

Clarence J. "Dutch" Kough, Jr.

F-105 History

21-Nov-66

531

Twenty pilots of Class 67BRS completed the 4 TFW's second F-105 RTU course 111506E at Seymour Johnson AFB NC. The class had begun on 15 July 1966 with 25 students. This was the final F-105 RTU class for the 4 TFW. The class was initially assigned to the 335 TFS and then to the 334 TFS after they had completed training Class 67ARS that graduated on 23 July 1966.

On 8 Nov 66, student pilot Maj Donald J. Hemmer was killed when he ejected from F-105F 63-8322. "The flight consisting of four aircraft, and using the call sign of Hawk, was briefed for a practice conventional weapons delivery mission on Marine Range BT-9 and Air Force Dare County Range. Major Peter H. Karalus was scheduled to lead the flight with Captain Kenneth Gardner, the instructor pilot, flying the number two position. Major Hemmer was pilot of the number three aircraft with Captain John R. Stell as backup instructor pilot for the flight in the rear cockpit. Captain Harry Pawlik was the pilot of the number four aircraft." Capt Stell ejected and was recovered uninjured. (USAF Accident/ Incident Report 66-11-8-1, 23 Nov 66)

The class' graduation speaker was Lt. Gen. Albert P. Clark, Vice Commander, TAC who had been a POW in Germany during WW II. As a Spitfire pilot in the 31st Fighter Group in England, "he was shot down over Abbeville, France, in July 1942 and was a prisoner of war until April 1945." (<http://www.af.mil/information/bios/bio.asp?bioID=5006>)

The F-105 pilots and their SEA assignments were:

Lt Col Richard F. B. Gimmi, Jr. - 13 TFS	Maj Harold E. "Hal" McKinney - 13 TFS
Maj Joseph Clair Austin - 34 TFS	Maj Kenneth D. Oliver - Yokota, Ryan's Raider tng
Capt Paul A. Seymour - 354 TFS	Maj Charles B. Penney - 421 TFS
Maj Earl Johnston - 34 TFS	Maj Herbert B. Schimsk - 421 TFS
Maj Peter H. Karalus - 421 TFS	Maj Jack C. Spillers - 469 TFS
Maj Clarence J. Kough, Jr. - 34 TFS	Maj William T. "Ted" Twinting - 13 TFS
Maj Francis D. Leonard, Jr. - 13 TFS	Maj Glen R. Wilson - 13 TFS
Maj Raymond L. Loisel - 469 TFS	Capt James F. Gunby, Jr. - 421 TFS
Maj Eugene L. Main - 13 TFS	Capt Harry Pawlik - 34 TFS
Maj Thomas H. Maus - 357 TFS	Capt Charles A. Priester - 35 TFS at Yokota

Forty-five years old, Lt Col Gimmi, with over 5,000 flying hours, was the oldest graduate of his class. Gimmi had earned his wings on 30 August 1943 and by 9 November 1944 had flown 70 combat missions over Italy as a B-25 pilot. As a major in 1956 at Bergstrom AFB, he began flying F-84Fs in SAC. In 1957 he was assigned to Osan AB, Korea, where he flew the F-86. On 19 January 1966 when he was an instructor at ACSC at Maxwell AFB, he received orders to fly F-105s in SEA.

Capt Pawlik was born in Poland on Dec 19, 1929. When he was 10 years old, the Nazis invaded Poland and captured him and his family. They were sent to Mauthausen concentration camp in Austria. His family died but Pawlik survived his slave labor imprisonment and moved to the U.S. in 1947. He joined the Air Force in 1954 after graduating from the University of North Carolina. ("Concentration camp survivor to fighter pilot: 'Freedom a beautiful thing'", posted on line 6/27/2013, Air Force web site at <http://www.af.mil/news/story.asp?id=123354152>.)

4 TFW History, 1 Jul - 31 Dec 1966, USAF microfilm MO293 & "Airman. The Life of Richard F. B. Gimmi by Russell M. Gimmi, pp 11, 97 - 98, 225.

