

Donald F. Fryauf

F-105 History

06-Jan-67

229

The seventh F-105 RTU Class 67ER graduated at McConnell AFB KS. The class started on 22 August 1966 with 16 pilots. It was named "The Orphans" since it was assigned to three different fighter squadrons in the 23 TFW. It consisted of 1 Lt Col, 6 Majors, and 9 Captains. The class deployed 16 F-105s for conventional weapons delivery training to George AFB CA between 2 - 17 December 1966 with the 563 TFS, which had been reformed on 3 November 1966. The squadron commander was Lt Col Joe Pickett. The class completed required training on 16 December 66 but delayed graduation until 6 January 1967 due to the holidays.

The class pilots and their SEA squadron assignments were:

Lt Col Obadiah A. Dugan - 357 TFS
Maj Donald F. Fryauf - 34 TFS
Maj Wray C. Lasswell - 13 TFS
Maj Albert J. Lenski - 333 TFS
Maj James N. McClelland - 34 TFS
Maj Dewey Lee Smith - 34 TFS
Maj John R. Whaley - 34 TFS
Capt James E. Chambers - 421 TFS
Capt David H. Coats - 13 TFS
Capt Tony A. Cox - ?
Capt David W. Forgan - 34 TFS via Ryan's Raider training at Yokota
Capt Jackie E. Moothart - 13 TFS
Capt David L. Nichols - 357 TFS
Capt Robert B. Piper - 421 TFS
Capt Robert Allan Stewart - 34 TFS via Ryan's Raider training at Yokota
Capt Thomas T. Walker - 34 TFS via Ryan's Raider training at Yokota

23 TFW History, Jul - Dec 66, USAF microfilm MO554.

12-Mar-67

1274

Twenty-one F-105s and four F-4Cs struck the Viet Tri Thermal Power Plant (JCS 82.17) for the first time. Pilots reported one large secondary explosion with orange fire from the generator hall/boiler house and numerous fires. The coal treatment building and the transformer yard were heavily damaged. "... We estimate it will take approximately 18 months to repair this plant." However, the plant was struck again a week later, on 19 March.

Three flights from the 34 TFS, 388 TFW, struck the Viet Tri Power Plant at coordinates 21-17-57N and 105-25-26E. Flight lineup was:

"Finch"

#1 - Maj William E. Augsburg, mission commander
#2 - Maj John R. Whaley
#3 - Maj Robert W. Johnson
#4 - Capt John W. Swanson, Jr.

"Nelson"

#1 - Lt Col Joseph C. Austin
#2 - Capt David C. Carter
#3 - Maj Donald F. Fryauf
#4 - Maj Earl Johnston.

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"Possum"

#1 - Maj William C. Eagle

#2 - Capt Jack A. Phillips flying his 17th & 18th missions into NVN. He was awarded an Air Medal.

#3 - Maj Harry Pawlik

#4 - Maj James N. McClelland.

The flight was probably recycled for RESCAP.

"Finch" flight acted as flak suppression and each member had a preselected gun emplacement to attack. The two strike flights carried two 3,000-pound bombs each and were to attack the boiler room and generator hall. Gun emplacements attacked were completely neutralized and the only ground fire encountered came from a suspected hospital area north of the target."

Pilots from the 469 TFS also flew on this strike.

"Pilot BDA reported complete destruction of the target. The photo aircraft covering this strike was shot down by a surface-to-air missile while egressing the target area."

The photo aircraft, "Neptune 2", was RF-4C 65-0877 from the 11 TRS, 460 TFW, from Tan Son Nhut. Capt Edwin Riley Goodrich, Jr. was KIA and 1Lt John Walter Clark became a POW.

An attempt to rescue the downed RF-4C crew was called off. "At 12/0309Z, Neptune Two was reported down at coordinates 20-55N and 104-45E [65 miles west of Hanoi]. No report of either chute or beeper. High performance aircraft as well as A-1Es made a search of the area with negative results. At 12/0429Z, the forces were withdrawn after SAMs were launched against the jets. At this time, 7th AF directed the SAR activity on this mission be suspended." (Rescue Opening Report 2-3-19 12 Mar 67, TWX 120719Z Mar 67 from 3 ARR GP OL 2, Udorn RTAFB, Thailand, in AFHRA Folder Call # K318.2411-5, IRIS # 1017063.)

