls, Jr. flying 60-0488
#3 - Maj Raymond Walter Vissotzky
#4 - Capt Jacob C. Shuler flying 62-4221 on his 15th combat mission.
Spare - Maj David D. Igelman

"Diverted by Cricket UG 31142134 Firefly 11, 12." 19-11N and 103-24E.

Maj David C. Dickson, Jr., also from the 34 TFS, flew his 33rd combat mission. He struck a target in northeast Laos. "250+". Since this was a "counter" he must have crossed into North Vietnam.

Capt Craig M. White flew his first combat mission with the 44 TFS in the 388 TFW at Korat. He flew F-105D 60-0428 as "Fresno 04" to a target 20 NM SW of Yen Bay. He logged 2 hours 40 minutes flying time. (Craig White log book, pg 1, e-mail 21 Nov 17.)

7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 7 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 4 Nov 67 & Jake Shuler combat mission spreadsheet.

08-Nov-67

6570

The morning's flight lineup from Korat was:

"Waco" Iron Hand.
"Laredo"

Clyde L. Falls, Jr.

F-105 History

"Hatchet"
"Vegas"
"Garage"

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

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

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

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

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

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

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

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

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

09-Nov-67

4836

Two days after returning from his first R&R in Japan, Maj Spence M. "Sam" Armstrong from the 34

Clyde L. Falls, Jr. F-105 History

TFS flew his 17th combat mission over North Vietnam.

His flight's call sign was "Fresno" that took off at 0645. The mission length was 2+00. Their lineup was:

- #1 - Maj Larry R. Klinestiver
- #2 - Maj Armstrong flying F-105D 60-0445
- #3 - Capt Robert M. Crane
- #4 - Maj William J. King

"We went to our 2nd alternate target over in Pack I for some reason. The weather in Pack VI was forecast to be fairly good. We refueled, went directly east and got a CSS from Bravo to the target. The target was a truck park 5 miles inland from Ron Ferry. The target was in the clear but we took a Sky Spot drop and surprisingly enough, covered the target completely. Afterwards, we flew around over there and made a strafing pass on what looked like a truck just off a main road."

Capt Jacob C. Shuler, also from the 34th, flew his 19th mission this day. His mission card shows his flight's call sign was also "Fresno". The takeoff time was 0755 and TOT was 0900. This flight's lineup was:

- #1 - Capt Erving E. LeVine flying F-105D 62-4387
- #2 - Capt Jacob C. Shuler flying 60-0435
- #3 - Capt Clyde L. Falls, Jr. flying 61-0161
- #4 - Capt Carl William Lasiter flying 61-0124

"I do not recall any specific details of this mission. The target coordinates, 17-38N and 106-31E, suggests a recce mission in RP-1 near Dong Hoi."

Maj Sam Armstrong's 100 mission combat log, pg 7 & Jake Shuler's mission card and narrative via e-mail 11 Jan 2011.

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 told what he remembered of this mission. "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."

Clyde L. Falls, Jr. F-105 History

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."

Capt Craig M. White with the 44 TFS, 388 TFW flew a combat mission to Laos. He flew F-105D 60-5381 as "Shark 04" and logged 2+45 flying time. He received his first Air Medal for his 10th combat mission.

Earl Henderson, combat diary & Jake Shuler, 23 Nov 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log & Craig White log book, pg 2, e-mail 21 Nov 17.

29-Nov-67

4845

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

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

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

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

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

It was Maj Armstrong's 28th combat mission. "The regular afternoon strike was cancelled and we were fortunate to get an add-on flight of four. We went up into Laos just above the Thailand border where we worked with an O-1E FAC. The clouds were thick all about but we were able to roll in on a shallow pass and drop. All of our bombs were on target and the FAC said we destroyed 12 buildings and an area where 200 enemy troops had been reported. After that, we swung into North Vietnam for a road check and counter. It was the first time that my tape recorder worked properly and I was really pleased."