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:

Clarence J. "Dutch" Kough, Jr. F-105 History

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

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

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

"Cheeta" - Maj Callahan, Maj Earl 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 J. 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 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 Hotdog 2, Capt Donald B. Aunapu was awarded the DFC for heroism. "... Captain Aunapu was a member of a flight of four F-105 aircraft on a strike against a vital army supply depot. With complete disregard for his personal safety in the face of intense ground fire and accompanying threats of surface-to-air missiles and MiG aircraft, Captain Aunapu attacked the target and shared in its destruction. ..." (Citation from Don Aunapu, 15 Apr 2013.)

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.)

Clarence J. "Dutch" Kough, Jr.

F-105 History

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

25-Apr-67

1466

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

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

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

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

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

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

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

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

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

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

Clarence J. "Dutch" Kough, Jr. F-105 History

Area K - 4 buildings destroyed; 4 buildings with moderate structural damage.

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

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

Also, under 7 AF SO G-1158 dated 8 Aug 67, 1Lt George H. Teas from the 13 TFS received the first of his four DFCs for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from opposing forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing a devastating air attack against a hostile surface-to-air missile complex. Persevering in the face of danger and death, his relentless action effectively neutralized the hostile positions. ..." (George Teas Award Citation and e-mail 26 Aug 09.)

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

29-Apr-67

1278

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

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

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

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

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

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

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

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

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

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

Clarence J. "Dutch" Kough, Jr.

F-105 History

#4 - Capt Donald Z. LaRochelle

Roy Dickey described his flight's strike. "... Although our tactics had evolved to where sixteen ships would essentially roll in on the target simultaneously from an ECM pod formation, there was still a moment of truth confronting the last flight of the gaggle. Because of the inherent delay caused by the fanning type execution of a simultaneous roll in, the last flight in the gaggle was left sucking wind. Our ECM pods emitted a wide-angled cone-shaped ECM pattern oriented downward, assuming the aircraft was in straight and level flight. The bad guys knew our tactics and evolved counter tactics as rapidly as we changed ours. So, as all the birds in the gaggle have rolled inverted and their jamming cones are oriented upward versus downwards, such an action leaves that last flight without ECM protection when it rolls inverted going in. The bad guys had learned that they could launch a salvo of SAMS, guide them visually until that last flight rolled inverted negating their jamming, kick in the three point guidance, and have roast Thuds at the Club that night. I had briefed my flight to roll in with me and with no delay, because fun and games would start 'right now!'

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

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

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

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

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

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

Clarence J. "Dutch" Kough, Jr. F-105 History

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

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

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

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

14-May-67

1481

"Heavy enemy defenses awaited F-105s from the 388 TFW ... as they made their runs on the Army compound which they had struck previously on May 12 [the Ha Dong Army barracks and supply depot (JCS 31) at coordinates 20-58-51N 105-47-42E]. An accurate bomb damage assessment on the barracks area was hampered due to low cloud layers in the area, but at least one North Vietnamese flak site was silenced and the jets' ordnance was observed to destroy several buildings. ... Ground fire over the area brought down one Thunderchief pilot [from the 13 TFS] who was able to nurse his aircraft away from the heavily defended area. He was soon picked up by an Air Force rescue crew."

The downed pilot was from "Crab" flight, four F-105Ds each carrying six 750-pound bombs. The four members of this flight, all from the 13 TFS, were:

- Crab 1 - Maj Robert J. Lines
- Crab 2 - Maj Glen R. Wilson flying F-105D 60-0421.
- Crab 3 - Major Marlin R. Blake flying his 93rd combat mission.
- Crab 4 - Capt Charles F. "Fred" Wilhelm

Maj Blake's combat log described the flight's ordeal. "Refueled and went to Hanoi. Many SAMs, and at target one blew under #2. He was hit so we dropped our bombs and left area. #2 was on fire and we covered him as far as it would go. (He) bailed out 60 NM east of TACAN Channel 97 (20-28N and 103-43E) at 25,000 feet and 280 knots and inverted. Parachute opened 21- 22 thousand. Went into weather and could not follow. Departed for rescap tanker. Refueled and went back to rescap #2. Stayed on station until pick up was almost complete and then we had to RTB due to fuel. #2 was brought back and slept in his own bed. Lines, Wilson, Me, Fred." Their return to North Vietnam after refueling to continue rescapping Maj Wilson gave Maj Blake his 94th mission.

