

Donald D. Henry

F-105 History

11-Aug-65

6463

In the 4520 CCTW at Nellis AFB, NV, "[e]ight Republic F-105 Thunderchief pilots of Class 66A (long) graduated from the 4523rd Combat Crew Training Squadron, Wednesday." Maj Douglas D. Brenner was Operations Officer of the 4523 CCTS. The class started in February 1965 and consisted of lieutenants recently graduated from pilot training. It was the third class at Nellis of inexperienced pilots to be upgraded to the F-105. The curriculum called for 150 flying hours.

"Named as 'Top Gun' for the class was 1Lt Donald D. Henry, who has been reassigned to Yokota Air Base, Japan." 1Lt Henry ended up going to the 67 TFS, 18 TFW, at Kadena, where he arrived on Oct 29, 1965. "My class was held while the AF considered whether to send newly minted Thud pilots into the fray. My port call was canceled and, while waiting at Nellis (flying dart tow missions), I received new orders to each of the following locations: 357th at Takhli, 44th at Kadena, 80th ... at Yakota, and the 67th at Kadena (twice.) The orders turbulence was kicked off by losses on 27 July but further complicated by the 17th Sep loss of Dean Klenda who was a Thud pilot out of the first F-105 class of newly minted lieutenants. I was in the 3rd class. His and other losses raised questions about using newly minted pilots; however the necessity of filling cockpits prevailed and I finally went to my assignment to join the 67th at Kadena which had recently returned from TDY to Korat." (Don Henry, e-mail 22 Jan 2010)

"Taking top academic honors was 1Lt Fred R. Flom, reassigned to McConnell AFB, Kan." He later joined the 354 TFS at Takhli in March 1966.

"Maj Waymond C. Nutt, 4522 CCTS commander, presented certificates of completion to the graduates."

The other six class members and their assignments were:

1Lt Gordon L. Clouser, Seymour Johnson AFB, N.C. He was eventually assigned to the 357 TFS at Takhli.

1Lt Robert W. Ferrel, assigned to the 80 TFS at Yokota

1Lt Jerry L. Garner, assigned to the 44 TFS at Kadena Air Base, Okinawa

1Lt Wallace G. Newcomb, Spangdahlem Air Base Germany

1Lt George H. Teas, assigned to the 7 TFS, Spangdahlem

2Lt Max A. Hatcher, assigned to the 44 TFS at Kadena.

Nellis newspaper, 13 Aug 1965 provided by Don Henry in e-mails 19 and 20 Jan 2010.

29-Oct-65

6467

1Lt Donald D. Henry arrived from Nellis AFB, NV to the 18 TFW, Kadena AB, Okinawa. He arrived about a week after the 67 TFS returned from their second combat tour at Korat. "I went to the 44 TFS [that had also just returned from Korat] and flew for almost two weeks while the 67 TFS took some down time to get resettled under their new commander, (previously Ops Officer), Black Matt Mathews, then I hauled my gear to the 67th when they started full up flying again. ... In the 67th, I was assigned to Red Flight under Major Wayne Fullam who was later shot down on Oct 7, 1967... ."

He was assigned to the 67th until March 1967.

Don Henry, e-mail 22 Jan 2010.

02-Apr-66

30-May-66

6466

1Lt Donald D. Henry from the 67 TFS, 18 TFW, Kadena AB, Okinawa, went on TDY to the 357 TFS, 388 TFW, Takhli RTAFB, Thailand. "From Apr 2, 1966 to May 30, 1966, I went TDY to the 357th at Takhli and flew 27 combat missions. My F-105 classmate, Wally Newcomb [1Lt Wallace

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Grant Newcomb], was on base and also my friend Mike Brazelton [1Lt Michael Lee Brazelton] from, I believe, the F-105 class behind me. I think both were also in the 357th. Both Wally and Mike were eventually shot down and were POW's for years.

"At the time, many Tahkli flight leads flew low level and fast as an ingress tactic and this of course drew a lot of AAA. I remember being on Jim Alder's wing and being in a valley below the AAA guns that were firing down at us from the hillsides. Before, I wasn't aware they could depress the firing line that much.

"My Flight commander was Joe Hutto who was one of the nicest gentlemen and best pilots I ever knew."

Don Henry, e-mail 22 Jan 2010.

18-Mar-67

2722

For the first time since the Air Force struck the Thai Nguyen Iron and Steel works (JCS 76) on 10 and 11 March, the Navy struck the plant " ... on 18, 21, 25, and 26 March with a total of 168 bombs delivered using system runs. Bomb damage was reported on buildings in the soaking pits area and the open hearth area." Three Navy A-6s using their system radar attacked the Thai Nguyen plant.

