

Richard M. "Dick" Heyman, Jr.

F-105 History

01-Jan-67

2097

Maj Richard M. Heyman, Jr. replaced Lt Col Alan G. Nelson as commander of the 34 TFS, 388 TFW, at Korat RTAFB, Thailand. "I was the only Major Sqdn. Commander at the time. "

E-mail, 26 Feb 2002, from Lt Col Donald T. Bolling, 34 FS Commander, Hill AFB & Dick Hayman e-mail to Bob Bradshaw, 25 May 2008.

18-Jan-67

1512

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

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

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

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

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

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

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

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

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

04-Feb-67

1515

F-105s from Korat and Takhli conducted a "... full scale strike ... against (JCS 60), [the] Thai Nguyen Army Supply complex [BE 616-0210 at coordinates 21-38-18N and 105-51-04E]. The 34 TFS [from the 388 TFW] supplied three strike flights and led the entire strike force. Mission Commander was Maj Edward C. Jones. Flight lineup [was] as follows:

"Hotdog" - Maj Edward C. Jones, Capt Donald S. Aunapu, Maj Leo F. Callahan, Maj Clarence Kough, Jr.

"Domino" - Maj William E. Augsburger, Capt Coy W. Gammage, Maj William C. Eagle, Capt William W. Kennedy.

"Acorn" - Lt Col Richard M. Heyman, Jr., 1Lt Donald O. Austin, Maj Homer T. Terry, Maj Harry Pawlik."

Pilots from the 469 TFS also participated in the strike.

"Strike flights were loaded with 3,000-pound GP bombs (M-118s). The strike was most successful and although no BDA is yet available the target was heavily damaged. Strike cameras carried by the second flight recorded the results of the flak suppression attack. The CBU-24s were released on target and gave complete coverage Pilots reported very light inaccurate 37/57/85-MM AAA in the target area. Nine SAMs were observed to airburst within five nautical miles of the strike flights on the inbound run, and four SAMs observed to air-burst within ten nautical miles. During egress from

Richard M. "Dick" Heyman, Jr. F-105 History

target, 8 MiG aircraft were observed during the attack."

As Hotdog 1, mission commander Maj Edward C. Jones received the Silver Star for leading this mission. (Ed Jones letter to Ron Thurlow, 25 March 01.) His citation read, in part, "... Maj Jones was the mission commander in the lead of 40 aircraft directed to attack and destroy a complex Army supply depot. With a complete disregard for his personal safety, he successfully led his strike force through intense AAA, SAM launches, and hostile aircraft to accomplish the assigned mission. ..." (Ed Jones e-mail 26 Apr 2010.)

As Acorn 3, Maj Homer T. Terry received the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 4 February 1967. On that date, Maj Terry attacked a high priority target at Thai Nguyen, North Vietnam. Despite intense and accurate hostile ground fire, continuous surface-to-air missile warnings and numerous launches, he delivered his ordnance with unerring accuracy on the target, causing extensive damage. ..." (Homer Terry, letter to Ron Thurlow, undated.)

Maj Ralph Laurence Carlock from the 357 TFS, 355 TFW, was awarded the Silver Star for gallantry for flying on this mission. The award was made posthumously after he died in combat in Laos on 4 March 1967. (Hq 7th AF SO G-453 dated 29 March 1967.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1221 and 1222.

28-Feb-67

5155

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

Capt Phillip A. Goodwin
Capt John T. Stadler on TDY to the 34th from the 67 TFS at Kadena.
Capt David E. Weaver
1Lt Gary G. Catren

This was the last time Capt Goodwin flew the F-105. He had accumulated 340 hours in the airplane.

This was also the last time Capt Weaver flew the F-105. He had accumulated 651.5 hours in the airplane.

Lieutenant Cartren flew his 100th mission as #2 in a two-ship flight led by Lt Col Richard M. "Dick" Heyman, Jr., the 34th squadron commander. He flew the mission "... somewhere toward the first of the month as I was able to get home and married by the 26th of Feb 66. ... We were working in Laos and I begged a weather recce into Pac 1 so I could finish. We got shot at, we shot back and I took a 37/85 (?) mm through one of the fins of my left wing tank while I was inverted pulling into the dive. Without that lucky shot, I would have finished 100 still cherry."