"Hotrod" flight from the 34 TFS led the strike on the Ha Dong barracks. "The flight was composed of the following pilots: Lead - Maj Clarence J. Kough, Jr., #2 - Maj George G. Clausen, #3 - Maj Paul F. Koeltzow, #4 - Capt Jack A. Spearman. En route to the target area, a barrier of thunderstorms was encountered that the flight was forced to penetrate in order to proceed to the target area. The severity of the weather can best be described by the fact that three missiles being carried by 'Hotrod' were completely destroyed by the weather encountered. The flight was engaged by MiGs, both ingressing and egressing the target. Numerous SAMs were launched, one destroying an aircraft in the flight directly behind 'Hotrod'. Despite the difficulties encountered, the flight placed its ordnance directly on the assigned target complex." (34 TFS history, 1 - 31 May 67, USAF microfilm NO584, frame 0073.)

Maj Clarence J. Kough, Jr., the mission commander, was awarded the Silver Star for this mission. "Major Clarence

Clarence J. "Dutch" Kough, Jr. F-105 History

Kough, Jr. distinguished himself by gallantry in connection with military operations against an opposing armed force as an F-105 pilot in Southeast Asia on 14 May 1967. On that date, Major Kough was the mission commander of a force of twenty eight aircraft ordered to strike the Ha Dong Barracks and Storage Area. Although handicapped by hazardous weather conditions and repeated attacks by hostile aircraft, Major Kough directed the attack of this strategic target through a barrage of surface to air missiles and heavy antiaircraft fire. After dropping his ordnance precisely on target, Major Kough reformed his flight and directed the attack on a hostile aircraft. ... "

Maj Clarence H. "Klu" Hoggard from the 44 TFS flew F-105D 60-0434 as number 2 in a flight of four F-105s striking the facility. "SA-2 missiles were launched and heavy antiaircraft fire on the attack. Credited with several buildings burning when we departed the target area." He was awarded the Second Oak Leaf Cluster to the Distinguished Flying Cross for this mission. (Klu Hoggard, e-mail to Ron Thurlow, 22 Mar 2001).

Maj Dewey Lee Smith received the Silver Star for flying this mission. "The President of the United States of America ... takes pleasure in presenting the Silver Star to Major Dewey L. Smith ... United States Air Force, for gallantry in connection with military operations against an opposing armed force as a Tactical Fighter Pilot of the 34th Tactical Fighter Squadron, Korat Royal Thai Air Base, Thailand, in action over North Vietnam, on 14 May 1967. On that date, Major Smith was a member of a flight of F-105s assigned to destroy an extremely heavily defended barracks area. With complete disregard for his own personal safety he flew through intense and accurate anti-aircraft and missile fire to deliver his ordnance directly on target. By his gallantry and devotion to duty, Major Smith has reflected great credit upon himself and the United States Air Force." (General Orders: Headquarters, 7th Air Force, Special order G-994 (May 14, 1967)) on line at <http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=24750>.)

"A flight of other 388 TFW pilots caught missile transporters in an open area, 15 miles south of Dong Hoi. White and yellow fireballs resulted from numerous secondary explosions that destroyed an undetermined number of the transporters."

"Six of nine 70-foot barges moored along a river bank, 18 miles north-northwest of Dong Hoi, were heavily damaged by (another) flight of F-105s from Korat."

"Banjo" flight from the 34 TFS hit a target in RP-1. Capt Jack A. Phillips led the flight on his 57th mission. "Pack 1; destroyed major railroad bridge. ..." He received an Air Medal. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

F-4Cs downed three MiG-17s " ... in air battles over North Vietnam as the enemy jets attempted to harass AF jets bombing two targets close to Hanoi."

