

# Alan J. Fick

## F-105 History

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04-Aug-66

225

The third F-105 RTU Class 67AR graduated at McConnell AFB KS. The class started on 11 Apr 66 with 12 pilots previously assigned to Air Defense Command as pilots of F-101s and F-102s. The class was named "The Lo-Speed Yo-Yos" and consisted of 1 Maj, 10 Capts and 1 1Lt. On 2 Jun 66,

Capt Daniel F. Reardon was the first 23 TFW RTU student fatality when he crashed in F-105D 60-0439 during a training mission.

The class deployed 12 F-105s with the 563 TFS to George AFB CA between 18 Jul - 7 Aug 66 for conventional weapons delivery training. This was the last RTU class for the 563 TFS before it was temporarily "unequipped" on 15 Aug 66 due to shortages of aircraft and pilots. The squadron commander was Maj Everett W. Harris. The 11 pilots graduating from the class were:

Maj Jim R. Fuller	Capt Phillip A. Goodwin	1Lt R. C. Thornley
Capt Clifton Emmet Cushman	Capt Martin L. Mooreberg	
Capt Dennis Kevin Duff	Capt Donald J. Quigley	
Capt Alan J. Fick	Capt Frank P. Reamer, Jr.	
Capt Coy W. Gammage	Capt Donald Glenn Waltman	

Capt Cushman had been "... a member of KU's [Kansas University's] 1959 NCAA outdoor national championship team and captain of a great 1960 crew. As a high schooler in Grand Forks, N.D., he won state titles in the long jump, high hurdles and mile. At KU, he was a fine cross-country runner as well as a world-class 400-meter hurdler. At the 1960 Kansas Relays, Cushman was voted the meet's top performer after he won the 400-meter hurdles in :51.2; ran a 1:53.8 half-mile leg on the winning KU two-mile relay team; led off the winning sprint medley relay team with a :48.5 quarter-mile; then anchored the second-place KU mile relay team with a :48.5 quarter. In 1960, Cliff Cushman won an Olympic silver medal at Rome in the metric hurdles and dedicated himself to taking gold in 1964 at Tokyo. ... But the '64 U.S. team trials saw the favored Cushman trip over a hurdle in the finals and fail to make the team." (KUSports.com, article)

After his graduation from F-105 training, Cushman was assigned to the 469 TFS, 388 TFW, at Korat RTAFB, Thailand.

*23 TFW History, Jul - Dec 66, USAF microfilm MO554 & KUSports.com, article September 21, 2006, "Game-day flyover would be fitting tribute to Cushman", by Bill Mayer, posted at [http://www2.ljworld.com/news/2000/aug/26/cushman\\_dare\\_letter/](http://www2.ljworld.com/news/2000/aug/26/cushman_dare_letter/).*

17-Jan-67

1090

F-105 pilots of the 421 TFS and 34 TFS, 388 TFW, struck the Thai Nguyen Railroad classification yard (JCS 21.11) at 21-33-33N and 105-51-05E. Returning pilots reported, "... 8 - 10 large sections exploded and numerous smaller explosions. CBU impacts were on flak sites northwest of target. Whole area covered with black and brown smoke. Of 14 rail lines, 1 is serviceable and 1 possibly serviceable, 12 pieces of rolling stock derailed and damaged. Repair and service area heavily damaged. Fairly accurate 37/57/85-mm also heavy barrage. Heaviest flak from northwest of the target. Saw MIGs inbound but they could not get behind the flights."

"Three of the strike flights were flown by members of the 34 TFS. The Force Commander was Maj Carl W. McKenzie [the squadron's Operations Officer] ... and the Deputy Commander was Maj William E. Augsburger ... . Flight assignment was as follows:

"Dallas" - Maj McKenzie, Capt William W. Kennedy, Maj Augsburger, Capt Jackie R. Youngblood.

"Blackjack" - Maj Leo F. Callahan, Maj Earl Johnston, Maj Robert G. Miner, Capt John W. Swanson, Jr.

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"Flapper" - Maj Homer T. Terry, 1Lt Gary G. Catren, Capt Alan J. Fick.