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

01-Dec-67

1193

On 1 December, during mission RT56A-212, nine F-105D pilots from the 469 TFS, Korat RTAFB, Thailand, struck a target 6 NM SSW of Sam Neua, Laos, at coordinates 20-19N 104-00E. The pilots and the tail numbers of their planes were:

- Maj Eugene L. Main - 60-0428
- Lt Col Dwight E. Mason - 60-0458
- Maj Francis J. Byrne, - 61-0220
- Capt John H. Schaub - 61-0055
- Maj James D. Murray - 62-4387
- Capt Dennis W. Jarvi - 62-4361
- Maj Thomas W. C. Birge - 61-0219
- Maj Clyde L. Falls, Jr. - 59-1759 (34 TFS pilot flying with the 469 TFS?)
- Capt Ralph J. Hornaday, Jr. - 60-0464.

Clyde L. Falls, Jr. F-105 History

Also on this day, pilots from the 357 TFS, 355 TFW, struck Yen Bai airfield in RP-5 through an undercast using Commando Club radar bombing. "Three separate strike flights from the 355 TFW at Takhli hit the Yen Bai Airfield. Seventy-two 750-pound bombs were reported on target, with no BDA noted."

Under Commando Club, "Another 355 TFW flight struck the Kim Lang Army Barracks delivering 24 M-117s. No BDA was claimed." (7 AF WAIS 67-50 for period 1 Dec - 12 Dec 67, pg 3)

The history of the 354 TFS from Takhli RTAFB recorded their accomplishments during December 1967 that offered an overview of Rolling Thunder operations for the month. "December saw increasing weather over North Vietnam that frequently prevented visual bombing missions. Emphasis was shifted to radar controlled 'Commando Club' missions, to keep the pressure on selected North Vietnamese targets. These strikes were launched against large storage areas, troop barracks, rail yards and airfields. On the few times when it was possible to get visual BDA, our pilots reported these strikes as very accurate and successful. Other 354th flights were busy in Laos where the weather was generally good, by working with the airborne FACs who marked the hidden targets with smoke. Our pilots were able to bomb with a high degree of accuracy. These targets were usually storage areas, truck parks and vulnerable road segments."

"... During December, 354th pilots and EWOs were nominated for the following awards and decorations: 1 Air Force Cross, 5 Silver Stars, 26 Distinguished Flying Crosses, and 38 Air Medals."

National Archives Camera shot list, archive control number NWDNM(m)-342-USAF-42649C & 355 TFW history, Oct 67 - Mar 68, USAF microfilm NO463, frames 1572 - 1573 and 1583.

05-Dec-67

5850

"Gator" flight from the 34 TFS, 388 TFW, took off from Korat at 13:45 for a mission into RP-1 and Laos where they worked with FAC Nail 47. The lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying 58-1157
- #2 - Capt Jacob C. Shuler flying 60-0449 on his 27th combat mission.
- #3 - Maj David C. Dickson, Jr. flying 60-0530 on his 44th combat mission
- #4 - Col James L. Stewart, 388 TFW Assistant DO, flying 60-0528.

They attacked trucks in Laos and returned home after 2.3 hours.

Jake Shuler combat mission spreadsheet and mission card via e-mail 11 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 5 Dec 67.

19-Dec-67

3134

On Tuesday afternoon F-105s from the 355 TFW and 388 TFW and F-4s from Ubon and Udorn struck targets in North Vietnam. "This afternoon sixty-four aircraft, in two forces, were fraggged on three targets in Route Package 6A. ... Only one of the three fraggged targets was successfully struck. Of sixty-four aircraft fraggged as two forces, only one force, the one from Takhli, made it to the target.

"This afternoon's effort was supported by six EB-66 aircraft that provided ECM from orbits over the Laos/NVN border and the Gulf of Tonkin, four and two aircraft respectively.