His 100th mission was the last time 1Lt Catren flew the F-105. In six months of training at Nellis and six months of combat, he had accumulated 374.1 hours in the airplane. "That was the end of my relationship, but not my love affair, with the Thud." His subsequent assignments were:

Mar 67 - July 67 - McChord - Base Ops - T-33 - (TDY Randolph - IPIS - T-39 - May 67)
Aug 67 - Sep 67 - Tyndall - F-106 conversion
Sep 67 - Jul 68 - Paine Field - 498th FIS - F-106
Jul 68 - Jan 70 - F-106 - Hamilton - 84th FIS
Jan 70 - July 73 - RAF Exchange Program - RAF Coltishall - British Electric Lightning

Richard M. "Dick" Heyman, Jr.

F-105 History

conversion/intercept instructor

Sep 73 - Dec 74 - Clark - Nuclear Release Officer (T-33)

Jan 75 - Mar 75 - TDY Tyndall F-106 Requal

Mar 75 - Jul 77 - McChord - 318th FIS - F-106

Aug 77 - Jun 78 - Newport News - Navy Staff College

July 78 - Jun 81 - Vicenza, Italy - 5 ATAF Conventional Attack Officer

Jun 81- Jan 84 - Davis Monthan - AGS Squadron Commander

Jan 84 - Jul 85 - Langley - TAC Hq - ADTAC IG Aircraft Maintenance

Jul 85 - Jul 86 - Langley - TAC Hq - Asst. DCM Fighter Maintenance

Aug 86 - Jul 89 - RAF Alconbury - DCM (RF-4, A-10, Aggressor Sq)

Jul 89 - Dec 90 - Bergstrom - 12th AF HQ - Asst. DCM

He retired as a colonel in December 1990.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Gary Catren, e-mails 1 & 2 Apr 11.

10-Mar-67

2098

On the day he was Korat's Mission Commander against the Thai Nguyen Iron and Steel Plant, Lt Col Joseph C. Austin replaced Lt Col Richard M. Heyman, Jr. as commander of the 34 TFS, 388 TFW, at Korat RTAFB, Thailand.

E-mail, 26 Feb 2002, from Lt Col Donald T. Bolling, 34 FS Commander, Hill AFB.

10-Mar-67

880

On 10 and 11 March 1967, seventy-eight F-105s from Korat and Takhli and 22 F-4Cs from Ubon bombed the Thai Nguyen Iron and Steel plant, JCS 76, BE 616-00214, at location 21-33-29N and 105-52-08E in RP-6A. The Air Force had scheduled missions against this target twice each day since 24 February, when the target was first added to Rolling Thunder 54, but all missions up to today's had been diverted due to bad weather over RP-6A. (PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967.)

"The Thai Nguyen Iron and Steel Combine, located approximately three miles southeast of Thai Nguyen, was the first large plant of its kind built in NVN. According to official estimates by the NVN government, the complex would satisfy 20 percent of the country's iron and steel requirements when it was in full production. Important products produced at this plant in early 1967 included steel barges, POL tanks, and bridge trusses." (Project CHECO, Rolling Thunder, 17 November 1967, pg 7.)

"This showpiece of North Vietnamese industrialization was located thirty-five miles due north of Hanoi and about three miles south of the small city of Thai Nguyen. The Chinese began construction of the plant in 1958 to take advantage of iron ore deposits on the northern edge of the delta. Pig Iron production began in 1963, and by 1967 the plant made barges and fuel drums out of imported steel. The plant's own steel mill was nearly ready to begin operation. There were only two other ironworks in the country, both of them much smaller. While they produced perhaps fifteen thousand metric tons a year, the Thai Nguyen works were designed to produce three hundred thousand of pig iron and two hundred thousand of steel. The complex, including its power plant, occupied two square miles along the railroad that connected it with Hanoi. About ten thousand people worked at this, the largest industrial facility in North Vietnam." ("To Hanoi and Back", pg 57).

F-105 pilots from the 388 TFW flew the first wave in the attack.

The 469 TFS was fraggged to form a flight without bombs to provide weather reconnaissance and MiG

Richard M. "Dick" Heyman, Jr.

F-105 History

CAP to precede Korat's main strike force. The flight lineup was:

- #1 - Maj John M. Rowan, 469th Operations Officer
- #2 - Maj Ray H. Bryant, 469th Assistant Ops Officer
- #3 - Lt Col Gordon Albert "Swede" Larson, 469th commander
- #4 - Maj Roy S. Dickey flying his 48th mission into NVN.

Maj Dickey described his mission. "The weather reconnaissance flight trolled the area for over 30 minutes and received no enemy fire whatsoever. As it turned out, the weather over target was CAVU, we saw no MiGs, and had no bombs with which to kill, maim women and children, or blow up the steel mill. It was a perfect day for putting the bombs down the stack. ... I did wish that we had bombs aboard that day." (Roy Dickey, "The Saga of the Thai Nguyen Iron and Steel Works", in his scrapbook.)