"With no BDA available another strike was scheduled and pilots reported the target destroyed before they dropped their ordnance. Film strips taken from KA-71 strike cameras verified the boiler room and generator hall 50% destroyed with the remaining portion totally gutted."

PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & 388 TFW history Jan - Dec 67, USAF microfilm NO 583, frame 1226

25-Apr-67

1466

On 25 and 28 April, F-105s from the 388 TFW, dropping 500-, 750-, and 3,000-pound bombs, struck the Hanoi railroad car repair shops (JCS 20) (BE 616-00022) two and one-quarter miles east-northeast of the city's center at 21-02-52N and 105-53-08E on the Northeast Rail Line (RR 2). Pilots reported seeing 52 rail cars in the shop area. "This target was previously struck inadvertently during raids against the Yen Vien railroad classification yard (JCS 19) in early December 1966." (4, 12, or 14 December 1966).

"F-105s ... hit the rail repair area, the largest of its type in North Vietnam, at 10 a.m. The complex contains repair facilities, marshalling yards, and petroleum tank cars. The impact of 3,000 and 750-pound bombs on the central portion of the area ignited several instantaneous fireballs that gave way to large smoke clouds that rose almost immediately to 3,000 feet."

From the 34 TFS, "Opal" flight, led by Maj Harry Pawlick, struck the Hanoi railroad car repair shops, located just two miles from Hanoi. The flight was composed of the following pilots: Lead and mission commander - Maj Harry Pawlik, #2 - Maj James N. McClelland, #3 and Deputy Mission Commander - Capt Jack A. Phillips, #4 - Capt Donald M. Majors from the 13 TFS. This was Capt Phillips' 45th

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combat mission into NVN. He was awarded the DFC.

Approximately 15 nautical miles from the target the weather became scattered and allowed visual acquisition of the target. Intense barrages of 85/100-mm AAA began immediately, succeeding in destroying an aircraft from another flight. The flight continued their roll-in and delivered their 3,000-pound bombs on target with unerring accuracy.

"During pull-off, Maj Pawlik's aircraft sustained a direct hit which knocked the 650-gallon belly tank from its station and tore a gaping hole in the lower aft portion of the fuselage. Having sustained major battle damage, the flight lead attempted to engage three MiG-17s directly in front of him. Battle damage took its toll and he was not able to accelerate enough to join the attack. During this same period of time, two SAMs were fired at his flight. Despite this activity, the flight rejoined and egressed without further mishap. ... Lead and #3 were honored by attending a press conference held in Saigon immediately after this raid. Maj Pawlik was forced to recover at a forward base [Udorn] due to the severity of battle damage incurred on this strike." (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frames 0068 - 0069.)

The three pilots who flew on this mission from Korat flew in a T-39 to Hq 7th Air Force at Tan Son Nhut to participate in the press conference where they were grilled by news reporters. The pilots were Maj Harry Pawlik and Capt Jack A. Phillips from the 34 TFS and Maj Richard E. Moser from the 421 TFS. (Jack Phillips, mission log via e-mail 18 Mar 11)

Maj Donald F. Fryauf, Capt David C. Carter, Capt Jack L. Spearman, and Maj Clarence J. Kough, Jr. from the 34 TFS were awarded the Distinguished Flying Cross for heroism on a mission they flew on this day. (7 AF SO G-970, 8 Jul 67)

"I saw some of the best bombing that I think I've ever seen ... " flight leader Maj Ray H. Bryant [469 TFS] said. 'I saw smoke going up to 7,000 or 8,000 feet. By that time I was only 35 miles away from the target.'

"Fire from 37-, 57-, and 85-mm AAA sites was extremely heavy in this area. An estimated four emplacements were silenced by one flight of Thunderchiefs."