These Navy A-6A radar strikes were the motivation for the USAF to employ the F-105's radar in similar missions that led to the "Ryan's Raider" program. 1Lt Donald D. Henry from Kadena was one of the early Ryan's Raider pilots at Korat and who later worked in the Pentagon on night operations. "Although the A-6 unquestionably had a better attack radar than the Thud, that was not the secret to their success. Few targets were radar significant. They did a lot of their ops by moonlight. Radar assisted VFR and vice versa. Yes, you can see well enough to navigate VFR on many nights -- by the light of the moon. And helped by the light of AAA in higher route packs. Both the A-6 and the Raiders F-105 could have been somewhat effective had the targets been radar significant."

Project CHECO, Rolling Thunder, 17 November 1967, pg 7 & PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & Don Henry, e-mail to Weasel List, 16 Oct 2004.

24-Apr-67

1276

The first four Ryan's Raiders crews arrived at the 388 TFW, Korat RTAFB, Thailand. They had been training on radar bombing at Yokota since March. These first crews, all F-105 pilots, were:

Capt Donald Heiliger with Maj Ben Pollard,
Capt Nicholas J. Donelson with Capt David W. Forgan,
Capt Peter P. Pitman with Capt Robert A. Stewart,
Capt Dave Burney with Capt Aquilla Friend Britt.

The four modified F-105Fs that they flew from Yokota were: 63-8269, 63-8312, 63-8345, and 63-8269.

The front seat pilots had been instructor pilots from the 35 TFS and 80 TFS at Yokota. Two of the IPs from the 35th, Capt Paul W. Hansen and Capt Lawrence E. Huggins, remained at Yokota. Larry Huggins explained why. "Paul Hansen did not deploy since he had already flown 100 missions over the north. I was not allowed to deploy because I had just finished revising the 5th AF SIOP target set and had a 'special' TS clearance." (Larry Huggins, e-mail 15 Dec 04.)

The rear seat pilots were recent graduates from McConnell's F-105 RTU. Captains Stewart and Forgan had graduated from F-105 RTU class 67ER on 6 January 1967. Maj Pollard and Capt Britt had graduated from F-105 RTU class 67FR on 13 February 1967.

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Eleven other Ryan's Raider aircrew members arrived in May 1967. Four of these crews were:

Capt John F. Rehm with Capt Calvin Markwood
Capt Donald D. Henry with Capt James Wright
Capt George Bogert with Maj Donald S. Aunapu
1Lt William W. Koelm with Capt Al Esser

The group was initially assigned to the 34 TFS under the command of Lt Col Alan G. Nelson, but later operated as a provisional unit within the 13 TFS commanded by Lt Col Gerald F. "Jerry" Fitzgerald. On 1 June 1967, it was integrated as a separate operation of the 13 TFS when Lt Col Jim McInerney took over the squadron. The Ryan's Raiders were guided by Maj Ralph Kuster from the 469 TFS. Jim McInerney explained Maj Kuster's role: "... He was [388 TFW Commander] Colonel Chairsell's 'helper' having served under him at Spang."

Maj Frank L. Yow, Jr., the 388 TFW Weapons Officer, also helped the Raiders. "Maj Ralph Kuster and I worked with them and helped plan the missions although I disagreed with the way they were doing it."

"Because of changes in mission and compromise, the name of the project was changed from the original Project Northscope to Operation Commando Probe to Operation Commando Nail."

Before they had left Yokota, Capt Donelson recalled, "The crews called it Ryan's Raiders and created a special patch showing an F-105F with a golden screw through the rear cockpit. This represented the dissatisfaction of the pilots that had to occupy the rear cockpit." (Nicholas J. Donelson in *River Rats Vol III*, pgs 52 - 53.)

The 388 TFW history for the period October - December 1967 described the technical and operational problems encountered by the Raiders. "Several difficulties, some of which are not yet resolved, have complicated the operation of the Raiders. Chief among these was the challenge of electronics. Modifications were made to the R-14 radar. An expanded scope now provides an improved presentation. A fast sweep in the center of the scope allows the operation to have a fast constant paint of the target. New test equipment obtained from Yokota AFB have greatly improved the terrain avoidance and contour mapping capabilities. Still to come are replacement of the rear seat scope by a Cathode Ray Tube and the addition of a radar absolute altimeter. Daily improvements reflect the success of the efforts of our Armament and Electronics Squadron and our maintenance in general. Other difficulties encountered include incomplete maps and charts of North Vietnam, (a problem partly resolved by radar photography of these areas), and lack of experience in Raider operations and techniques, which necessitated exchange of information with the A-6 Intruder pilots of the Bonhomme Richard. Daily crew meetings under the inspiring leadership of Major Ralph L. Kuster, his knowledge and experience in the airplane, and devotion to duty, have been most successful in advancing the Raider program." (13 TFS history, 1 Apr - 31 July 1967, USAF microfilm NO584, frames 0038 - 0040.)

388 TFW history, Jan - Dec 67, USAF microfilm NO583, frames 1449 and 1582 & Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 133 & Frank Yow letter dated Sept 1, 1986 to Bauke Jan Douma.