The 8 TFW from Ubon contributed F-4Cs to the mission as "Strike-Cap" flights in which the F-4s carried bombs as well as air-to-air missiles. The F-4s were assigned to strike the target but were to jettison their bombs and protect F-105s if MiGs became a clear threat on ingress. To continue their protection against MiGs, the F-4s were to follow F-105s out of the target.

The 388 TFW provided four F-105 strike flights. Korat's "... mission commander and the first three strike flights were provided by the 34 TFS." The 34th's flight lineup was:

"Chevrolet"

- #1 - Lt Col Joseph C. Austin, Mission Commander
- #2 - Capt Jack A. Phillips flying his 16th combat mission. Awarded the DFC.
- #3 - Maj Edward C. Jones flying his 95th combat mission. He was awarded the DFC*.
- #4 - Maj Harry Pawlik, awarded DFC 1st OLC*.

"Possum"

- #1 - Maj Homer T. Terry, awarded Silver Star
- #2 - Maj Dewey Lee Smith
- #3 - Maj William C. Eagle
- #4 - Capt Jackie R. Youngblood.

"Random"

- #1 - Maj Robert W. Johnson
- #2 - Maj Charles E. Irwin, awarded DFC*
- #3 - Maj William W. Augsburger, awarded DFC 5th OLC*
- #4 - Maj Robert G. Miner, awarded DFC*

(* DFCs awarded under Hq 7 AF Special Order # G-1093)

The 469 TFS provided Korat's fourth strike flight, "Harpoon", led by Capt Charles C. "Clint" Murphy.

Unlike the earlier weather reconnaissance flight, most of these strike flights encountered enemy MiGs, AAA, and SAMs. "Enemy defense reaction was withheld until just prior to CBU release at which time the area erupted with heavy, accurate 37/57/85/100-mm. A layered barrage of light AAA formed an almost continuous carpet at 5 - 6 M. This barrage was largely suppressed when the CBUs impacted. 85 & 100-mm continued to burst at higher altitudes in the target area and up to 10 NM out along the egress route. ..." (388 TFW OPREP 3, TWX 101254Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

Richard M. "Dick" Heyman, Jr.

F-105 History

On the day he flew as Korat's mission commander, Lt Col Joseph C. Austin assumed command of the 34 TFS replacing Lt Col Richard M. Heyman, Jr. Austin, "Chevrolet 1", "... led the force with a flak suppression flight being first on target. Ingress to target was conducted in defensive box formation at 16,000 feet. Low ceilings prevailed over the entire route, breaking up short of the target area. Preselected flak sites were struck by the CBU flight and strike flights struck assigned targets within the complex. Heavy 37/57-mm fire was encountered as strike aircraft initiated their roll-in and the flak suppression flight dropped a portion directly on the target complex, thus silencing many of the gun emplacements. Bomb damage was extensive, ... although a blast furnace area escaped damage completely. As aircraft egressed the target area, they encountered moderate to heavy 85-mm fire within five miles of the target. This barrage necessitated continuous jinking to slip through the barrage." (388 TFW history)

As "Chevrolet 3", Maj Edward C. Jones from the 34th received the Distinguished Flying Cross. "At this time pilots weren't required to fly into Route Pack VI (Hanoi) after the 95th mission. This was my 95th. Shortly after, the criteria was changed to 90 missions. I would have really been upset if I got nailed on that mission." (Ed Jones, letter to Ron Thurlow, 25 March 2001.) His award citation read, in part, "... Maj Jones delivered his ordnance with precise accuracy on the Thai Nguyen Iron and Steel complex through one of the heaviest concentrations of AAA fire ever encountered over NVN. Major Jones's task was compounded by the attack of hostile aircraft and SAMs upon his formation. ..." (Ed Jones, e-mail 26 April 2010.)

As "Possum Lead", Maj Homer T. Terry received the Silver Star for gallantry. "... Major Terry led the first attack upon the Thai Nguyen Iron and Steel Works which is in one of the most heavily defended areas known to modern aerial warfare. Major Terry's conduct during this mission displayed his total disregard for his own personal safety while under continuous and extremely heavy fire. ..." (Homer Terry, letter to Ron Thurlow, undated.)

