

James E. Hayes

F-105 History

01-Apr-64

5235

F-105D Operational Training Course 111506E graduated 25 pilots in Class 64-I at the 4520 CCTW, Nellis AFB, NV. The class began training on 24 January 1964 with 26 students and was assigned to the 4526 CCTS commanded by Maj Warren Foss. The 26 student pilots and their home bases were:

Col Ernest W. Pate - Brookley (33 days)	Capt Robert R. Reed - 23 TFW McConnell
Lt Col Hal G. Bowers - McConnell	Capt Kenneth C. Schow - McConnell
Lt Col Melvin J. Killian, Jr. - 4 TFW Seymour	Capt Harold A. Shelton - McConnell
Maj Clyde M. Benson - McConnell	Capt Boyd L. Van Horn - McConnell
Capt Robert J. Beck - McConnell	1Lt Clifford W. Fieszel - McConnell
Capt Herbert Buchanan - McConnell	1Lt James R. Hainer - McConnell
Capt John R. Des Jardins - McConnell	1Lt Herbert H. Horras - McConnell
Capt Harold D. Dortch, Jr. - McConnell	1Lt George B. Inabinet, Jr. - McConnell
Capt Robert G. Frank - McConnell	1Lt Albert L. Johnson - McConnell
Capt David L. Hatten - McConnell	1Lt Dennis L. Ohlemeier - Luke
Capt James E. Hayes - McConnell	1Lt George H. Vipond - Luke
Capt David L. Hrdlicka - McConnell	1Lt Jules L. Viquesney - McConnell
Capt Robert W. Odle - McConnell	1Lt Duane H. Zieg - Luke

Class recap: "26 entered training 24 January; 25 graduated 1 April. 1 reentered (holdover, Class 64-G); 1 [Col Pate from Brookley] attended academic training and checked out in F-105 only; 1 held over - military; 1 eliminated - faculty board." (pg 24)

Capt Reed was assigned to the 563 TFS, 23 TFW, at McConnell.

Capt Hrdlicka had flown F-100s with the 34 Fighter Day Squadron at George AFB CA. He also was assigned to the 563 TFS. (<http://www.vvmf.org/Wall-of-Faces/24426/DAVID-L-HRDLICKA>)

Capt Vipond was from Duluth, Minnesota, and received his ROTC commission in 1961 from the University of Minnesota Duluth. He "... entered the service in January 1962 and graduated from flying school at Webb Air Force Base in Texas in March 1963 with distinction. ..." (Duluth Herald Tribune) He first flew the F-105 on 1 February 1964. He was next assigned to the 67 TFS, 18 TFW, at Kadena.

Lt Col Killian "... was born on January 31, 1922, in Council Bluffs, Iowa. He enlisted in the Iowa National Guard on February 14, 1940, and went on active duty to attend Infantry Officer Candidate School at Fort Benning, Georgia, on August 5, 1942. Killian graduated OCS with a commission as a 2d Lt in the Infantry Branch of the U.S. Army on February 5, 1943, and transferred to the U.S. Army Air Forces on October 21, 1943, to attend pilot training. Lt Killian was awarded his pilot wings at Ellington Field, Texas, on September 8, 1944, and then served at George Field, Illinois, until transferring to the China-Burma-India Theater in March 1945. Killian returned to the U.S. in August 1945, ... Maj Killian served as Operations Officer and then Commander of the 509th FIS at Clark AB in the Philippines from December 1960 to December 1963, followed by service as Commander of the 334th Tactical Fighter Squadron at Seymour Johnson AFB, North Carolina, [beginning] December 1963 ..." (<http://veterantributes.org/TributeDetail.php?recordID=501>)

Special Order AA-5 dated 24 Jan 64 in History of 4520th Combat Crew Training Wing, 1 Jan - 30 Jun 1964, AFHRA Call # K285.54-36, IRIS # 0488620 & Bob Reed letter dated March 29, 1988 to Bauke Jan Douma.

24-Jul-65

1044

This Sunday, F-105 squadrons from Takhli launched four flights of aircraft into North Vietnam supported by F-4Cs from Ubon. Each F-105 carried eight 750-pound bombs. One of the targets struck was the Lang Chi munitions factory (JCS 47.2), an army ammunition supply depot at Dien Bien Phu, North Vietnam.

Also striking the target was a flight of four F-4Cs from Ubon, each of which carried two 750-pound bombs. After

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dropping their bombs, the F-4Cs then flew MiG CAP for the F-105s by positioning themselves between Dien Bien Phu and the MiG-17 base at Phuc Yen airfield.