Post-strike photos from 25 April showed the following damage to the shops:
Area A - 4 buildings destroyed; 3 buildings with moderated structural damage.
Area C - 4 pieces of rolling stock destroyed.
Area D - 9 buildings destroyed; 4 buildings with moderate structural damage.
Area E - 1 building destroyed.
Area F - 3 buildings destroyed.
Area J - 1 building destroyed.
Area K - 4 buildings destroyed; 4 buildings with moderate structural damage.

A night photo taken after the 25 April strike showed 48 buildings destroyed and 26 damaged along with 6 rail cars destroyed and 2 locomotives damaged.

Maj Ralph L. Kuster, Jr. from the 469 TFS received the Distinguished Flying Cross for a mission he flew on this day. ("I Always Wanted to Fly -- Hambone 02", pgs 267)

Also, under 7 AF SO G-1158 dated 8 Aug 67, 1Lt George H. Teas from the 13 TFS received the first of his four DFCs for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from opposing forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing a devastating air attack against a hostile surface-to-air

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missile complex. Perversing in the face of danger and death, his relentless action effectively neutralized the hostile positions. ..." (George Teas Award Citation and e-mail 26 Aug 09.)

PACAF Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1473 & Project CHECO, Rolling Thunder, 17 November 1967, pg 11.

29-Apr-67

1278

Sixteen F-105s dropped a total of 48 750-pound bombs on the Hanoi railroad and highway bridge (BE 616-00011) (JCS 13) at 21-04-35N and 105-54-46E. BDA photos from 30 April showed the two northern spans were destroyed.

"Just north of the bridge are junction points for the northeast, northwest and north rail lines, which form a single line to enter the city over the bridge."

"Both approaches were cut to North Vietnam's main rail line leading north from Hanoi It marked the second time F-105s from the 388 TFW ... had returned to one of the enemy's most highly defended targets located four miles northeast of Hanoi. The bridge was first hit April 26."

After these two strikes, "photo coverage obtained on the 30th of April revealed that two spans were dropped and the target was unserviceable. This damage was evidently caused by a direct hit which destroyed the supporting concrete pier." (CHECO).

Maj William J. Kriz from the 44 TFS was the leader of "Elgin" flight that led the strike force and dropped 16 CBU-24s on their target.

Four pilots in "Cadillac" flight from the 34 TFS flew in the strike. The lineup was:

- #1 - Maj Clarence Kough, Jr.
- #2 - Capt David C. Carter
- #3 - Maj Donald F. Fryauf
- #4 - Capt Jack L. Spearman.

"... Weather presented no problem as the ingress route, target area, and egress route were VFR. Ordnance carried was six M-117s (750#) per aircraft. Four flights struck this target, two flights carried 750-pound bombs and two flights carried 3,000-pound bombs. Target defenses were extremely heavy and consisted of 37/57/85/100-mm AAA, SAMs, and MiG 17/21s. Two surface-to-air missiles were launched against the flight, but evasive maneuvers caused them to miss their mark. A total of ten SAMs were observed during this mission. ... A 7 AF TWX received the following day confirmed that two spans of the bridge were destroyed and the rails were interdicted." (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frame 0069.)

Four pilots from the 469 TFS formed the fourth and last strike flight from Korat. The lineup was:

- #1 - Maj Roy S. Dickey
- #2 - Capt James L. Wilson
- #3 - Maj John M. Rowan
- #4 - Capt Donald Z. LaRochelle

Roy Dickey described his flight's strike. "... Although our tactics had evolved to where sixteen ships would essentially roll in on the target simultaneously from an ECM pod formation, there was still a moment of truth confronting the last flight of the gaggle. Because of the inherent delay caused by the fanning type execution of a simultaneous roll in, the last flight in the gaggle was left sucking wind. Our ECM pods emitted a wide-angled cone-shaped ECM pattern oriented downward, assuming the

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aircraft was in straight and level flight. The bad guys knew our tactics and evolved counter tactics as rapidly as we changed ours. So, as all the birds in the gaggle have rolled inverted and their jamming cones are oriented upward versus downwards, such an action leaves that last flight without ECM protection when it rolls inverted going in. The bad guys had learned that they could launch a salvo of SAMS, guide them visually until that last flight rolled inverted negating their jamming, kick in the three point guidance, and have roast Thuds at the Club that night. I had briefed my flight to roll in with me and with no delay, because fun and games would start 'right now!'