Later, Maj Terry described what happened to him during this mission. "We came upon some pretty fierce defenders, but again we got all 16 aircraft on and off the target without anyone being hit, although I got the scare of my life when I thought I was hit. Fuel from our droppable fuel tanks was fed into the main fuel supply by compressed air from the engine compressor. When the droppable tanks are empty, air gets into the main fuel system and causes a hammering effect just like when air gets into your water pipes at home. To avoid air getting into your main fuel supply, we had a 'saber drain' relief near the rear of the aircraft and some fuel is ejected with the air. Fuel released from the drain pipe causes a visible vapor that can be seen by ground defenses, ergo, we had a checklist item to turn off the external fuel flow before entering the target area. On this day, I forgot to follow the check list! As I was pulling off the target, a greater than normal hammering noise started and simultaneously, #2 called and said 'lead you are hit and on fire'. I almost swallowed my tongue. The best way to extinguish a fire is to climb as rapidly as possible and starve the fire of oxygen, so I maintained the afterburner climb and shortly thereafter my wingman called that my fire was out. My engine instruments never gave any indication of a problem. When we got into a safe area, my wingman carefully checked me over and there was no apparent damage. An after landing check confirmed 'no damage'. My wingman said that just before the fire began a cluster of AAA rounds had been tracking right up to my tailpipe. We surmised that they ignited the fuel from my saber drain." (Homer Terry, "Destroying the Steel Making Capability of the NVN", via e-mail 27 Mar 2010.)

On egress, "... fifty miles from the target, a MiG-21 engaged 'Random' flight [led by Maj Robert W. Johnson] just after they had recovered from a SAM attack. The MiG launched one air-to-air missile at the flight, but evasive action caused the missile to burn out short of its intended target and the MiG-21 broke off his attack. No aircraft were lost or damaged during this strike." (388 TFW history)

A 388 TFW OPREP 3 described this MiG encounter in more detail. "Random 1 - 4 was on egress

Richard M. "Dick" Heyman, Jr.

F-105 History

route heading 270, location 21-55/104-55, altitude 20,000, speed 500 knots, time 0753Z. Flight observed a MiG-21 approaching them from 6 o'clock position heading 270, altitude 18,000 ft. When MiG-21 was approximately 5 miles away, he fired a missile at the flight. Missile appeared to have a white streamer trailing behind it. Flight took evasive tactics by turning approximately 45 degrees, climbing toward the sun. Flight observed missile to approach about 2 miles behind flight, then began to lose momentum and arch toward the ground. Missile impact not observed. MiG did not pursue attack and broke away after missile launch. Flight then continued on egress route." (388 TFW OPREP 3, TWX 101139Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

Four of Ubon's F-4Cs in a "CAP-Strike" flight that followed Random flight were involved in this MiG 21 encounter. "They first met up with the F-105s over northern Laos inbound to the target and maintained position above and behind the last F-105 flight for ingress and egress. After the MiG-21 fired its missile at Random flight, number 3 in the F-4C flight rolled inverted, nose down, and fired a Sparrow missile without a radar lockon in an attempt to divert the MiG. His missile followed a ballistic path and missed the MiG by about 1/2 mile. Later, at a point on the Red River just below Yen Bai, with the flight of F-4Cs trailing the last flight of F-105s by 3 to 4 miles, at 14,000 feet altitude, the flight spotted four MiG-21s closing in on the F-105s from 5 o'clock at the same altitude. The F-4Cs turned toward the MiGs who did a hard turn away and escaped." (Red Baron Report)

Red Baron Event III-87, pgs 97 - 98 & 388 TFW history Jan - Dec 67, AFHRA microfilm NO 583, frame 1226 & "100 Missions North", pgs 193 - 199.

31-Mar-67

5156

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

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

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

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

15-Sep-68

5525

(Approximate date) During his second combat tour in SEA, Lt Col Richard M. "Dick" Heyman, Jr. became commander of the 333 TFS in the 355 TFW at Takhli RTAFB, Thailand. On 10 March 1967 he had completed his first combat tour where he had flown 100 missions and was commander of the 34 TFS in the 388 TFW at Korat.

"I took over the 333rd in Sep. 68 and not too long after that there was the bombing halt. So we flew non-counters. ... Towards the end of my tour, Barbara and another officer's wife came to Thailand and we had a great leave for 3 weeks. Dick Little [Lt Col Richard E. "Rick" Little] took over as CO when I left."

Richard M. "Dick" Heyman, Jr.

F-105 History

Dick Heyman e-mail to Bob Bradshaw, 25 May 2008.

20-Apr-69

2858

Wild Weasel EWO Capt Robert W. King from the 333 TFS flew his 38th combat mission in North Vietnam from Takhli RTAFB, Thailand. He and pilot Lt Col Richard M. Heyman, Jr., the 333rd commander, flew F-105F 63-8352 as "Marlin 2". "Working Firecans and Vinh Fansong on recce support. Heard chopper mayday near Panama." Their O1B mission lasted 3.3 hours.

Robert King's flight log database.