The lead strike flight consisted of four F-105 pilots from the 80 TFS. Maj Arthur Stewart Mearns led the flight with Capt Murphy N. Jones #2, Capt James E. Hayes #3, and Capt Giles W. Gainer as #4. Gainer recalled that their primary target was a military storage site at Yen Bai, with a secondary target of the bridges south of Dien Bien Phu. "The four flights of four F-105s had five minute separation with the lead flight as mission controller. ... After refueling over Udorn RTAFB, we proceeded toward Yen Bai, and were forced by weather to our secondary target at Dien Bien Phu. All flights including the F-4 MIG CAP were informed of the change of target by Art. The mission was uneventful. We expended our ordinance, eight 750-lb GP bombs per aircraft, on the secondary target. Art and #2 stayed over the target to direct the other flights, and #3 and I returned to base.

"While en route [home] over Laos, a call, PAN PAN PAN (distress code just below May Day), came from Panther [Leopard] lead, our MIG CAP. '#2 has been destroyed by a SAM [SA-2], there's nothing falling but pieces, I am 350 miles north of UBON, but that doesn't mean I'm landing there'."

Flying as number 2 in one of the F-105 strike flights was Capt Victor Vizcarra from the 80 TFS on temporary duty at Takhli from the 6441 TFW, Yokota AB, Japan.

Capt Paul R. Craw from the 563 TFS, 23 TFW, at Takhli led one of the F-105 flights. In April 1965, Capt Craw had moved from the 12 TFS at Kadena to the 23 TFW at McConnell and had joined the 563rd at Takhli at the end of May. "The big mission of the day was an ammo factory located sixty miles or so north of Hanoi. We were scheduled as a flight of eight F-105s loaded with eight 750-pound bombs with a 0.25 (second) fuse delay. The target was not the factory itself, but the numerous underground storage sites located near the factory. The mission was so important that I had eight F-4s to escort our flight of eight. The real stupid part of his mission was a stern warning from McNamara that damage to the factory ... would result in Courts-Martial for the guilty individuals. ... The mission was rather uneventful, except that the F-4 drivers complained that they couldn't keep up without using their burners all the time. Our ingress was at eighteen thousand and around four hundred sixty knots About the time I rolled in, I cleared the F-4s to return as there was no MiG activity and I don't even recall getting any flak that day. We busied ourselves with making little pock marks on the underground storage silos."

"We regrouped and headed home. The F-4s were probably 60 to 70 miles in front of us in the clouds between 25 and 30 thousand feet when up comes the first missile of the war from one of the sites that McNamara made us draw a thirty-mile ring around that we were not allowed inside of because we might hurt a Russian. ... Up comes a missile and down goes an F-4."

"Thud Pilot", Col Victor Vizcarra, unpublished memoir, chapter 4, pgs 1 - 5 & "The Whims of an Idiot", by Paul Craw, unpublished memoir sent via e-mail to Ron Thurlow, 30 Jan 00 & Paul R. Craw, letter to Ron Thurlow, undated.

27-Jul-65

1048

Twenty-four F-105s, under "Operation Spring High", launched from Takhli against SAM site #7 in six flights of four planes each. The first three flights were targeted against the SAM site itself and carried CBU-2 cluster bombs. The target for the second three flights was a nearby support facility. Each of these planes carried four BLU-27/B napalm canisters.

Pilots in three of the flights belonged to the 80 TFS from Yokota AB, Japan, on temporary duty at Takhli:

"Rambler"

- #1 - Maj Arthur Stewart Mearns
- #2 - Capt Victor Vizcarra
- #3 - Capt James E. Hayes
- #4 - Capt Giles W. Gainer

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"Corvette"

- #1 - Capt Ralph L. Detwiler
- #2 - Melvin C. "Buddha" Boswell
- #3 - Maj Delbert F. Smith
- #4 - Capt Gordon M. Walcott

"Valiant" flight targeted against the SAM site consisted of;

- #1 -Maj. Phil Coll, Operations Officer of the 80 TFS;
- #2 - Capt. John Atkinson
- #3 - Capt. Bob Reichart
- #4 - Capt. John W. "Jack" Redmond

While approaching their target at low altitude and high speed, the flight misjudged their position and ended up dropping their CBU's on the support facility instead of the SAM site.

Jack Redmond recalled his experiences during the mission. "I do not for the life of me remember our call sign. There are some things that I do remember as if it were yesterday.

"First, I was scheduled to go to Bangkok that day on a short R&R. It was very early in the morning when I was awakened and told that I was going on a special mission. Our squadron had us set up in four ship flights and tried to keep us together as much as possible. This day was not a normal schedule; however I did fly on Bob Reichart's wing as I normally did. One thing I will never forget is after we dropped off the tanker I was really thirsty. I was going to take a drink from the water bottle (for non Thud pilots we had one built in to the aircraft with a hose and mouth piece that was hooked to the right side of the seat) only to discover that I had closed the canopy with the hose smashed under it. Needless to say I was really dry when we landed. More about that later.