"ALPHA force, composed of four F-105D strike flights ... from Korat, two F-4D strike flights ... from Ubon, an Iron Hand flight (... two F-105Ds and two F-105Fs) also from Korat, and two F-4D MIGCAP flights [call signs "Nash" and "Calico"] from Ubon were fraggged on the Viet Tri and Tien Cuong Railroad Yards; they never made it to their targets. Call signs of Korat's strike flights were: "Scuba", "Locust", "Blivet", and "Gator". (Jake Shuler's mission card)

A narrative in the history of the 44 TFS described their role in today's mission. "On 19 December,

Clyde L. Falls, Jr. F-105 History

another attack was mounted against the Paul Doumer Bridge and the 44th Tac Ftr Sq contributed to the success of his sortie which resulted in seven spans dropped and the bridge effectively destroyed. The 44th representatives on this extremely successful mission were Major Myron D. Ulrich, Lieutenant Colonel Kenneth M. Hiltz, and Captain Craig M. White. The fourth member of the flight was Colonel Neil J. Graham, the 388 TFW commander." (44 TFS history extract from Craig White, e-mail 21 Nov 17.)

Capt Craig M. White with the 44 TFS, 388 TFW, flew F-105D 61-016 in "Blivet" flight against Viet Tri on his 13th mission over North Vietnam. He logged 2+55 flying time. (Craig White log book, pg 2, e-mail 21 Nov 17)

"ALPHA force included four F-105D strike flights from Korat fraggged to strike the Viet Tri Railroad Yard (21-18N and 105-26E) and two F-4D strike flights from Ubon fraggged to strike the Tien Cuong Railroad Yard (21-22N and 105-18E); never made it to their targets. ALPHA force, in its entirety, including an Iron Hand flight (two F-105Fs and two F-105Ds) also from Korat, and two F-4D MIGCAP flights from Ubon, were attacked by six MiG-21s and four to eight MiG-17s.

"Gator" was the fourth 388 TFW F-105 strike flights fraggged against Viet Tri. The pilots, all from the 34 TFS, were:

- # 1 - Maj Donald W. Hodge flying F-105D 60-0462
- #2 - Capt Jacob C. Shuler flying 61-0132 on his 30th combat mission
- #3 - Maj David C. Dickson, Jr. flying 59-1743 on his 48th combat mission, his 27th into RP-6
- #4 - Maj Clyde L. Falls, Jr. flying 61-0086

The flight took off 13:50 and refueled from Red Anchor 44 at 14:40 for a TOT of 15:33. Jake Shuler recalled, "Aside from the chewing out we all received from Bob Smith upon return (for allowing a few MIG's to cause the ALPHA Strike Force to jettison stores and abort the mission), the thing I remember most is the departure of my two wing tanks. As we lined up on our final heading to the target, MiG calls increased in number as did radio chatter causing confusion, at least for me, as to the actual threat to the strike force. When the call came from the Strike Force Commander to abort the mission, Don Hodge, Gator Lead, started accelerating, as did the other flights. By the time Don called for us to jettison stores, we must have been doing close to 600 Kts. I punched the Jettison External Stores button and in my peripheral vision saw the tanks nose dive about 20-degrees and descend about 10' relative to my aircraft, then immediately nose up and do a 180-degree flip barely skimming over the top of my wing tips. I made a mental note never to do that again." (Jake Shuler combat mission card and "Mission #30 Narrative" via e-mails 28 July 2010 and 11 Jan 2011.)

"The force was intercepted by six MiG-21s and four to eight MiG-17s, probably vectored out of Phuc Yen and Gia Lam Airfields, respectively. ...

"BRAVO force, composed of four F-105D strike flights from Takhli, [Wildcat, Bison, Kingfish, and Marlin] ... an Iron Hand flight (... four F-105Fs) [Otter] also from Takhli, and two F-4D MIGCAP flights ... from Udorn fraggged on the Dai Loi Railroad Bridge, followed behind ALPHA force. ... The Iron Hand and MIGCAP flights with the BRAVO force engaged MiGs, as the BRAVO strike aircraft continued to their target. ...