USAF jets also struck the Nguyen Khe storage area (JCS 51). "USN pilots hit Kien An airfield (JCS 9) in a night attack." (MACV Press Release 15 June 1967 on line at www.vietnam.ttu.edu/star/images/107/1070204001.pdf.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1483 & 100 Mission Log of Maj. Marlin R. Blake & Silver Star citation for Maj Kough & Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 135

16-May-67

1483

"Korat pilots made numerous strikes southwest of Dong Hoi, destroying missile transports and associated SAM support equipment. Flying lead on one of the flights hitting the position was Maj. Kough, a member of the 34 TFS." [Maj Clarence J. Kough, Jr.]

Capt Jack A. Phillips from the 34 TFS flew his 58th mission over NVN. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Also today, Maj Ray H. Bryant from the 469 TFS flew his 100th combat mission over North Vietnam. "... I flew my graduation flight, 100 combat missions over North Vietnam in the F-105. I can truthfully tell you that I have the same sentiments as Sir Winston Churchill. When he returned as a reporter from the Boer war in South Africa, he was asked what it was like. He responded, "There is no greater thrill in life than to be shot at and missed."

Clarence J. "Dutch" Kough, Jr. F-105 History

After he left Korat, Maj Bryant was assigned as test pilot at AMARC, Davis-Monthan AFB, AZ, flying acceptance tests on planes being removed from storage. (Ray Bryant interview, Apr 10)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1483 & "Red River Valley Fighter Pilots" Vol III, "Reflections of a Fighter Pilot Three Decades Later", pp 48 - 49.

22-May-67

1327

On this day, the 388 TFW also struck the Kep railroad yard (ART1270) and returned to the Ha Dong army barracks and supply depot (JCS 31) that they had previously hit on 5, 12, and 14 May.

Pilots from the 469 TFS were in the Ha Dong barracks raid. "Phantoms were flying cover for ... (the) pilots ... who struck the Army barracks Strikes were carried out in the morning and afternoon. Flights which hit the target reported great volumes of smoke came from the center of the compound where all their ordnance was on target. Smoke hampered bomb damage assessment by the flights making their runs over the area."

A Wild Weasel crew from the 13 TFS led an Iron Hand flight in support of the strike against the Ha Dong barracks. The flight lineup was:

- #1 - Lt Col James E. McInerney, Jr. (WW # 295) and EWO Capt Fred A. Shannon (WW # 301)
- #2 - Maj Frank L. Yow, Jr., the 388 TFW Weapons Officer assigned to the 469 TFS flying an F-105D
- #3 - Maj Howard K. White (WW # 171) and EWO Maj Fredrick J. Bell (WW # 70)
- #4 - Maj Earl L. Thornton from the 469 TFS flying an F-105D.

Lt Col James E. McInerney, Jr., the 13 TFS Ops Officer received his second Distinguished Flying Cross. "The President of the United States of America ... takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Distinguished Flying Cross to Lieutenant Colonel James Eugene McInerney, Jr., United States Air Force, for extraordinary achievement while participating in aerial flight as a Combat Aircrew member in Southeast Asia on 22 May 1967. On that date, leading a surface-to-air missile suppression flight while under devastating attacks by surface-to-air missiles, Colonel McInerney demonstrated courage, undaunted determination and superior skill in decoying the attack from the vulnerable strike force. The professional competence, aerial skill, and devotion to duty displayed by Colonel McInerney reflect great credit upon himself and the United States Air Force."
(<http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=3606>)

In 1986, Maj Yow told why this was his "most memorable" combat mission. "I was ... number two in a 4-ship Iron Hand or Wild Weasel mission. Lt Col Jim McInerney was the leader in an 'F', and I was in a 'D', Major H. K. White was No. 3 in an 'F' and Capt Lee Thornton (died last year of cancer) was No. 4 in another 'D'.