04-May-67

3813

On 4 May 1967, four more Ryan's Raiders crews arrived at Korat from training at Yokota. They flew in with the second set of four modified F-105Fs and were the second group of dual-pilot crews since the initial contingent of four crews arrived at Korat on 24 April 1967. The crews who were initially assigned to the 34 TFS were:

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Capt John F. Rehm with Capt Calvin Markwood
Capt Donald D. Henry with Capt James Wright
Capt George Bogert with Maj Donald S. Aunapu
1Lt William W. Koelm with Capt Al Esser

The four front seat pilots were TDY from Kadena. Capt Rehm, Capt Bogert, and Lt Koelm were TDY from the 12 TFS. Capt Henry was from the 67 TFS. This was Lt Koelm's fifth TDY combat tour to SEA, and the third to the 388 TFW at Korat.

George Bogert told about his Ryan's Raider assignment. "I was 'volunteered' due to my 710 hours in the back seat of a 101B prior to Pilot Training. There is a reason the Raider Patch has a screw through the center of the airplane! Don Aunapu was a B-52 AC with a lot of experience in the R-14A radar and a terrific back seater. The missions were designed to keep the NVA awake at night and not a lot more. The Iron Hand support was designed as our radio relay, not to attack SAMs. I will reference another night strike, unknown date. Target was the Yen Bay Airfield. I don't know any crew that used the TA mode for an attack, everybody flew MEAs. We dropped off the tanker about 11:00 pm and descended to about 10,000 feet through Laos. The bad guys would light fires on the mountain tops after we passed to announce our arrival. We swung north to almost DNP, then straight southeast along the river. We got intermediate fire can cuts so they knew we were coming. The 105-F was like a Cadillac on a freeway at 100 miles an hour, just kept rolling. Never used burner, no lights. At about 15 miles, Don had the airfield centered and we used the TBC for a low toss of six 750s across the airfield. I'll never forget watching them hit as we rolled away and ducked for the river. It was also the first time they used search lights, which became a regular event. If we had gone straight across the target, you wouldn't be getting this e-mail. Our Iron Hand support was quite impressed. Another time we were chased out by a MIG well above us, he must have been their squadron commander. It was an interesting few months and enough night time to last me for a long time." (George Bogert, e-mail Saturday, April 21, 2012.)

Don Henry described his Ryan's Raider experience. "... We got much of our information thru Ben Pollard who was the tacit leader at Yokota due to seniority. ...The original Raiders flew exclusively at night and both commanders had primary day jobs. We didn't see them much and they didn't fly our night mission. We saw much more of the Wing Commander, Colonel Chairsell, who seemed to always drop by the planning room in the middle of the night to talk to us and attend many of our briefings. He also spent hours -- literally hours -- talking to our crews."

388 TFW history, Apr Dec 67, Vol II, 13 TFS history, 1 Apr - 31 July, microfilm NO584, frames 0044 - 0045 & Don Henry, e-mail, 16 Oct 2004.

21-May-67

5124

The 34 TFS Ryan's Raider crew of Capt Donald D. Henry and Capt James A. Wright, Jr. flew a night North Scope mission in F-105F 63-8312 using call sign "Simmer". They dropped six 750-pound bombs on target 1496, the Huu Hung Ferry in North Vietnam. They acquired the target's IP from 8 miles away and used the plane's Toss Bomb Computer. "Weather was good. Mission was flown at 2,000 feet above terrain. Freeze point was excellent; however, the TBC dropped bombs 2,000 feet long at 12:00. RTB was made south of DMZ."

388 TFW TWX 210235Z May 67 to 7 AF in PACAF DO Read File for 20 - 22 May 67, AFHRA Call # K717.312, IRIS # 00518470.

21-May-67

5127

The 34 TFS Ryan's Raider crew of Capt Donald D. Henry and Capt James A. Wright, Jr. flew a night North Scope mission in F-105F 63-8312 using call sign "Cobalt". They dropped six 750-pound bombs with the Toss Bomb Computer on target 195, the Dong Cuong Railroad Yard 23 NM north of Yen Bai, North Vietnam. "WX was good (moon out VFR). Mission flown on MEAs and

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visually 1000' because of terrain-avoidance radar malfunction. No enemy defenses encountered in target area. One AAA strobe was picked up at 6 o'clock upon departing target (for 30 seconds). All radar strobes were obtained going in and out of target area. ... Bombs were observed to impact about 2,000 feet short in the river."

388 TFW TWX 211740Z May 67 to 7 AF in PACAF DO Read File for 20 - 22 May 67, AFHRA Call # K717.312, IRIS # 00518470.

24-May-67

5130

The 34 TFS Ryan's Raider crew of Capt Donald D. Henry and Capt James A. Wright, Jr. flew a night North Scope mission in F-105F 63-8327 using call sign "Hudson". They dropped six 750-pound bombs using the Toss Bomb Computer on target 195, the Dong Cuong Railroad Yard 23 NM north of Yen Bai, North Vietnam. "Mission flown on MEAs due to terrain avoidance malfunction. Target was acquired on radar at 15 miles and freeze was good. No BDA due to ground fog. Egress was on MEAs. While in target area, AAA strobes at 12 o'clock and 6 o'clock were obtained -- 1 ½ rings each. Someone with call sign Stage Coach told Red Anchor 26 (through Brigham) to RTB while Hudson was in Route Pack number 5. Fortunately, the tanker was close enough to Channel 86 to return and pass fuel."