"Second, as were descending toward the target area the radio chatter was unbelievable, anyway, our flight lead had not made the normal 'check um hot' call on the way in so I decided I better do it for him. My transmission must have been heard by everyone, because, to this day Marty Case reminds me of my 'check um hot' call. ... Shortly after that John Atkinson made a call changing his call sign from number 2 to 5. That was because three number 2's had been shot down ahead of us.

"Third: as we approached the target area at a very low altitude all I could see ahead was a wall of triple-A. It was so thick I didn't see how anyone could fly through it. About that time one of the flights from Korat, flying in the opposite direction, flew right through our flight. I, to this day, cannot see how we missed having a mid-air. I don't know if they even saw us. We were all going the speed of heat and were very low.

"Last: As we departed the area lead and two were held to res-cap and Reichart and I were sent to the tanker to hold for further instructions. That was when I heard Bart and Farr run together. After holding for some time we were sent back to Takhli where someone climbed up my ladder and handed me a drink (I was so thirsty I didn't care what it was). I threw it down and ugg, It turned out to be some rot-gut whisky from the flight surgeon. Straight and no ice. I almost tossed it back up on the guy that gave it to me. It was some time before my stomach settled down."

The four 80 TFS pilots of "Rambler" flight were the first of the three Takhli flights targeted against the SAM support facility. Maj. Arthur Mearns was flight lead; Capt. Victor Vizcarra, flying his seventh mission during this deployment, was number 2; Capt. Jim Hayes was number 3; and Capt. Giles W. Gainer was number 4. The flight approached the target at 500 knots and 50 feet. Each plane dropped four napalm canisters on the support facility and pulled up from the target in a hard right turn heading southwest to avoid colliding with the F-105s from Korat that were approaching nearby SAM site #6 from the south. The four pilots heard the radio calls from others ahead of them who were hit by AAA. Ground control directed them to a refueling tanker so they could return to fly rescap over the downed pilots. Rambler flight landed back at Takhli after flying for over two and a half hours.

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Giles Gainer recalled his experiences during this mission. "Tuesday, 27 July 1965, I woke up late and thought I had slept through a mission briefing, and saw that Art Mearns was still in bed. I woke him up, and he said, 'Our mission had been cancelled', and he let me sleep. We went to breakfast, and then to the flight line, and found out that we were going to attack the SAM site.

"2nd Air Division had set up the mission with 48 F-105s, MIGCAP, and one EB-66 for radar jamming. The F-105s, all 48, were to have 5-minute intervals going up the Black River to the Red River to the target at the big bend. After much discussion with 2nd Air, we (the Takhli force) convinced them that Korat should take the Black River route, and Takhli would come down the Red River. After this was settled, how we attack the SAM site was the next question. Since the ordnance selected for this mission were CBU-2s and napalm, a low level attack was necessary. We knew that if we flew our normal ingress altitude (between 13 & 16,000 ft), we would be exposed to SAMs and heavy flak (85- and 100-mm). Our information on the SA-2 at that time, was that it was not capable of tracking below 5000 ft. (Later we learned they could track an aircraft down to 200 feet). Below 5000 ft put us into almost every weapon available to the N. Vietnamese, so high speed, low level (about 100 ft) was our best bet of getting there and back.

"Takhli units, the 80 TFS from Yokota and a unit from McConnell AFB, Kansas [the 563 TFS], put up three flights of four each. My flight, call sign Chevrolet [or Rambler], would be the last flight armed with six cans of napalm and our targets were the barracks near the site. Take off times were near noon (I don't remember the exact time) with five minute separation after forces from Korat had departed. Needless to say, we were all nervous about the attack that had never been done against a target whose capabilities were vaguely known to us.

"After refueling over Udorn RTAFB, we continued over Laos toward North Vietnam. Somewhere over Laos, Jim Hayes called out flak and Art took the flight down to low level into North Vietnam. Upon leveling off, we saw a waterfall zigzagging down a mountainside, and I called it out to the flight, thinking that would be the last beautiful thing we would see. We were still about twenty-five minutes from the target, and four F-105s were already shot down. We reached the Red River and Art brought the flight to attack level, and increased our speed. We were flying just above tree top level and the last time I looked in the cockpit, we were doing over 500 knots.

"We delivered our napalm on target, and broke right to go beyond the mountains south of the Red River. Climbing to 25,000 ft, we stayed in orbit if needed for RESCAP (rescue cover) and were released as the only rescue had been completed by some of the bravest men I know in an HH-43 helicopter.

"Our return to base was uneventful, but our adrenalin was still sky high. I must have smoked five cigarettes on the way home. After parking my bird, George Gifford came up the ladder and gave me a cup of liquid that I swallowed in one gulp! It was Remy Martin Cognac, and I didn't taste or feel it."

"Thud Pilot" by Col. Victor Vizcarra, unpublished memoir, Chapter 4, pgs. 5 - 13.

18-Apr-66

5176

The 6441 TFW selected the pilots for the squadron that became the 34 TFS to deploy to Korat. Most would come from the 36 TFS; consequently, the 36 TFS was slated to disband.