"The strike force target was a barracks area just west of Hanoi. It was a beautiful day with little puffy 'popcorn' cumulus clouds around. The pre-strike refueling over Laos was uneventful and we went into the target area ahead of the main gaggle to troll for SAMs. I discovered I couldn't hear anything but static and, apparently, nobody could receive my transmissions. Oh well, I just hung in there as #2 in combat formation. We were circling Hoa Lac, a new airfield WSW of Hanoi, at four to five thousand feet. I couldn't believe nobody was shooting at us. I usually had a 'Three-Ringer' at 6 o'clock (indication of a SAM radar tracking us with a strong signal), but that was common in that area and when we'd turn toward it, it would shut down. We also got a lot of launch lights, but that was also routine in those parts. Still no visible flak was coming toward us. We saw the strike force (four flights of four) hit the target with very little flak activity and no SAMs or MiGs. Piece of cake!

"This was one of Jim's first Package 6 missions and he was the commander of the 13th. [NOTE: He became commander on 1 June 1967.] He really wanted to get a SAM site. So, after the main force left, we continued to troll. All of a sudden my plane was jolted. I heard a 'whoosh', and saw an SA-2 with the sustainer still going off to my right about 90 degrees. It was fast!!! The proximity fuze obviously malfunctioned. While I was trying to assess that, another one came from behind and went by my right at several hundred feet. It went by Jim and blew up right in front of him, but, as it was going away from him, did very little damage. We were in evasive maneuvers and I remember gritting my teeth and thinking, 'I know they've got me. I just hope it doesn't hurt.' There were other SAMs that came

Clarence J. "Dutch" Kough, Jr. F-105 History

through the flight. I lost count, but in debriefing, it was generally agreed by the others that there were a total of six.

"I saw dust coming from the launch site at the edge of the foothills west of Hoa Lac. It was a site we didn't have charted. Although my Shrike was armed in the 'loft' mode, I aimed directly at the site and fired my 'Shrike' anti-radiation missile. I continued on that pass and dropped my six 500-lb MK-82 bombs on the site. Other flight members hit it with their ordnance. We re-joined and egressed. Over the Black River, we got more launch indications and took it down by doing a split-S, but we didn't see any missiles.

"When we switched to post-strike frequency, I found my radio worked normally. Everything looked good. I had almost 5000 lbs of fuel -- plenty to get home without refueling. I selected my bomb-bay tank fuel, which always fed. Always except today!! It didn't feed at all. So now I only had about 1300 - 1500 lbs of fuel, not even enough to get me back to Thailand. [After being instructed by the flight lead], I punched my pylons and racks off and started climbing. Jim gave me the lead and declared an emergency with our GCI site. They were no help. I got to 36,000 feet and was prepared to glide as far as it would go before ejecting. I looked down and saw a single tanker (KC-135) with one 105 hooked up heading north. (We were southbound by now). I switched to 'guard channel' and transmitted, 'Tanker with single Thud headed north. I'd sure be beholden to you if you could make a 180.' He turned!!! Throttle to idle and dive for the tanker. The boomer caught me just as I got into position and I started getting gas with none showing on my quantity gauge. As dry as my throat was, I still thought that fuel was better than water." (Frank L. Yow letter dated September 1, 1986 to Bauke Jan Douma & Jim McInerney e-mail 16 Dec 10)

"Maj Maurice E. Seaver, Jr., who led one of the morning raids, said 'We had numerous secondaries. Fires were sending smoke to about 2,000 feet as we pulled away from the area.' Afternoon flights were harassed by MiGs and anti-aircraft fire while making their bomb runs."

"Gigolo" flight from the 34 TFS struck the Ha Dong Barracks. The flight lineup was

- #1 - Maj Roderick G. Giffin
- #2 - Capt Robert L. Martin
- #3 - Maj Paul F. Koeltzow
- #4 - Maj Clarence J. Kough, Jr.

"Ordnance selected for the strike was 6 x 750-pound bombs per aircraft. All ordnance was delivered on the target despite extremely heavy barrages of AAA fire and surface-to-air missiles that exploded in close proximity to the flight." (34 TFS history, 1 - 31 May 67, USAF microfilm NO584, frame 0073.)