"The flights of ALPHA force, then BRAVO force at a later time, departed their respective bases and headed north to the overland refueling tracks, rendezvoused with their tankers, and refueled. From drop-off, ALPHA force set course to the northeast directly toward their targets; BRAVO force continued north to Channel 97. Passing Channel 97, BRAVO force turned to 060 degrees, toward 21-07N and 105-10E. In the 'elbow' of the Black River, south and west of these last coordinates, ALPHA force, followed by elements of BRAVO force, were engaged by MiGs and, hence, egressed the reverse of

Clyde L. Falls, Jr. F-105 History

ingress. The BRAVO strike aircraft and their Iron Hand were the only ones to continue as planned, subsequently egressing via Thud Ridge, Yen Bai, Channel 97, and after post-strike refueling, home.

"The force was later attacked by an estimated six MiG-21s and four to eight MiG-17s. All of the ALPHA strike flights jettisoned stores and, generally, commenced egress. Of ALPHA's many engagements, only [Nash 01] ... met with success ... a one-half MiG-17 kill. Following ALPHA force, elements of BRAVO force, which included [Otter] (Iron Hand) ... [and two of the MIGCAP] flights, engaged the same MiGs." "Nash 01" was an F-4D from Ubon flown by Maj Joseph D. Moore and 1Lt George H. McKinney, Jr. from the 435 TFS.

"As for BRAVO force, its Iron Hand flight (four F-105Fs from Takhli) and its two F-4D MIGCAP flights from Udorn had MiG encounters. However, the four F-105D strike flights from Takhli made it to the target, the Dai Loi Railroad Bridge (21-15N and 105-14E)" (Red Baron report)

The four strike flights of four F-105Ds from the 355 TFW, "Wildcat", "Bison", "Kingfish", and "Marlin", dropped a total of 90 MK-117s and six MK-82s on the Dai Loi railroad bypass bridge (ART 1600) at coordinates 21-15-33N and 105-41-35E in RP-6A, North Vietnam. It was their second alternate target that had been previously struck on 8 and 18 October and on 8 November. Pilots from the 357 TFS flew in all four strikes.

All ordnance impacted in the target area. Heavy haze made BDA difficult but flights estimated moderate to heavy damage to the bridge. "Bison" flight saw a large secondary explosion resulting in fragments trailing white smoke being thrown approximately 200 feet into the air. The last flight to strike the target saw light automatic weapons fire in the target area.

At 0838Z, while at 21-15N and 105-41E, "Marlin 3" saw two SAMs detonate 30 seconds apart approximately 1/2 mile from the flight. The first detonation was behind and below the flight, while the second was at the flight's altitude of 13,000 feet. The pilots couldn't determine the site that fired the missile. At 0842Z, while at 21-25N and 105-30E, on a heading of 320 degrees, "Marlin 3" saw a third SAM detonation approximately 4 nautical miles away at his 7 o'clock position. The SAM burst at 12,000 feet altitude but no aircraft appeared to be in the burst area. (355 TFW JOPREP)

The 355 TFW Wild Weasel "Otter" flight, led by Maj Robert R. Huntley and EWO Capt Ralph W. Stearman from the 354 TFS with other flight members from the 333 TFS and 357 TFS, encountered MiG-17s in supporting this strike. Takhli's Wild Weasels claimed three MiG kills. One kill was credited to Capt Phillip M. Drew and EWO Maj William H. Wheeler, "Otter 03", from the 357 TFS. Maj William M. Dalton and EWO Maj James M. Graham, "Otter 02" from the 333 TFS, 355 TFW, received 1/2 credit for shooting down another MiG-17. This was the other half of the MiG kill credited to the F-4D crew of "Nash 01". However, after two year's investigation, Seventh Air Force's Enemy Aircraft Claims Evaluation Board disallowed the MiG-17 claimed by Huntley and Stearman, "Otter 01".

Red Baron II Event 79 (extracts) pp 266 - 300 & 355 TFW JOPREP JIFFY DOI 5802 OPREP-4/059 in USAF microfilm NO463, frames 1420 and 1585 & 20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band dated 19 Dec 67.