Bob Pielin from the 36 TFS, who had already flown 87 combat missions during temporary duty tours to Korat and Takhli, remembered how he helped select the pilots for the new squadron. "Fitz [Maj Richard P. Fitzgerald, the squadron's Operations Officer] and I initially made out a list of 25 pilots from the Wing resources to go as 34th members. The list was bounced back from HHQ as being too overloaded in pilots with over 50 missions. They recommended 6 guys in the 0 to 20 mission category, 6 in the 21 to 40, 6 in the 41 to 60, 6 in the 61 to 80, and anyone with over 80 to go TDY."

This distribution was to spread out their eventual departures from Korat as each pilot completed his 100-mission tour. Capt Pielin and Maj Fitzgerald reworked the list "... with some pronounced disapproval from those that were removed from the [original]. ... A 1.5 aircrew/aircraft ratio was authorized for 27 pilots plus Commander and Operations Officer. ... Bob Jones [Capt Robert H. Jones] was removed from the first list since he had his papers in to be

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discharged. When he found out about the 34th going PCS to Korat, he volunteered to go with [them] and get 100 missions before he got out. Red Dog [Lt Col Howard F. 'Red Dog' Hendricks the squadron commander] worked a 'deal', and he went TDY." (Bob Pielin e-mails, 23 Sep 2006 and 7 April 2007.)

The following list contains the positions and names of the initial twenty-nine pilots assigned to the 34 TFS. This is the revised list after Capt Pielin and Maj Fitzgerald reworked their original to provide a broader base of experience. One of the pilots, Gordon Walcott, annotated his copy of the printed list, dated 18 April 1966, with this comment: "This was the original 34th TFS crew roster when formed as an all-volunteer squadron from the 35 TFS, 36 TFS, and 80 TFS (Yokota AB, Japan)"

Commander - Lt Col Howard F. "Red Dog" Hendricks who had been commander of the 36 TFS.
 Operations Officer - Maj Richard P. Fitzgerald

India Flight

Flight Commander - Maj Wayne N. Whatley
 Capt Robin K. Nierste
 Capt James I. Miholick
 Capt Douglas G. Lauck
 Capt Robert H. Jones
 Capt Robert R. Reed

Lima Flight

Flight Commander - Capt James E. Hayes
 Capt Merrill R. Lewis, Jr.
 Capt Gordon M. Walcott
 Capt Stanley S. Gunnersen
 1Lt John Bernard Sullivan III

Juliet Flight

Flight Commander - Maj Kenneth T. Blank
 Capt Carl L. Hamby
 Capt Thomas H. Curtis
 Capt David H. Groark
 1Lt Phillip J. Kelley

Metro Flight

Flight Commander - Capt Robert D. Pielin
 Capt Alan K. Rutherford
 Capt Ralph D. Watkins
 Capt Wayne D. Hauth
 Capt Rainford "Ray" McMaster Tiffin - 80 TFS

Kilo Flight

Flight Commander - Maj Jack R. Stresing
 Capt William O. Lessard
 Capt John R. Layman
 Capt Rex L. Dull
 Capt Clarence E. Fox
 1Lt Denis D. O'Donoghue

E-mail from Monty Pharmer, 22 Sep 2006 forwarding letter to him from Lt Col (Ret) Gordon Walcott dated, 29 July 1988, which included a roster of 36 TFS pilots, dated 18 April 1966.

25-May-66

4957

On Wednesday morning, twenty F-105Ds (18 aircraft and 2 spares) now assigned to the 34 TFS left the 6441 TFW at Yokota for Kadena on the first leg of their movement to the 388 TFW at Korat. The aircraft took off in flights of four using call signs "Yule". Each flight departed Yokota at half-hour intervals beginning at 0800. The deployment's flight line-up consisted of:

Pilot	Call Sign	Acft Tail No	Yokota TO Time	Kadena Arr Time	Acft Maint Status at Kadena
Lt Col Howard F. Hendricks	Yule 01	62-4361	0800	0955	Tacan/Doppler probs
Capt Robin K. Nierste	Yule 02	62-4288	0800	0955	O/R
Capt James I. Miholick	Yule 03	62-4336	0800	0955	O/R
Capt Wayne D. Hauth	Yule 04	62-4303	0800	0955	Gnd blower inop