Other Korat pilots who flew against the Ha Dong Army barracks and supply depot at coordinates 20-20-59N and 105-48E were Maj William J. Kriz from the 44 TFS flying F-105D 60-0422, and Maj Samuel H. Martin III from the 34 TFS. Hitting an adjacent target at 20-59-05N and 105-47-57E were Capt Jackie E. Moothart from the 13 TFS, and Maj William S. Van Gilder from the 469 TFS flying 61-0219. Their mission was designated RT54C-088. (National Archives film archive control number NWDNM(m)-342-USAF-41720B)

After this strike, " ... 107 buildings were destroyed or damaged and up to 35% of the target was left unserviceable." (CHECO). The target was moved off PACAF's primary target list.

"Additional 388th F-105s struck North Vietnamese coastal artillery positions, 12 miles north-northwest of Dong Hoi, triggering two large secondary explosions in a munitions area that sent smoke to 2,000 feet according to reports by pilots."

Also in the afternoon, four F-105Ds from the 13 TFS in "Kansas" flight struck a target in RP-1. Each plane carried four CBU-24s. The flight left Korat at 16:10 and reached their target an hour later. The flight lineup was:

- #1 - Capt Kenneth J. Gurry flying 60-0497
- #2 - Maj William T. "Ted" Twinting flying 61-0078

Clarence J. "Dutch" Kough, Jr.

F-105 History

#3 - Capt David H. Coats flying 61-0152
#4 - Major Marlin R. Blake flying 60-0422 on his 97th combat mission.
Spare - Capt Charles F. "Fred" Wilhelm in 62-4316

Maj Blake's comments: "Refueled and went to RP-1. Dropped on a coastal gun site. Small fire started. Gurry, Twinting, Coats, Me."

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1488 and 1755 & 100 Mission Log of Maj. Marlin R. Blake & Project CHECO, Rolling Thunder 17 November 1967, pg 19.

02-Jun-67

F-105D 610190 34 TFS 388 TFW Korat Hit by 85-mm AAA prior to rolling in on the Kep RR yard (NE). Crashed in RP-6A, North Vietnam. 21-26N 106-19E Maj Dewey Lee Smith 34 TFS pilot ejected. POW. Released 4 Mar 73. Call sign: "Flapper 04". "An F-105 was hit by ground fire at sixteen thousand feet just before diving on a railyard near Kep." (Hanoi & Back)

"Flapper 1 - 4 ingressed to target 1270 (Kep RR Yard) at 16M, heading 290, 520 knots about 5-second spacing prior to roll in at 0832Z. Nr 4 called he was hit. Nr 3 then proceeded to jettison his 6 X 117 and followed nr 4. Nr 3 saw nr 4 spraying fuel. Nr 4 began to climb into a turn on to heading 135. Nr 2 observed flames coming out of tail pipe of nr 4's aircraft. About 10 seconds after nr 4 called he was hit, he called he was going to bail out. About 0833Z, nr 4 bailed out at 17M heading 135. Nr 2 was only one who observed nr 4 bail out. No chute, seat separation or beeper were seen or heard. ... Tempest flight [from] Ubon saw a fireball. Nr 2 called Red Crown on Channel 15 at 0836Z. Nr 3 called called Ethan Allen at 0839. No SAR launched due to hostile environment. Flight estimates nr 4 down in vicinity 21-26/106-19. Flight had 6 operational QRC-160 pods. Weather over target [was] overcast with bottoms 18 - 24M. Visibility clear to 39 NM." (388 TFW TWX 02120Z Jun 67 OPREP-3/PINNACLE/025 in PACAF DO Read File for 1 - 2 Jun 67, AFHRA Call # K717.312, IRIS # 00518477.)

Major Dewey L. Smith from Louisville, KY flew as Flapper 04 in a flight of four on a strike mission to the Kep RR Yard, NE, in North Vietnam. Other members in the flight were Maj Clarence J. Kough, Jr., Maj Donald F. Fryauf, and Capt Jackie R. Youngblood. The flight took off from Korat at 13:32 and Flapper 4 was shot down at 15:32.