"Sure enough, I rolled in, my flight was right with me, and as I glanced back, I saw three SAMs blow simultaneously at our roll-in point. I glanced at the approach to the bridge and saw a ring of 85-mm AAA go off a millisecond before a brace of 3,000 pounders blew in the exact center of the ring. The flak suppression flight had done its job! We were all still alive and pointed downward at a very steep dive angle at the bridge below. 'Concentrate on the bridge, make this a good one, I don't want to come back here', were my thoughts. I had briefed the flight to pickle at 6,500 feet and egress on a certain vector jinking like hell. They must be snapped into egress formation after the second or third jink. I pressed on down and pickled at about 3,500 to 4,000 feet. There is no way my bombs could have missed that bridge! Jim Wilson's K-71 strike camera film showed my aircraft completely enveloped in vapor as I made the pull after bomb release.

"As briefed, I pulled very hard, and jinked like hell coming off the target. I was probably about 2,500 feet AGL as I went scorching out of there as fast as my Thud would take me. Out of the corner of my eye, I could see stalls of 37 or 57-mm guns firing at me or whomever. It was like going to a county fair and looking at stalls of displays. I glanced up and saw a SAM detonate where I would have been had I pickled where I briefed the flight to pickle. Jim Wilson said later that if the missile had programmed over and headed down for me that he would have said something. I enjoyed flying with Jim. He was cool and competent.

"In the meantime, I glanced to the left and saw a column of smoke from an F-4 that had been shot down. I then saw a MiG-17 at my 10 o'clock, and thought to myself, 'Stuff a missile up his rear.' I turned slightly to the left and the MiG broke to the right. ... I turned away from the MiG knowing full well that John Rowan was in good position to hammer him. John didn't hear my call because he had a tape recorder patched into his radio, and his radio blew. I did the old get-away-from-the-MiG routine, headed for the deck, knowing full well that I could outrun the MiG. Don't know what happened to the MiG. John never saw him.

"... After things settled down and we were on our way home, my throat was as dry as it had ever been. I reached to my G-suit pocket and pulled out my Evenflow baby bottle of water. I was so dry the water never touched my throat. When I screwed the cap off the bottle, I was actually a bit amused when I saw the nipple from the bottle fall to the floor of the cockpit and roll into the inner bowels of the cockpit capsule. ..." (Roy Dickey, scrapbook story, "The Second Strike on the Bridge Across the Canal des Rapides")

Dickey was quoted in the 388 TFW history. "Dust and debris covered the 738 by 20 foot, five-span steel and concrete structure that crosses the Canal des Rapides. Pilots reported the bridge received direct hits. 'It was about the most deliberate bomb run I've ever been on,' said Maj Roy S. Dickey. 'We laid the bombs right where the bridge span should have been.'" (388 TFW History)

Maj Dickey received the Silver Star (2nd OLC) for this mission. His citation, in part, read: "... Major Dickey was a leader of a flight of four F-105 Thunderchiefs assigned to destroy a critical target on the outskirts of Hanoi. Despite intense, varied anti-aircraft fire and extensive MiG interceptor activity, Major Dickey, without regard for his personal safety, led his flight to execute a perfect attack that devastated the target. ..." (Dickey award citation)

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The other three pilots in Maj Dickey's flight were awarded Distinguished Flying Crosses for heroism: Capt Wilson (3 OLC), Maj Rowan (5 OLC), and Capt LaRoche (1 OLC).

Under 7 AF SO G-1199 dated 14 Aug 67, 1Lt George H. Teas from the 13 TFS received the DFC (1st OLC) for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from unfriendly forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing home devastating air attacks against hostile positions. Persevering in the face of danger and death, he relentlessly and effectively aided in neutralizing the hostile forces. ..."