"Flak in the target area was described as light to moderate 37/57-MM. Bomb damage was extensive as supported by bomb damage assessment photos."

Homer Terry described the mission. "We ... received orders from the White House to take out the railroad marshalling yard adjacent to the steel mill by a maximum effort of forces from Korat and Takhli; 16 aircraft each from Korat and Takhli. Korat was in first and I was leading the fourth flight. We rolled into our dive bomb runs and were off target in very quick order. I had a problem! When I pushed my bomb release button, my bombs did not release. As I started to pull off target, I ejected my entire rack. No one ever asked about the collateral damage that was inflicted on the roundhouse.

"Takhli followed close behind us. Neither base suffered an aircraft loss. Photo recon showed the marshalling yard was obliterated, but about ten days later recon photos showed the North Viets had laid several tracks back into place and the steel mill had not yet suffered any great loss of production from the actions we had taken." (Homer Terry memoir, "Destroying The Steel making Capability of NVN #2", via e-mail 27 March 2010.)

As Flapper Lead, Maj Terry was awarded the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot in Southeast Asia on 17 January 1967. On that date, while attacking a high priority target, despite concentrated and accurate ground fire, continuous missile warnings and MiG warnings, he delivered his ordnance with unerring accuracy causing extensive damage to the target. ... "

Maj Raymond D. Anderson from the 421 TFS was awarded a Silver Star for gallantry for flying on this mission. (7AF SO G-374 14 Mar 1967)

The F-105F Wild Weasel crew of Capt Jerry N. Hoblit and EWO Capt Thomas W. Wilson, Jr. from the 357 TFS at Takhli, were each awarded a Silver Star for supporting a mission near Hanoi on this date. They decoyed SAM sites to protect the force, bombed one site, and suppressed two others with anti-radiation missiles. (E-Mail, Tom Wilson to Ron Thurlow, 7 Jul 2003.)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1218 & Homer Terry, letter to Ron Thurlow, undated.*

### 18-Jan-67

1512

Four flights of F-105s from the 388 TFW "... struck the Don Muc Railroad Bridge (21-27-12N 106-14-01E). Especially significant, was the fact that the entire strike force was flown by pilots of the 34 TFS. This was the first time in the history of the 388 TFW that one of its assigned squadrons conducted a complete strike from within its own resources."

"The Force Commander was Lt Col Richard M. Heyman, Jr., and the Deputy Force Commander was Capt David E. Weaver. Flight assignment was as follows:

"Muskrat" - Lt Col Heyman, 1Lt Donald O. Austin, Capt Weaver, 1Lt Catren.

"Rip" - Maj William E. Augsburg, Maj Clarence Kough, Jr., Maj Edward C. Jones, Capt Alan J. Fick.

"Tamale" - Maj McKenzie, Capt Kennedy (two members were forced to air abort).

"Cheeta" - Maj Callahan, Maj Johnston, Capt John W. Swanson, Jr. (one member air aborted)."

"The flights reported heavy AAA in the target area and also 15 NM from the target during ingress and egress. Heavy 85 mm was encountered during the ingress and egress to the target. BDA photos ... substantiated pilot observations as two spans of the bridge were destroyed, leaving it in an unserviceable condition."

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Maj Augsburg was awarded a Silver Star for gallantry for flying this mission. (7th AF SO G374 14 March 1967)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1218 and 1219.*

**31-Mar-67**

5156

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

Capt Alan J. Fick  
Maj Leo F. Callahan  
Capt Coy W. Gammage  
Lt Col Richard M. "Dick" Heyman, Jr.  
Capt Donald J. Hankins  
Maj Edward C. Jones

After Maj Jones had flown his 100th mission, he volunteered to remain at Korat as a Functional Check Flight (FCF) pilot for an additional three months to allow his reassignment to the States in June 1967, after his children had finished their school year. The 388 TFW commander, Col Chairsell, agreed with his request and allowed him to fly one combat mission each month to qualify for combat pay. By the time he left Korat, he had flown 103 counters over North Vietnam and 27 other combat missions to Laos.

*34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Ed Jones, phone interview, 26 April 2010.*