388 TFW TWX 240620Z May 67 to 7 AF in PACAF DO Read File for 23 - 24 May 67, AFHRA Call # K717.312, IRIS # 00518489.

28-May-67

5141

The 34 TFS Ryan's Raider crew of Capt Donald D. Henry and Capt James A. Wright, Jr. flew a night North Scope mission in F-105F 63-8281 using call sign "Simmer". They dropped six 500-pound bombs using the Toss Bomb Computer on target JCS 47.19, the Ban Nuoc Chieu Ammunition Depot at coordinates 21-18-22N and 104-41-50E in RP 5, North Vietnam. "Ingress at 7M. Numerous thunderstorms along entire route in mountains and over target. Flew MEAs and used ground map modes for navigation. Difficulty encountered in route refueling. ARCT time for Simmer, Fume, and Buckshot were the same time. This resulted in Simmer with a target in RP V having to wait approximately 15 minutes for Fume and Buckshot who were going to RP I. Suggest ARCT time delay 15 minutes between RP V and RP I aircraft so that the tanker will have time to take RP V aircraft to 19-00N and then return south to pick up RP I aircraft. ... Flight instrument lights went out in front cockpit upon turning after bomb release. Since flight instruments in rear cockpit are standby only and unsuitable for precision flight, only alternative for crew was to light burner and climb well above surrounding terrain. There was not great problem on this target on the SAM fringe area but would be a problem well within a SAM environment. ... TA and CM bad -- clutter on scope in front of fail safe cursor. ... Flight instrument lights shorted out when Gs were put on aircraft at bomb release. Doppler inop. ... Radar strobes obtained [from] Lead 59 for 2 minutes, Lead 12 for 15 seconds. Numerous Firecan from Red River."

388 TFW TWX 281920Z May 67 to 7 AF in PACAF DO Read File for 27 - 29 May 67, AFHRA Call # K717.312, IRIS # 00518474.

31-May-67

5147

The 34 TFS Ryan's Raider crew of Capt Donald D. Henry and Capt James A. Wright, Jr. flew a night North Scope mission in F-105F 63-8321 using call sign "Bison". From 13,000 feet, they manually dropped six 750-pound bombs on target 1463, Mu Gia Pass. "Due to all modes of the radar being unusable [drift and ground speed inop], the bombs were dropped VFR manually on target 1463."

388 TFW TWX 010148Z Jun 67 to 7 AF in PACAF DO Read File for 31 May - 1 Jun 67, AFHRA Call # K717.312, IRIS # 00518476.

01-Aug-67

4352

One of the original Ryan's Raider front-seat pilots in the 34 TFS and then the 13 TFS, Capt Donald

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D. Henry, who had arrive at Korat on 4 May, returned to the 67 TFS at Kadena AB, Okinawa. He had been on temporary assignment from his home station for the Ryan's Raider program at Korat where he had flown a total of 43 Ryan's Raider missions at night. "I was in the Raiders for the first five months and had to leave when the PCS backseaters transitioned to the 'D' models where they belonged. I was TDY from Kadena, had combat missions from a previous TDY at Takhli, and Korat had too many pilots (imagine that.) My reward was an assignment to F-111 Harvest Reaper follow-on. Of course, in the end, there wasn't a follow-on. Eventually I returned to Korat as an F-105 Weasel the last year of the war."

Don Henry, E-mails 16 Oct 2004 and 28 Mar 2005.

12-Oct-72

6464

Wild Weasel Class 73-CWW graduated from the 4525 FWW at Nellis AFB, NV. The class started on 14 August 1972 and was assigned to the 66 FWS. It trained on F-105Gs and the three crews were assigned to the 17 WWS, 388 TFW, at Korat. The graduates and their pilot/EWO crew pairings were:

WW # Name

1111 Maj Thomas H. Edge
421 Capt Kemper J. Gleason

417 Lt Col Harrison W. Matthews
1113 Capt Charles W. Chatham

927 Capt Donald D. Henry
1112 Maj Robert A. Webb

In 1965 - 1967, Capt Henry had flown combat missions as a strike pilot in F-105Ds and as a front seat pilot with the original Ryan's Raiders flying F-105Fs.

Maj Webb was born in Texas on 14 July 1933. In prior assignments, he had been a Defensive Systems Officer in B-58s "... (in both wings - the 43rd and the 305th); I, flew ELINT as an EW in the RB-47H with the 55th SRW ...". During Linebacker I, Webb was on TDY from Barksdale AFB, LA and flew missions as a B-52 EWO out of Guam and Utapao, Thailand. In a 1990 letter, Webb described his new Wild Weasel pilot. "... Don was the greatest. He had flown one tour in VN in Strike D's and had returned stateside to check out in F-111s. He was the typical good looking, Devil-may-care, E. Flynn, bachelor, you would see in the movies. ..."