20-Dec-67

6714

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 lineup 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.
- #3 - Maj William M. Blakeslee flying 60-0462
- #4 - Capt Carl William Lasiter flying 60-0428

Clyde L. Falls, Jr. F-105 History

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.

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 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:

Clyde L. Falls, Jr. F-105 History

- #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.)

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 Dorrough's combat diary & Earl Henderson, combat diary & Rufus Dye Mission History log.

29-Dec-67

5855

"Crossbow" flight from the 34 TFS, 388 TFW, at Korat launched at 07:30 on a two-hour mission against a target at 19-36N and 103-40E, near Dong Hoi in RP-1. Their lineup was:

- #1 - Maj David C. Dickson, Jr. flying F-105D 62-4361 on his 55th combat mission
- #2 - Capt Jacob C. Shuler flying 60-0152 on his 38th combat mission.
- #3 - Maj Clyde L. Falls, Jr. flying 60-0530
- #4 - Capt Irving E. LeVine flying 61-0072

In reading his mission card many years later, Jake Shuler commented, "On this mission, according to the Mission Data Card, our assigned target was just east of Ban Ban in northern Laos, coordinates 19-36N and 103-40E. Other notations indicate that we may have been diverted to a target at coordinates 16-53N and 106-01-30E, 113 degrees, 90 NM from Channel 89. This target is about 60 NM southwest of Dong Hoi in southern Laos."

Jake Shuler's combat mission card and e-mail 11 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 29 Dec 67.

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-17s) at 3 miles that they were sleepers. Never saw them. Otherwise an uneventful Pack V mission."

Clyde L. Falls, Jr.

F-105 History

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.

21-Feb-68

5873

"Gator" Flight from the 34 TFS flew a mission into Laos and North Vietnam. The lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1760
- #2 - Capt John S. Murphy flying 60-0436 on his 3rd combat mission
- #3 - Maj Carl B. Light flying 61-0162
- #4 - Capt David C. Dickson flying 60-0435 on his 88th combat mission
- Spare - 60-5375

Each aircraft carried six 750-lb bombs, two AIM-9s on a dual-mount pylon on one outboard and an ECM pod on the other outboard. Each of the 20-mm cannons had a full load of ammo.

The flight left Korat at 15:30 for a 16:30 TOT. Inbound to the target, they refueled at 16:00 from White Anchor 44 at 16,000 feet, the same tanker they used for post-strike refueling. Their fragged target was the Ban Van NE military complex in Laos but they ended up in North Vietnam strafing trucks in RP-1 near Quang Khe.

John Murphy recalled the mission. "The target area was, as was most of Southeast Asia on that day, completely obscured by clouds. We most likely dropped our ordnance via "COMBAT SKY SPOT" (ground controlled/directed radar-guided release), straight and level above the cloud deck, all four aircraft in route formation, and all at the same time. I am sure we did drop while over Laos.

"Following the drop, Lead asked the airborne command post for permission to enter N. Vietnam for armed road recce. Permission was granted, though cloud cover might prevent access. Again, I don't remember who came up on the same radio freq. though most likely it was a "Misty FAC" (F-100 Forward Air Controller), and he told us there were trucks on a road north of Dong Hoi. We continued on in an easterly direction. Cloud cover prevented us from seeing anything below; the terrain was completely blocked from view.

"Maj. Falls told the flight he was going to lead us down through the cloud deck and hopefully get under the cloud cover while we were out over the South China Sea. We tucked our aircraft in tight and flew on his wing in close fingertip formation, and started down through the clouds. We finally broke-out, over the sea at ... an altitude of 2000 to 3000 feet above the water, perhaps lower. We turned back to the west and proceeded to cross the NVN shore line. The cloud base was ragged, varying in height above the ground. Lead found the trucks and we all started to take separation on Lead in order to establish our individual gun runs. To me, it seemed as though we were in a very tight opening, almost like being inside an enclosed football field, low clouds with very limited horizontal visibility. The fact that we were traveling at 450 - 500 kts inside a 'mixing bowl' did not help me to acquire the target(s). I was busy keeping Lead and the other flight members in sight, and staying within the limits of the 'bowl'.