All F-105s returned home safely. However two F-4s supporting the mission didn't. An F-4C from the 366 TFW out of DaNang flying TARCAP was downed by AAA. The pilot, 1Lt Loren H. Torkleson, was captured and his WSO, 1Lt George J. Pollin, died in the crash. Later that night, an RF-4C from the 432 TFW out of Udorn taking post-strike photos was hit and the pilot Maj Mark L. Stephensen died. His back-seater, 1Lt Gary R. Sigler, became a POW. (CNA Loss/Damage Database, USAF losses 575 and 576, pg D22)

Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW History, Jan - Dec 67, USA microfilm NO583, frames 1452 and 1476 - 1477 & Project CHECO, Rolling Thunder 17 November 1967, pg 11.

03-Jun-67

756

On this day, the Air Force flew 56 F-105 missions over North Vietnam. "A flight of F-105 Thunderchiefs pulled off their target ... and shot down two out of three MiG-17s they engaged east-northeast of Hanoi. ... The 388 TFW Thunderchief pilots had just completed a strike against the Bac Giang railroad and highway bridge (JCS 18.23), 27 miles northeast of Hanoi when they sighted and attacked the MiGs. ..." Maj Ralph L. Kuster and Capt Larry D. Wiggins, both from the 469 TFS, were the pilots who shot down the MiG-17s.

"The Bac Giang bridge was damaged on its east approach and the rail line leading to the structure was cut, according to a report by Maj. Gerald J. Robinson, 469th Tactical Fighter Squadron. Moderate damage was also reported to warehouses, storage areas and rail lines in the Bac Giang rail yards where other 388th TFW pilots dropped 750-pound bombs." This Rolling Thunder mission was designated RT56A-030. The bridge was at coordinates 21-16-30N and 106-11E.

Other pilots attacking the bridge included Maj Wray C. Lasswell flying F-105D 61-0219 from the 13 TFS. Maj Donald F. Fryauf flying F-105D 60-0422 and Capt Jack A. Phillips flying F-105D 60-0518 were both from the 34 TFS. (Archives Film)

It was Capt Phillips' 63rd mission over NVN. "Pack 6; flight lead; 4 hours; Bac Giang Railroad & Highway Bridge (JCS 18.23). ... Larry Wiggins and Ralph Kuster both shot down MiG 17s; we could see the action from about 5 miles away. Shortly later I had electrical problems and lost the radio, but got home okay." (Jack Phillips Mission Summary, e-mails 18 & 21 Mar 11.)

On the same day, "... Strikes directed against barges and sampans in rivers of the southern panhandle saw F-105 pilots from the 388th and 355th TFWs sink 21 barges and five sampans. Twelve, 40-foot barges were destroyed and three others damaged, 23 miles northwest of Dong Hoi along the Rao Nay river. Pilots (from the 388 TFW) on th(is) strike included Maj. Randall R. Renken, Maj. Jack C. Spillers and Capt Steven J. Savonen, all of the 469th Tactical Fighter Squadron."

Maj John H. Reddock from the 13 TFS, 388 TFW, flying Wild Weasel F-105F 63-8302, struck a target 13 NM SE of Dong Hoi at coordinates 17-15N 106-42E.

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Maj Roy S. Dickey from the 469 TFS flew his 100th mission into North Vietnam. During his fourth mission on 4 December 1966, he had shot down a MiG-17. "... My wingman was Pete Lane who was receiving his area checkout [Capt Peter B. Lane]. Our target was a cave about 60 nautical miles northeast of Nakhon Phenom. This was mission #122 because I had 22 non-counters. The airborne FAC told me he had 300 bad guys in the cave and we were to address the opening to the cave. First we strafed it with 20 mm, then hit it with two pods of 2.75 inch rockets, followed by 6x750 pound GP bombs. Two of my bombs hit above the mouth of the cave, two went in, and two immediately before the mouth of the cave for a direct hit. I told the FAC that I didn't know if we got any of the bad guys, but that they might be so deaf that they wouldn't be able to hear themselves fart. I didn't check Pete's accuracy; but since this was his first mission, I am sure his munitions hit the ground. I never did hear the official results."