Wild Weasel Class Roster & Don Henry, e-mail 22 Jan 2010 & Bob Webb letter dated Jan 30, 1990 to Bauke Jan Douma.

24-Oct-72

6465

One day after the end of Linebacker I, Wild Weasel pilot Capt Donald D. Henry and his EWO Maj Robert A. Webb arrived at the 17 WWS, 388 TFW, Korat RTAFB, Thailand.

After completing Wild Weasel training at Nellis on 12 August 1972, this crew attended Water Survival School at Homestead AFB FL and Jungle Survival School at Clark AB, Phillipines.

Don Henry, e-mail 22 Jan 2010 & Bob Webb letter dated Jan 30, 1990 to Bauke Jan Douma.

30-Oct-72

1768

(Date Approximate). The following are the names of 49 officers in a photo of the 17 WWS at Korat RTAFB, Thailand, in 1972.

Lt Col Edward T. Rock - 17 WWS Commander

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Maj George K. Bowling - 17 WWS Ops Officer

Maj Gerald L. Moss - EWO
Maj Robert A. Webb - EWO
1Lt Bob E. Coffman
Phil "Doc" Steeves - Flight Surgeon
Bill Kennedy
William W. Dobbs
Maj Thomas J. Coady - Pilot
Capt Michael B. O'Brien - EWO
Maj Kemper J. Gleason - EWO
Capt Cornell A. Varsogea - EWO
Capt Frederick M. Schleich
Maj Richard A. Purseman - EWO
Maj Harold E. Kurz - EWO
Capt Jack T. Stone, Jr.
Capt Noel J. "Chris" Christman
1Lt Howard C. Towt
Jim Fake
Capt George C. Connolly
Capt John R. Baker
Capt Donald D. Henry - Pilot
Maj Dean A. Leverage
Maj Edward Y. Cleveland - pilot
Capt Robert A. Engelbrecht - EWO
Capt Theodore Powers

Capt Daniel W. Breckenridge
Maj Rex N. "Speed Brake" Lawson
Capt Kerry E. Killebrew
Doug Julsen EWO
1Lt Roger J. Strantz
1Lt Alfred P. "Paul" Metz - Pilot
Capt Jimmy L. Boyd
Capt Dave Roen EWO
1Lt Richard S. "Rick" Silz
1Lt Tom Scripps
Denny Haney F-4C EWO from the 67 TFS
Capt Charles W. Chatham
Maj Frederick L. Covington
Jim Easley
James G. Terry
Capt Daniel B. Pearson (EWO)
Capt James R. Winzell
Maj Robert V. "Boris" Baird - Pilot
Capt Robert J. Petitt - EWO
Capt Wayne C. Fisher
Capt Stephen W. Marlow
Bill Lucas

Caption on photo donated by Lt Col John R. Baker displayed in Liberal Air Museum, Kansas, 22 May 2001.

18-Dec-72

4426

The 388 TFW history described Lt Col Rock's Wild Weasel mission on the first night of Linebacker II. "On 18 December 1972, the F-105Gs were ... providing ... support for B-52s. The 17 WWS Commander, Lt Col Edward T. Rock, was flying as Tonto 01. The mission was to either destroy or suppress SAM guidance radars, and thereby protect the B-52s.

"Tonto 01 led the force to the target via the land route from the S.W. There was heavy radar controlled AAA in the area. Several SAMs were launched, and Tonto 01 expended a Shrike, thereby forcing the Fan Song down in self protection. The SAM, unguided after the Fan Song went down, harmlessly detonated away from the B-52s.

"Tonto 01 then returned to his initial point to escort in the second cell of B-52s. Again, as the B-52s entered the area, SAMs were fired. Again, Tonto 01 expended a Shrike and protected the B-52s.

"Having completed the B-52 escort requirement, Tonto 01 then proceeded to attack GCI sites, who were vectoring MiGs into the area. On the attack heading the AGM-78 firing circuits failed. The missile was fired using emergency circuits and the missile made a probable kill."

Over thirty-two years later, Ed Rock recalled the mission but couldn't recall his EWO other than it was probably Hal Kurz or Sam Davis. "I was the flight leader and my number two was Wayne Fisher [Capt Wayne C. Fisher]. (Years later I saw Wayne at Hq TAC, he was then an 06 and the chief of Fighter Requirements! He told me then that he was scared as hell that night and didn't want to be the first one in.)