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Maj Wayne N. Whatley	Yule 11	62-4306	0830	1025	O/R
Capt Robert H. Jones	Yule 12	62-4318	0830	1025	O/R
Capt Robert R. Reed	Yule 13	62-4308	0830	1025	Autopilot
Capt Douglas G. Lauck	Yule 14	62-4358	0830	1025	O/R
Maj Kenneth T. Blank	Yule 21	62-4370	0901	1058	O/R
Capt Thomas H. Curtis	Yule 22	62-4380	0901	1058	O/R
Capt Carl L. Hamby	Yule 23	62-4364	0901	1058	O/R
1Lt Phillip J. Kelley	Yule 24	62-4277	0901	1058	O/R
Capt Alan K. Rutherford	Yule 31	62-4270	0930	1134	Autopilot
Capt Rex L. Dull	Yule 32	62-4312	0930	1134	O/R
Capt Ralph D. Watkins	Yule 33	62-4378	0930	1134	CIN
1Lt John B. Sullivan III	Yule 34	62-4356	0930	1134	Fire Ctrl/Elec
Capt James E. Hayes	Yule 41	62-4352	1000	1200	Fire Ctrl
Maj Jack R. Stresing	Yule 42	61-0132	1000	1200	O/R
Capt Lothar A. "Andy" Olman	Yule 43	62-4379	1000	1200	Fuel Leak
Capt Robert D. Reichart	Yule 44	62-4354	1000	1200	O/R

(History of the 6441 TFW, 1 Apr 65 to 15 Nov 66, Supporting Documents, Mobility Control Center Log, pg 6, in AFHRA folder K-WG-6441-HI, IRIS# 0462464.)

Capt Alan K. Rutherford was one of the pilots on the deployment. "I recall so well how we formed up with 16 Thuds and midst many tears (from wives) and go get um's from the troops we launched to the war. We were going to 'kill the Cong'. We intended to overnight at Kadena, and then launch the next day with the squadron to Korat. Needless to say it got drunk and rowdy that night ...". (Al Rutherford, e-mail, 21 Sep 2006.)

Capt Douglas G. Lauck was another of the 34 TFS pilots moving to Korat. "We packed our household goods [at Yokota] and sent them along with our cars back to the States. Our wives and dependents had flights booked back to the States." (Doug Lauck, e-mail 21 Sep 2006.)

The pilots from the 34 TFS were to join with pilots from the 13 TFS at Kadena on 25 May and deploy to Korat. Unfortunately, circumstances required the 34th pilots at Kadena to return to Yokota on 26 May.

In the 13 TFS, "the squadron was cocked to move as planned on the 25th of May, but a staying order was received, delaying departure for thirty days. Rumors were rife that perhaps the move would not be made at all. Unfortunately, on the basis of the rumors and the lack of further communications, after numerous inquires to higher headquarters on the subject, many members of the new squadron cancelled proceedings to return their dependents to the United States. As a result, when the order to deploy on 23 June was received with a week's advance notice, many dependents were left to arrange their own moves. Much help was rendered by friends and Wing personnel, of course, to facilitate these peoples' departure. On 23 June, support personnel departed for Korat via C-130. Aircrews departed the following day."

388 TFW History, Jul - Dec 66, USAF microfilm NO583 frame 1742 & 44 TFS history, 1 Jan 65 - 30 June 1967, pp 4 - 5.

21-Jun-66

F-105D 624358 34 TFS 388 TFW Korat Hit twice by heavy 85-mm AAA while attacking the Dao Quan POL storage area (BE 616-01748). Crashed in RP-6A, North Vietnam. 21-24N 106-14E 1Lt John Bernard Sullivan III 34 TFS pilot was MIA. Call sign: "Anvil 02". The POL target was about five miles northwest of Kep airfield.

Other members of Anvil Flight were Capt Stanley S. Gunnerson, Capt James E. Hayes and Capt Gordon M. Walcott.

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Their target was the Dao Quan POL Storage Area at location 21-26-10N and 106-12-22E, 6 miles NW of Kep, North Vietnam. The flight took off from Korat at 06:04 and Lt Sullivan was shot down at 07:25.

"Following initiation of pullup for bomb delivery, Lt Sullivan called, 'I'm hit; smoke in the cockpit. I think I've had it.' A member of his flight saw Lt Sullivan's aircraft hit a second time by 85-mm just below the canopy. Smoke was observed and he was told to eject. His aircraft was last seen proceeding on a heading of 160 degrees. No member of his flight saw Lt Sullivan eject or his aircraft impact the ground. No chute was observed and beeper signals were not heard. His last known position was over an area of flat terrain, spotted with small villages. Two Navy aircraft completed four high-altitude electronic searches over water on a line between 2102N/10605E and 2003N/10636E with negative results. The search was terminated at 1000 hours local, 21 Jun 66." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 2-085, AFHRA Call # K717.6031-3, IRIS # 1028640.)

Capt Gordon M. Walcott was in Lt Sullivan's flight and recalled his loss. "Lt Sullivan was shot down over Kep AF and probably KIA. Hayes [Capt James E. Hayes, Lima Flight Commander], Gunnensen [Capt Stanley S. Gunnensen], and myself were with him" (Gordon Walcott, letter to Monty Pharmed, 29 July 1988.) Capt Victor Vizcarra from the 80 TFS knew Lt Sullivan from Yokota. "He was a real good old country boy. An interesting fact about him, he never learned how to drive a car! He always rode a bike."