When he left Korat, Dickey was assigned to the TAC Requirements directorate at HQ USAF in the Pentagon. "My job was to define the avionics in the F-15 Concept Formulation. Our job was to sell the F-15 to HQ USAF, different levels of command, and to Congress. We were successful. I volunteered for another combat tour in the F-105 just to get out of the Pentagon. At least in combat you know who is shooting at you!" (Roy Dickey, e-mail 18 Sept 09.)

Sawadee Weekly, Saturday, June 10, 1967, pg 4, & National Archives Gun and Strike camera film records, cont No. NWDNM(m)-342-USAF-41331B & 388 TFW history, Apr - Dec 67, USAF microfilm NO 583 frames 1494 and 1495.

23-Jun-67

1504

"Widespread damage was again inflicted on the sprawling Kep railroad yards, 38 miles northeast of Hanoi by F-105 Thunderchief pilots from the 388 TFW. The strike pilots reported seeing 100 pieces of rolling stock in the yards. Bombs were delivered onto the southwestern half of the area and the center section causing many rail cuts, heavy damage to support facilities, and the destruction of an unknown number of boxcars. One large secondary explosion, resulting in a fireball that had a 500-foot diameter, sent flames spreading over a wide area."

Capt Jack A. Phillips from the 34 TFS flew his 77th mission to North Vietnam. "Pack 6; Bac Giang railroad yards northeast of Hanoi." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Maj Donald F. Fryauf from the 34 TFS was one of the pilots striking North Vietnam today. He flew F-105D 61-0132 and attacked a target at 21-19-50N and 106-15-20E. His mission was designated RT56A-051.

"Other 388 TFW pilots set off two secondary explosions when they dropped ordnance on a SAM site, 35 miles north-northwest of Haiphong. The resulting orange fireballs sent up clouds of thick black smoke."

"Storage areas and truck parks just south of Dien Bien Phu were bombed ... by F-105s from the 355 TFW and the 388 TFW. In a storage area, 12 miles south-southwest, two large secondary explosions were set off according to reports by the 355 TFW strike pilots."

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1503 and 1504 & NARA records Air Strike Films, Vietnam, Nat'l Archives Archive Control Number NWDNM(m)-342-USAF-41720B.

27-Jun-67

1338

F-105s from the 388 TFW bombed the Thai Nguyen iron and steel combine (JCS 76) at coordinates 21-33-42N and 105-52-08E, in RP-6A, North Vietnam. Maj Clarence H. "Klu" Hoggard from the 44 TFS flew an F-105D as number 3 in a flight of four F-105s against the steel factory. "We were a flak suppression flight in support of the wing attack. SA-2 missiles were launched and heavy anti-aircraft fire. I received credit for silencing a battery of 85 millimeter guns which helped the guys with the

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bombs make a safer attack." He was awarded the Fourth Oak Leaf Cluster to the Distinguished Flying Cross for this mission. (Klu Hoggard, e-mail to Ron Thurlow, 22 Mar 2001).

Maj Louis L. Levy from the 469 TFS was one of the pilots attacking the steel factory. He was awarded the Distinguished Flying Cross. " ... While under attack by hostile defensive forces including both SA-2 surface-to-air missiles and heavy concentration of accurate anti-aircraft artillery, Major Levy demonstrated outstanding courage and undaunted devotion to duty in attacking one of the most heavily defended targets in North Vietnam. Completely disregarding the intense fire directed at his aircraft, he relentlessly pressed the bombing attack in such a manner as to place all his ordnance on target effectively destroying the capability of his target to produce war materials. ... " (Lou Levy, award citation provided in reply to Ron Thurlow letter, 1 Oct 2001.)

Maj Donald F. Fryauf from the 34 TFS was also one of the 388 TFW pilots striking the Thai Nguyen plant. He flew F-105D 61-0124 on the mission designated RT56A-055.