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"We had four aircraft, one flight to support the first wave of B-52s. One cell was hitting Kep or somewhere around there and others striking at various targets including the Hanoi area all at about the same time. In order to try and provide some coverage for all of the different B-52 cells and targets, I elected to divide up the flight as we approached Hanoi and dedicate one aircraft to try and protect each B-52 cell. Clearly we did not have enough F-105s to do the job. Nonetheless, as best I can recall, and regardless of how many B-52s were shot down that night, it is my belief that none were shot down from the first wave when I was on station. I just don't know how I could have missed a B-52 going down if there was one and I did not see even one go down.

"Because the targets were geographically separated someone had to leave the formation first and fly across Hanoi to get in position to support the Kep area strike. Initially, I assigned Wayne Fisher this job. He pointed out that it would really be easier for me to do this for reasons I can't recall. So I took on the support of the Kep strike and flew all the way across the Hanoi area from southwest to the northeast to get in front of the Kep strike B-52 cell. As we were flying along we passed under some of the B-52s and they were calling out MiG warnings and dropping flares to decoy heat seeking missiles. Of course I think that they were picking up F-4 radars and dropping flares just highlighted their position. At first I didn't know what these strings of lights were but then it dawned on me what was going on, i.e. that they were dumping flares. Also, whenever a Weasel fired an ARM, the B-52s called out an airborne SAM threat. All they could tell is that there was a missile coming up and it scared the hell out of them even if it was a friendly missile. [I] don't blame them but it was interesting.

"We fired our Shrikes ...[but] the Standard ARM would not lock onto the target, as I recall, and I told the EWO to do the best he could and [we] fired it at a GCI radar. I hoped it would hit something even if it wasn't working exactly properly - there were plenty of targets."

Lt Col Rock was awarded the Distinguished Flying Cross (Second Oak Leaf Cluster) for this mission. The award citation read, "... Col Rock led his squadron in a series of highly successful attacks on enemy surface-to-air missile sites and gun emplacements while providing escort protection for high altitude bombers striking targets in Hanoi, North Vietnam. Colonel Rock repeatedly disregarded multiple surface-to-air-missile launches, heavy antiaircraft fire, and hostile interceptor aircraft in order to engage these defenses at close range, and provided his forces with the inspiration and leadership necessary for the success of a highly significant United States air operation."

The 17 TFS Wild Weasel crew of Capt Donald D. Henry and EWO Maj Robert A. Webb flew a mission this night for which they received the Silver Star for Gallantry in Action.

388 TFW history, Oct - Dec 1972, Vol I, pg 37 & Ed Rock, email, 17 June 2005 & Bob Webb letter dated Jan 30, 1990 to Bauke Jan Douma.

19-Dec-72

2924

Ninety-three sorties of B-52s bombed targets in and around Hanoi during the second night of the Linebacker II campaign. They were supported by 19 SEAD aircraft. No aircraft were lost over North Vietnam. The SEAD aircraft were the F-105Gs from the 17 WWS and 561 TFS and Wild Weasel F-4Cs from the 12 TFS based at Korat.

The 17 WWS Wild Weasel crew of Capt Donald D. Henry and EWO Maj Robert A. Webb flew an F-105G SEAD mission this night for which they received the Distinguished Flying Cross for Heroism. (Bob Webb letter dated Jan 30, 1990 to Bauke Jan Douma)

The 17 WWS crew of Capt Alfred P. "Paul" Metz and EWO 1Lt Douglas M. Julsen flew F-105G 62-4446 for 2.9 hours on tonight's mission. (Paul Metz USAF Flight Record for Dec 72 via e-mail 30

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July 12)

"Linebacker II" by Walter Boyne in Air Force Magazine, Nov 97, pgs 50 - 57 & CNA Loss/Damage Database, pgs J05 - O05 & "Vietnam Air Losses" by Chris Hobson, pgs 241 - 246 & "The 11 Days of Christmas", by Marshall L. Michel III

20-Dec-72

2925

On the third night of the Linebacker II raids, 99 B-52 sorties supported by 18 SEAD aircraft, bombed targets in North Vietnam. The 220 SA-2s that were fired shot down six B-52s during these attacks.

Three of the B-52s attacking the Yen Vien military complex (JCS 19) northeast of Hanoi were downed. "Quilt 3" a B-52D, and "Brass 2", a B-52G, were from Andersen AFB, Guam. Three of "Quilt 3" crewmembers died and four became POWs. All six crewmen on "Brass 2" bailed out over Thailand and were rescued. Four crewmen in the third plane lost, "Orange 3", a B-52D from U Tapao, were killed and two became POWs.

One B-52D from Andersen, "Straw 2", was lost while attacking the Gia Lam rail yard (JCS 20) northeast of Hanoi. The crew bailed out over Laos and all but the Radar Navigator were recovered by a USAF HH-53.

Just before dawn on 21 December, two more B-52Gs from Andersen were lost during their attack on the Kinh No military complex north of Hanoi. Five of the crewmen in "Olive 1" died and two became POWs. Five of the six crew members aboard "Tan 3" were killed, but the tail gunner survived to be captured. He was later released as a POW.