SSgt Aaron D. Farrior was a PJ with the Jolly Greens from NKP. He recorded in his diary some details about the attempted rescap for Lt Sullivan. "Listened to mission up north. F-105 pilot ejected 100 miles north of Hanoi. Wingman had a visual. Scrambled J.G. out of [Lima Site] 98. .. "

Lt Sullivan was born 28 June 1940. He entered the service from Pittsburgh, Pennsylvania. He was declared dead on 9 January 1978. His remains were returned to the U.S. on 13 September 1990. His name appears on the Vietnam Memorial Wall on Panel 08E - Line 73.

U.S. Navy CNA Loss/Damage Data Base & Col Victor Vizcarra, e-mail, 4 Sep 00.

09-Sep-66

6843

"Buick" flight from the 388 TFW flew an Iron Hand mission in RP-6A with one F-105F leading three F-105Ds on Mission RT51C-63. "Buick 1" and "Buick 2" encountered three MiG-21s and may have entered Chinese air space.

The flight lineup was:

- #1 - Capt Marion M. Angel and EWO Capt Robert E. Tondreau from the 13 TFS flying F-105F 63-8295.
- #2 - Capt Stanley S. Gunnensen from the 34 TFS.
- #3 - Maj James E. Hayes from the 34 TFS
- #4 - Capt Alan K. Rutherford from the 34 TFS

Mack Angel recalled that, "... Hayes and Rutherford hit 'Bingo Fuel' and were directed to RTB, which they did via post-strike refueling. 'Gunner' and I continued to work the area northeast of Hanoi until hitting Bingo ourselves."

In a message to the Air Force command post and the PACAF Commander, Hq 7th AF described the MiG encounter. "... Buick 1 and 2 were heading 090 degrees, altitude 6000 ft, air speed 425K, in normal tactical formation. MiGs approached slightly high from 6 o'clock position, tracking and firing. Buick 2 called break and flt broke left and down, clearing all positions at the same time. As flt broke left, all 3 MiGs were on Nr 2. Lead called break back to right. This occurred at tree-top level and lead lost sight of Nr 2 and MiGs. Approx one minute later, Lead saw 1 MiG 12 o'clock slightly high at 5000 ft range. Lead closed to about 2000 ft and opened fire. He believes he missed as no hits or smoke observed. MiG started to turn into lead, who rolled off diving back to the deck in AB and egressed. Nr 2 had firewalled and egressed during the interim, never seeing the MiGs again. MiGs were silver, no markings observed. No missiles observed. No radar lock-ons indicated on F-105 Vector box. No Buick acft were damaged by MiGs."

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The above narrative had been transmitted in an earlier message but in this message the following paragraph was added.

"FROM GEN MOMYER: At the time the MiGs moved into firing position at 6 o'clock, the flight leader took a self-protective maneuver for himself and his wing man. The hard break to the left was a mandatory maneuver in my judgment for self preservation. With this break, it appears there may have been a possible border violation. Under these circumstances of the right of all commanders to take protective action for the preservation of his force, the possible border violation was a logical application of their principle. It is noted that flight lead made a subsequent hard break to the right in order to shake the MiGs and put himself in a better position to beat off further attacks. This break to the right tended to bring him in a better position for subsequent withdrawal, without further possible violation. This possible violation can be attributed to enemy action and not through any error on the part of the flight in navigation or positioning for a launch against enemy ground to air weapons in the area. Flap report follows."

The Red Baron report on this incident added other details. The encounter was at 09:00 in the vicinity of 21-20N and 107-15E, 60 NM NE of Hanoi, which is well below the Chinese border. Buick 1 expended 600 rounds of 20-mm in two bursts. "Due to the low altitude of operation, the EC-121 (Big Eye/Ethan Alfa) orbiting at 20N/107E contained no radar plots of this engagement. At refueling, Buick 1 had 1000 pounds of fuel."

Mack Angel described how he recalled the encounter. "I don't believe that we came anywhere close to the border. Strange. We were never asked about it ... On egress I caught something out of the corner of my left eye. I thought, 'that must have been a bird.' I then quickly realized that what I might have seen was traveling from 7 o'clock to 11 o'clock ... could not have been a bird. Duh!! (It was probably a missile but I could not confirm it.) I then checked 7 o'clock and observed three MiG 21s and called for Buick 2, who was at my 8 o'clock position, to 'break left, we have MiGs behind us.' During this break the MiGs fell between me and Buick 2 and I called for another break to the right. During this maneuver the MiGs were evaded successfully but both Buick 2 and I lost sight of the MiGs and I was separated from Buick 2...he was now several miles in front of us.