"I set up my first firing pass, trying to gain separation from Lead and pick out my target, but not very successfully. I saw Lead get off his first firing pass while I was still fighting to get into a firing position. At that point I made the decision to abandon my pass, stay out of the way of the flight members behind

Clyde L. Falls, Jr. F-105 History

me, and to join on Lead in a fighting wing position. I did not want to screw up this opportunity for the flight, I did not want to get forced back up in to the cloud deck, I did not want to become separated from the flight and become an issue for Lead, so I decided to jump on his wing and hang on. And, to complicate matters, I really didn't know exactly where we were.

"Over the next few minutes, I was not able to look at anything but to keep my Lead's 'light in the star' and say 'Two.' I don't remember how many passes the flight made on the trucks, but I would guess two or three. We were flying in a very tight 'circle' and pulling lots of G's. Lead finally called it off and we headed west, climbing back up through the clouds, and all joining up on top. We proceeded back to the Tanker for a post-strike refuel and then on back to Korat. Maj. Falls complemented me for staying out of the way."

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

- #1 - Lt Col Nevin G. Christensen
- #2 - Capt Anthony F. Germann
- #3 - Maj James Hardin Metz
- #4 - Capt Joseph S. Sechler

Capt Sechler logged 3:05 flying hours.

John C. Murphy's mission card and narrative via e-mail 22 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 21 Feb 68 & Joe Sechler flight log via e-mail 28 Apr 10.

23-Feb-68

4882

"Hatchet" flight from the 34 TFS bombed guns south of Mu Gia Pass in Laos. They took off at 0600. Their line up was:

- #1 - Maj Clyde L. Falls, Jr.
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 60-5381
- #3 - Maj Melvin L. Irwin
- #4 - Maj Ivor K. Goodrich

This was Maj Armstrong's 73rd combat mission. "I was the super spare today and was very lucky to get airborne. The original #2 man had tank feeding troubles and I took his place. We went over to Laos about 20 miles south of Mu Gia Pass and dropped on some V.C. gun positions. We got one secondary fire started. After that we went over into Pack I looking for a hole in the clouds." They flew for 2 hours 20 minutes.

Maj Armstrong's 100-mission combat log, pg 29.

08-Mar-68

4891

The four pilots in "Scuba" flight from the 34 TFS tried to destroy a crashed helicopter in Laos. They took off at 1425 and returned after 3 hours 5 minutes. Their line up was:

- #1 - Capt William A. Thomas, Jr.
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 59-1771
- #3 - Maj Clyde L. Falls, Jr.
- #4 - Maj Douglas A. Roysdon

This was Maj Armstrong's 82nd combat missions. "I swapped places with Bill Thomas when we were executed 1st alt to give him some more leading practice. We were sent over to bomb one of our helicopters that had crashed on a mountain in Laos, south of Mu Gia Pass. For some reason they wanted it knocked out. Well there was a little puffy cloud right over the hill and we had to come in very

Clyde L. Falls, Jr. F-105 History

shallow to hit it and consequently none of us got a direct hit on it. We then went over to Quang Khe and found some boats in the river. We made two strafing passes apiece on these boats. Then we came home out of Pack I."

Maj Armstrong's 100-mission combat log, pp 31 - 32.

31-Mar-68

5165

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

#76 - Maj Clyde L. Falls, Jr.
#77 - Capt Douglas A. Beyer - 12 March 1968
#78 - Maj David C. Dickson, Jr. - 17 March 1968
#79 - Maj William M. Blakeslee - 23 March 1968
80 - Maj Almer L. "Buddy" Barner, Jr.