The 17 WWS Wild Weasel crew of Capt Donald D. Henry and EWO Maj Robert A. Webb flew an F-105G SEAD mission this night for which they received the Air Medal for Aeronautical Achievement. Webb described his mission. "About the harriest thing that happened to me was on a night mission in the Hanoi area and we had a '3 ringer' banging us from about 3 o'clock. He went to launch mode about the time I decided to cram a Shrike down his throat. We turned 90-degrees right and fired about the same time he launched. The Shrike and the SAM passed each other just as we rolled it over to take it down. The SAM site 'pulled the plug' (probably saw the Shrike come off our wing on his radar). So the SAM went ballistic and detonated in the airspace we had just vacated. I also saw two BUFFs take SAM hits over Hanoi. It's a sickening sight to see the night sky light up from the burning fuel and seeing the parts of a wing in a falling leaf to the earth." (Bob Webb letter dated Jan 30, 1990 to Bauke Jan Douma.)

The 17 WWS crew of Capt Alfred P. "Paul" Metz and EWO 1Lt Douglas M. Julsen flew F-105G 63-8275 for 2.9 hours on tonight's mission. (Paul Metz USAF Flight Record for Dec 72 via e-mail 30 July 12)

Capt Gary R. Porter and EWO Capt Robert J. Pettit, Jr. from the 17 WWS flew tonight's mission as "Condor 02" in a Hunter-Killer flight with two F-4Es as #s 3 and 4. "Condor 01" was Maj Edward Y. Cleveland. "The strike target was two radio transmission facilities about 5-10 miles north of Hanoi. The plan was to have us orbiting at the south end of Thud ridge and we split into two elements of one F-105 and one F-4 each. I took our Director of Operations, Colonel Jack Chain with me and we orbited on the east side of Thud Ridge while Ed's element worked the west side. We arrived on station about five minutes before the chaff flights we were to protect. Bob and I fired our AGM-78 at a Barlock radar but the missile misfired and went straight up, stalled, and fell out of the sky. We received numerous launch indications but only two SAMs were fired that day. While we were orbiting and firing our missile low clouds moved into the area. This, coupled with a bad Doppler, caused us to mistakenly move our orbit northeast towards Kep airfield.

Donald D. Henry

F-105 History

"Suddenly we received a SAM launch indication with an Azimuth Sector light indicating that our aircraft was the target of the site. In a few seconds we saw two SAMs come climbing out of the undercast clouds. The first one went straight up and was no threat to us but the second appeared to be guiding smoothly at us so I took it down to get some airspeed. Bob's voice began to raise a few octaves as he called out 'get ready to pull - get ready to pull'. Just then, while the missile was still a half mile or so off, I saw it wobble and then explode. It had either self-destructed or had been command destructed from the ground. In any case, this was the only time during my entire year at Korat that I felt personally threatened by an SA-2 missile. No other SAMs were fired and we joined up with Col Chain and headed home. He dumped his CBU on Hoa Loc airfield." (Gary Porter, e-mail 24 Apr 2013.)

"Linebacker II" by Walter Boyne in Air Force Magazine, Nov 97, pgs 50 - 57 & CNA Loss/Damage Database, pgs J05 - O05 & "Vietnam Air Losses" by Chris Hobson, pgs 241 - 246 & "The 11 Days of Christmas", by Marshall L. Michel III.

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The 17 WWS history included a list of 36 officers who arrived or departed the squadron during the last three months of 1973.

The following departed in October 1973:

Capt Noel J. "Chris" Christman
Capt Stephen W. Marlow - EWO
Capt Richard J. Louaas
Capt Donald D. Henry - Departed on 8 October 1973.
Maj Thomas H. Edge
Capt Paul W. Harbison, Jr.
Capt Sidney R. Howard - EWO
Capt Gregory E. Anders - EWO
Capt Frank A. Parker - EWO
Capt Peter T. McInerney, Jr.
Maj Gerald J. Fowler

The following departed in November 1973:

Capt Dale E. Baxter - EWO
Capt Thomas E. Harty - EWO
Capt Gordon L. "Gordy" Jenkins
Lt Col Harrison W. Matthers

Those departing in December were:

Capt Anthony F. Germann
1Lt George T. Lynn - EWO
1Lt George F. Dunican III - EWO
1Lt William L. Price - EWO
Lt Col David L. Perry
Capt Eugene F. Beauvais - EWO
Lt Col Allan L. "Bud" Young
Maj Daniel (NMI) Polis
Lt Col John H. Busbee
Capt James R. Simons

The following arrived in the squadron in October 1973:

Capt Larry G. Virgil - Pilot
Maj John R. Easter
Capt Esau Nichols - EWO

Donald D. Henry

F-105 History

Maj Gordon M. Walcott
Maj Gordon Francis Billington

The following arrived in November 1973:

Maj Wayne D. Hauth
Capt Roger J. Hegstrom
Maj Jimmy R. Sharp

Those arriving in December 1973 were:

Maj James H. Wright, Jr.
Capt Wilbur E. Jowers - EWO
Maj Rudolph M. Newman - EWO

History of the 17th Wild Weasel Squadron, October - December 1973.