"We continued to communicate to confirm fuel state and status as we headed for the water to egress and post-strike refuel. A minute or so later I observed an aircraft at my 12 o'clock, slightly high. It was one of the MiG-21s performing a slight weave to the right and left as if looking for us. Before closing enough to positively identify the airplane as a MiG I called on 'Guard' channel for 'any friendly in RP-6 to rock your wings.' (Sounds dumb now, but seemed like a good idea at the time). I continued to close on the MiG and attempted to get a radar lock-on but was unable to do so. As I recall, I then electrically caged the gunsight...I think it was supposed to provide a computing sight good for about 750'-800' range. I then 'wagged it' and began firing at about 2000' and continued to close. No hits were observed and the MiG made a hard breaking turn to the left...don't know if he saw us (doubtful, since we were slightly low at 6 o'clock), we hit him, or he had GCI warning. I then broke to the right and down in AB to disengage and continued to egress at low altitude.

"After reaching 'feet wet' Buick 2 began to climb as he headed south for the tanker. Shortly thereafter, I did the same while attempting to contact the tanker. By this time Buick 2 began to 'con' and I regained visual contact. Due to our location SE of Haiphong he was concerned about presenting a good target for the gomers, but I advised him to stay there so that the tanker could gain visual contact with him and I could keep him in sight. Meantime, the tanker crew extended quite a bit further north than fragged and began a turn back to the south after Buick 2 got visual contact and descended to join up. Buick 2 and I both successfully refueled and recovered at Udorn. I don't remember why we landed at Udorn (may have been directed to do so?) but we debriefed with Intell, refueled and returned to Korat with my head hung-low for missing my one big chance to get a MiG.

"I must admit, however, that we kinda broke even with the bad guys that day...they didn't get us either."

Mack Angel, e-mail 9 May 11 & Hq 7th Air Force TWX 090933Z Sep 66 in PACAF DO read file 8 - 9 Sep 1966, AFHRA Call # K717.312, IRIS # 1035195 & Red Baron I Event II-39, pp 151 - 152.

31-Oct-66

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Maj William E. Augsburg was assigned to the 34 TFS. "I was at snake school mid October 66, so I arrived at

James E. Hayes

F-105 History

Korat the 3rd week of October 66." (Bill Augsburg e-mail 1 Aug 16.)

Six pilots assigned to the 34 TFS in the 388 TFW at Korat completed flying 100 missions during October 1966. They were:

Maj Wayne N. Whatley
Maj Jack R. Stresing
Maj James E. Hayes
Capt Alan K. Rutherford
Capt Thomas H. Curtis
Capt Robert R. Reed

This was the last flight in the F-105 for Maj Stresing. He had accumulated 469.9 hours in the airplane.

It was also the last F-105 flight for Maj Hayes. He had accumulated 576.9 hours in the airplane.

Capt Reed was next assigned to the Armament Development Test Center (AFSC) at Eglin AFB, FL. "For the next five years, I had the best flying assignment in the USAF -- flying two and three different kinds of aircraft -- dropping all the new experimental conventional ordnance, and no one was shooting back! Indeed happiness! ... While at Eglin, I had the unique pleasure of flying the Thud concurrently with the F-100 D/F, A-37B and the F-4 C/D/E model. This enabled me to, somewhat objectively, compare the qualities of the aircraft The F-105 is still the finest weapon system I have flown, It carried me home from some 1500 of my 4500 total hours, virtually without any problem --- that I did not cause.

"My last flight in the Thud was in December 1971, just prior to my posting to an 'exchange tour' with the RAF at Manby, Lincolnshire, England -- another hardship tour to be sure, but someone has to do it !!!!!" Bob Reed accumulated 1187.4 flying hours in the F-105.

Tom Curtis provided an overview of his Air Force and retired USAF career. " I graduated from the Air Force Cadets, Williams AFB, AZ; class 56G on Jan. of 1956. Went across town to Luke AFB (big move), F-84G's. Then to Germany and France in Photo Recce Flying RF-84F and RF 101C. Back to the states to Shaw AFB, for a while. Then to Nellis AFB to check out in the F-105D.

"I spent 3 years in Japan, Itazukie and Yakota. From there Korat, Thailand 34th TFS, where I flew my 100 missions in the F-105D.

"Went from PACAF to ADC F-106s, Kincheloe and Malmstrom AFB and back to TAC in F-4Es. Did another tour in SEA (F-4E) 34th TFS again. Back to the States, Colorado Springs NORAD. Then back in F-106s Langley AFB for awhile. About 1975 or so I PCSed to RAF Alconbury F-5Es, Aggressors and finally back to the Springs, NORAD, and retired from the Air Force in 1979.

"After retiring from the AF, I went to work for Flying Safety, Cessna Citation simulator instructor and IP, Wichita KS for awhile. I then hired on with Horizon Airlines. I flew with them out of Portland OR and stayed with them for about nine years. Capt. in SA227s, Metro Liner & Dash-8. In 1992 I had to give up Airline flying (age 60).