Maj Falls flew F-105D 60-0512 on his 100th mission over North Vietnam. Korat's base newspaper reported the event. "A 388th Tactical Fighter Wing Republic F-105 Thunderchief pilot received more than he expected during his 100th combat mission over North Vietnam. Maj Clyde L. Falls, Jr., 34, Vancouver, Wash., was given a farewell gift by enemy gunners - a bullet from automatic weapons fire which struck the nose of his F-105 Thunderchief. 'I saw what appeared to be a truck. It turned out to be a gun emplacement,' he explained. In addition to the coveted 100-mission patch, Major Falls was presented the damaged panel from his aircraft and the bullet itself. ...". (Newspaper clipping from Steve Falls, e-mail 16 Nov 14.)

"After flying his 100 mission in Southeast Asia in the F-105 on March of 1968, Maj Falls was reassigned to the 318th Fighter Interceptor Squadron at McChord AFB, WA flying the Convair F-106 Delta Dart interceptor. " (<http://www.318fis.com/318TH%20FIS%20-%20PERSONNEL%20-%20NOTABLE%20-%20FALLS.htm>)

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

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

His 100th was Maj Blakeslee's last flight in the F-105. He had accumulated 385.6 hours in the airplane. (F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma.)

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

22-Apr-69

7402

Former 34 TFS F-105 pilot Maj Clyde L. Falls, Jr. died in the crash of F-106A 59-0148, the last of 340 F-106's built. He was assigned to the 318 FIS, McChord AFB, WA. He "... died when his Delta Dart crashed into a mountain near Eatonville. ... The Major was the fourth McChord fighter pilot to die in crashes in the past 1 1/2 years. Last April, two officers (Col. Wilfred B. Crutchfield and Lt. Col. Ivan E. O'Dell) were killed when their jet (T-33A s/n 56-3664) crashed into the side of Mt. Rainier. And in October 1967, an F-106 pilot (Maj Richard S. Petersen in F-106 s/n 59-0022) died in a crash near Raymond.

"... The Air Force will convene an accident review board to investigate Falls' crash to discover why the

Clyde L. Falls, Jr. F-105 History

survivor of a year enemy fire crashed when nobody was shooting."

Searchers Find Jet Pilot's Body

Tacoma News Tribune - Wednesday April 23, 1969

"McCHORD AIR FORCE BASE - The body of Maj Clyde Falls Jr. a highly decorated McChord pilot who died Tuesday in a crash of his jet fighter was recovered at mid morning Wednesday by searchers who had remained in the area overnight.

"The body was brought out by helicopter to McChord, according to McChord officials/ four men including a doctor, who spent the night at the site, were returned to McChord at the same time, officials said.

"The F-106 Delta Dart (59-0148) was found Tuesday afternoon about three hours after it "slammed into the side of Huckleberry Mountain some 10 miles southwest of Eatonville (WA) near the Snoqualmie Forest.

"A Coast Guard helicopter crewman and Pierce County Sherriff's deputy waded through the deep snow to reach the side of the crash after the helicopter landed atop the peak.

"The searchers said wreckage from the single seat jet was spread over a wide area but the fuselage of the plane was mostly intact.

"Falls, who earned the Silver Star Medal for valor while flying fighter raids against North Vietnam, was still in the cockpit, they said. Bad weather and approaching darkness Tuesday forced postponement of recovery efforts.

"Falls was on a routine training flight when the crash occurred, McChord officials said. They said the veteran pilot had made one landing approach run and was making a second approach when disappeared from base radar screens.

"The wreckage was found at the 3,400-foot level on Bald Mountain, an outcropping on the larger Huckleberry Mountain."

(Tacoma News Tribune on-line at <http://www.318fis.com/318TH%20FIS%20-%20MISC%20INFO%20-%20IN%20THE%20NEWS%20-%20CRASH%20-%202022%20APRIL%201969%20-%20F-106A%2059-00148%20-%20MAJ%20CLYDE%20FALLS.htm>)

Al Gibbs - Tacoma News Tribune - - Wednesday - 23 April 1969 at <http://www.318fis.com/318TH%20FIS%20-%20PERSONNEL%20-%20NOTABLE%20-%20FALLS.htm>