"At the Huon Vi railroad yard, 37 miles northeast of Hanoi, 388 TFW F-105 ... pilots hit a train of 10 to 12 cars in the northwest section of the yard. 'It was a beautiful strike,' said Maj Jackie E. Moothart [from the 13 TFS]. 'The bombs went right down the length of the train, from one end to the other.'"

"Up to 30 pieces of rolling stock were visible in the Ho Na Luong railroad yard, 40 miles north-northeast of Hanoi, before a bombing strike by other 388 TFW F-105s. Pilots reported at least 18 pieces of rolling stock destroyed and multiple rail cuts in the yards."

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1755 and 1505 & NARA records Air Strike Films, Vietnam, Nat'l Archives Archive Control Number NWDNM(m)-342-USAF-41720B.

13-Jul-67

3232

F-105s attacked the Thai Nguyen Thermal Power Plant (JCS 82.16). "Strike pilots reported impacts on the generator hall with a secondary explosion." Strike photos showed bombs impacting on the transformer yard and additional impacts with the generator hall and boiler house partially obscured by smoke. Reconnaissance photos on 19 July indicated the coal treatment building, machine shop, coal receiving building, transformer yard, and a support building were heavily damaged. Intelligence estimated it would require 30 to 60 days for the North Vietnamese to repair the damage to the plant.

Pilots from the 469 TFS flew on this mission one of whom was Maj Aquilla F. Britt. He was awarded the Air Medal (9 OLC) for his meritorious achievement. "... Maj Britt was a member of the lead flight of a force of twenty F-105 Thunderchiefs assigned to attack the Trai Hop Military Barracks in North Vietnam. Finding the primary target hidden by clouds the Thai Nguyen Thermal Power Plant was attacked and delivered a crippling blow without a single loss despite intense and accurate antiaircraft fire. ... "

Four pilots from the 34 TFS also attacked the power plant. For Capt Jack A. Phillips, it was his 88th mission into North Vietnam. He was awarded an Air Medal. Other flight members were:

Capt David C. Carter

Maj Donald F. Fryauf

Capt Rodney A. Skoglund

PACAF Rolling Thunder briefing to CINCPAC for period 8 - 23 Jul 67 & Citation to Accompany the Award of the Medal (Ninth Oak Leaf Cluster) to Aquilla F. Britt provided by his son Bryan Britt & Jack Phillips Mission Summary via e-mail 18 Mar 11.

31-Aug-67

3825

The 34 TFS history for the month of August 1967, reported that, "... numerous targets were struck by pilots of the squadron in the Chicom Buffer Zone and within the Hanoi restricted area. A marked

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increase was noted in all modes of defense (AAA, SAMs, MiGs) due primarily to the sensitivity of the targets." Squadron pilots flew 411 combat missions during the month, 407 to North Vietnam and 4 to Laos for a total combat time of 1063:20 hours.

"Combat pilot strength stood at 36 line pilots. During the month of August, four squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Maj Harry Pawlik, Maj Donald F. Fryauf, Capt Jack A. Phillips [on 2 Aug] , and Capt David C. Carter. [Not listed in the squadron history for completing his 100th mission this month was Maj John O. Rollins II.] No losses were suffered during this month and 13 replacements arrived during this period of time. Two officers, Captains Skoglund and Shulmister, that had been on temporary duty with the squadron from Kadena Air Base, Okinawa, returned to their home station."

The 13 pilots arriving in the 34th in August were: Maj William M. Blakeslee, Maj Kenneth W. Mays, Maj Donald Eugene "Digger" Odell, Maj James L. Taylor, Maj David C. Dickson, Jr., Maj William J. King, Maj Raymond Walter Vissotzky, Capt Robert M. Elliot, Capt Robert B. Middleton, Capt Lawrence R. Klinestiver, Capt Douglas A. Boyer, and 1Lt Lee E. Hollingsworth.

The Squadron Commander was Maj George G. Clausen. Maj Roderick Gene Giffin was the Operations Officer and Maj William M. Blakeslee the Executive Officer.

388 TFW history, Apr Dec 67, Vol II, 34 TFS history, 1 - 31 Aug 1967, microfilm NO584, frame 0080.