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The 17 WWS history for the period listed the squadron Key Personnel and the date they were assigned:

Lt Col J. D. Tindall - Commander as of 13 Nov 73
Lt Col Alan K. Rutherford - Ops Officer as of 16 Oct 73
Maj Gordon M. Walcott - Asst Ops Officer as of 23 Oct 73
Maj Robert E. Stogdill - Executive Officer as of 15 Oct 73
Maj Kenneth G. Lindell - A-Flight Commander as of 30 Jul 73
Maj James H. Wright, Jr. - B-Flight Commander as of 17 Dec 73
Maj Wayne D. Hauth - C-Flight Commander as of 23 Nov 73.

The squadron history also listed the following members who received the indicated award:

Capt Theodore R. Powers, Jr. - DFC and Air Medal in Oct 73
Capt Larry J. Funk - DFC and Air Medal in Oct 73
Maj John D. Benner - Air Medal in Oct 73
Capt William E. C. Kennedy III - Air Medal in Oct 73
Capt George C. Connolly - Air Medal in Oct 73
Capt Frederick M. Schleich - Air Medal in Oct 73
Capt John D. Anderson - DFC and Air Medal in Nov 73
Maj William R. Shriver - Commendation Medal in Nov 73
Maj Gordon M. Wallcot - Commendation Medal in Nov 73
Capt Charles L. Veach - Commendation Medal in Nov 73

The following members of the 17 WWS squadron were recommended for the indicated award:

Capt Donald D. Henry - Distinguished Flying Cross in Oct 73.
Maj Thomas H. Edge - Silver Star and Air Medal in Oct 73
Maj Kemper J. "Bear" Gleason - EWO - Silver Star and Air Medal in Oct 73
Capt Jack T. Stone, Jr - DFC and Air Medal in Oct 73
Capt Charles W. Chatham - Air Medal in Oct 73
Capt Noel J. "Chris" Christman - Air Medal in Oct 73
Maj Frederick L. Covington - Air Medal in Oct 73
Maj Dean A. Leverenz - Air Medal in Oct 73
Capt Stephen W. Marlow - Air Medal in Oct 73
Capt Sidney R. Howard - DFC and Commendation Medal in Nov 73
Maj Daniel (NMI) Polis - Air Medal in Nov 73

Donald D. Henry

F-105 History

Capt Thomas E. Harty - Air Medal in Nov 73
Maj Thomas J. Coady - Air Medal in Nov 73
Capt Dale E. Baxter - Air Medal in Nov 73
1Lt George T. Lynn - Air Medal in Nov 73

During his assignment to the 17 WWS, Maj Tom Coady had accumulated 350 combat missions, "... 250 of which were flown over North Vietnam. Coady extended his tour in Thailand once again and was transferred to Headquarters, 7 AF, United States Special Activities Gp., Nakhon Phanom RTAFB, Thailand. Here he was assigned as Air Operations Staff Officer in the Weapons and Tactics Branch.

"In December 1970, Coady returned to Nellis AFB, NV, and was assigned to the Tactical Fighter Weapons Center as a test project manager, Operational Test and Evaluation Div. During this period, he also flew operational test missions and served as instructor pilot in the 66 FWS."

History of the 17 Wild Weasel Squadron, Oct - Dec 1973, pgs 15 - 16 & 22 & Tom Coady bio in "Red River Valley Fighter Pilots of Vietnam", River Rats Album 1, Turner Publishing, pg 78..

16-Jun-17

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Don Henry, RIP

Colonel Donald D. Henry (Ret.) passed away unexpectedly June 16, 2017 surrounded by family. He was born May 27, 1941, to Benton and Faye (Davis) Henry. He graduated from Indiana University with a commission as a Second Lieutenant. He attended F-105 "Thunderchief" fighter pilot school and reported to the 67th Fighter Squadron, Okinawa. During Vietnam he flew out of Thailand on 129 combat missions into Laos and North Vietnam - earning the Silver Star and three Distinguished Flying Crosses. He returned to the U.S. as a test pilot in the F-105 and F-111 and also flew the F-4, A-7, F-16, Saberliner, and Learjet. Don's assignments included the Pentagon, Commander of the 55th Tactical Fighter Squadron in England, and several flight test organizations evaluating fighter aircraft avionics, electronic warfare systems, and cruise missiles. After completing his active duty, he consulted to the Pentagon and several aerospace companies, moved to Laguna Beach, California, and became a realtor and an author. April 14, 2003, he married the love of his life and college sweetheart, the former Dixie Clark of Elwood, Indiana. His family and friends will miss his wit, intelligence, and devotion. Interment with Honor Guard was at Miramar National Cemetery in San Diego 5 July 2017.

*RatNet Digest July 23, 2017 &
<http://obits.ocregister.com/obituaries/orangecounty/obituary.aspx?pid=185907481>*