"I worked part time for CSSI, INC as technician doing RVSM monitoring and flew my last flight at age 77 in 2009. After over 18,000 hours of flying and gobs of airborne monitoring time I hung up my wings. I moved into the AF Village Dec 2005. I have been married to Bonnie for 26 years." (John Revak interview with Tom Curtis via e-mail October 20, 2011.) Tom Curtis accumulated 366.6 hours in the F-105.

1Lt Phillip J. Kelley was reassigned as an instructor pilot to the base where he had earned his wings. He was a former 34 TFS pilot who had been working in the 388 TFW Command Post due to injuries from his ejection from an F-105D

James E. Hayes

F-105 History

on 15 June 1966. "In October 1966, I received assignment to the 3552 PTS, Moody AFB as a T-38 IP. After reporting to Moody and after a period of therapy and rehabilitation, I regained flight status and attended T-38 PIT at Randolph. I remained at Moody as an IP until April 70 when my active duty commitment was fulfilled and I was honorably discharged."

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Bob Reed letter dated March 28, 1988 to Bauke Jan Douma & Phil Kelley, e-mail 7 May 12.

01-Dec-66

2360

(Approximate date) The January 1967 issue of Republic's "Thunderchief Worldwide Report" included several recent awards and decorations for F-105 pilots.

Maj Kenneth T. Blank from the 34 TFS flew his 100th mission and reported to Nellis AFB.

Maj Wayne N. Whatley, also from the 34 TFS, earned an Air Force Cross for extraordinary heroism. "Whatley, now a test pilot for the San Antonio Air Materiel Area, won the medal for leading an F-105 flight against a fuel depot in North Vietnam."

"Eleven F-105 pilots, [actually 10 pilots and one EWO] aggregating more than 2,700 combat flying hours, joined in an impressive formation flyby recently marking the end of a significant tour of duty for each. The 11 flyers were returning from their 100th combat mission over North Vietnam. Ten of the group were assigned to the same tactical fighter squadron - making the occasion an unusual first for that unit [the 13 TFS]. The organization holds the day in special regard, since a dozen 'graduates' in a month's time is unusual, and that many in a single day is an extreme rarity. On their final mission, the group flew in three separate raids then, upon completion, they regrouped for a low-level flyby over their home base [Korat]. The 100-mission pilots [and one EWO] in the flyby were:"

13 TFS

Maj Frederic C. Hiebert

1Lt Roger J. Hagstrom

Capt Roger L. Counts

1Lt Jerry L. Garner

1Lt Maxie A. Hatcher, Jr.

Capt Charles H. Haberstich

1Lt Russell M. Lanning

Maj Richard D. Westcott - Wild Weasel pilot (WW# 76)

Capt Herbert L. Friesen - Wild Weasel EWO (WW # 81). Westcott and Friesen were among the first Wild Weasel III crews from Korat to finish 100 missions.

Capt George H. Vipond - He had flown F-105D 62-4378 on his 100th mission. The name "Lt Catren" was stenciled on the canopy rail. He was on TDY from the 67 TFS. He was next assigned to Nellis AFB as an F-105 IP.

34 TFS

Capt Duane H. Zieg

"Earlier that same day, four pilots assigned to another squadron [421 TFS] under the same tactical fighter wing [388 TFW] completed their 100 missions, making a total of 15 in a single day for the unit." The pilots were:

Maj William F. Loyd, Jr.

Maj Daniel G. McIntosh

1Lt Edwin L. Harvey

Capt Harry E. Mattoon

"Seventeen F-105 pilots, ... who completed 100 missions over North Vietnam, were presented with certificates at an informal session held in Florida this month. Making the presentation was Doug Meadowcroft, Republic program

James E. Hayes

F-105 History

manager." The pilots and their SEA squadrons were:

Maj Hansel W. "Turk" Turley - 13 TFS
Capt Jimmy D. Ginger - 13 TFS
Maj Douglas D. Brenner - 333 TFS
1Lt Thomas A. Gibbs - 469 TFS
Capt Robert W. Davis - 354 TFS
Capt Ralph A. Hanson - 354 TFS
Capt Cecil W. Powell - 354 TFS. Last flew the F-105 in Dec 66 accumulating 723.1 hours in the plane.
Lt Col Ralph A. Ritteman - 333 TFS
Maj John J. "Jack" Gaudion - 469 TFS
Maj Frederick B. Green - 354 TFS
Lt Col Charles W. Barnett - 421 TFS
Lt Col Kenneth L. Skeen - 357 TFS

Five of the 17 pilots had flown their 100th mission while assigned to the 34 TFS:

Capt David H. Groark
Maj Jack R. Stresing
Capt James E. Hayes
Capt Alan K. Rutherford
Capt Robert R. Reed

*Thunderchief Worldwide Report, Vol II No 5, Jan 67 & F-105 Pilot Flying Hour report dated 18 Nov 85
provided by the USAF Safety Center to Bauke Jan Douma.*