"On ingress to the target, the flight encountered heavy antiaircraft fire. Just prior to roll in, Flapper 4 (Maj Smith) called that he was hit and was turning out. Flapper 2 and 3 followed him. Number 4's aircraft was streaming fuel. Flapper 4 then called that he was bailing out. Flapper 2 saw the canopy on Flapper 4's aircraft jettison at 18 to 19,000. At that time, Flapper 2 went into a cloud layer. When he emerged, he could not see the Number 4 aircraft. A chute was not observed nor a beeper signal heard. The area where Maj Smith went down was heavily populated. The nearest city was Ga Pho. SAR could not be conducted due to location." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-087, , AFHRA Call # K717.6031-3, IRIS # 1028640.)

"FLAPPER 4 was ingressing to the Kep Railroad Yard when he was hit by 85-mm fire. The aircraft began spraying fuel and flames were observed coming from the tail section. The pilot was observed to bail out; however, no chute, seat separation, or beeper were seen or heard. A large fireball was later sighted on the ground which was probably the impact of the aircraft. No SAR was launched due to the hostile environment." (7th AF Intel Summary)

U.S. Navy CNA Loss/Damage Data Base & "To Hanoi and Back", pg 74 & 7th Air Force Weekly Air Intelligence Summary (WAIS) 02 June - 08 June 67, pg 24, IRIS # 1015462, AFHRA Call # K740.3072.

04-Jun-67

F-105D 610148 34 TFS 388 TFW Korat Hit by 57-mm AAA while attacking a ferry. Hit over RP-1, North Vietnam. Crashed in the Gulf of Tonkin. 17-30N 106-57E Maj Clarence J. Kough, Jr. 34 TFS pilot ejected and was rescued by a USAF HH-3 helicopter "Jolly Green 10". Call sign: "Magnum 2". "MAGNUM 1 and 2 made a dive bomb run on the Truck Li Ferry Complex in RP I. After bomb release, MAGNUM 2 called that he was hit and was heading for the water. When next sighted, the pilot was in his chute and landing in the water. The aircraft was observed burning and impacted in the water. The pilot was picked up by a Navy SAR." (7 AF WAIS)

(NOTE: The pilot was rescued by a USAF helicopter, Jolly Green 10, as described in the rescue report.)

Clarence J. "Dutch" Kough, Jr. F-105 History

"At 0425Z on 4 June 1967, Jolly Green 10 (low) and Jolly Green 25 (high) were on cockpit alert for a Hobo aircraft in emergency who eventually landed safely. At 0430Z, Jolly Green 10 and 25 were scrambled by Queen from Quang Tri in response to a reported bailout at 325 degrees/ 45 NM from Ch 109. This location is in the Gulf of Tonkin approximately three miles from hostile shores. Both aircraft were airborne at 0435Z to pick up the pilot of the downed Air Force F-105.

"Weather in the immediate area was clear however there were surrounding thunderstorms. The sea was rough and there was a 30-knot wind from the west.

"Contact was made with Crown 4 who advised us that two Navy Destroyers and Demon 8 were in the area. Jolly Green 10 and 25 arrived on scene at 0500Z. Upon our arrival we contacted Rangefinder, one of the Navy destroyers, who directed us to the general area of the survivor. At 0505Z Capt Patterson, the copilot of JG 10 sighted the survivor. A smoke flare was dropped on the first pass and a standard water pickup pattern was flown. We came to a hover over the survivor and lowered the horse-collar sling to attempt a rescue. However, the downed pilot waved the hoist away and indicated that he required assistance.

"At this point, Sergeant Willingham, the flight engineer, lowered Airman Carl, the rescue specialist, into the water to aid the survivor. In order to eliminate blowing saltwater spray into the survivor's face and reduce the possibility of increasing his injury, I elected to land in the water. Airman Carl first attached the hoist cable to the survivor's parachute harness, and then cut him free of the entangled parachute. Then, with assistance from Sergeant Willingham, they lifted the survivor aboard. At 0510Z, JG 10 and 25 departed for Ch 109.

"Airman Carl examined the survivor en route back to Ch 109 and indicated that he had a broken leg and was suffering from shock. Crown 4 relayed our request for an ambulance and doctor to be waiting. At 0540Z, JG 10 landed at Ch 109 [Dong Ha, SVN] and the survivor was turned over to medical personnel. Due to his condition [broken femur and shock], the pilot was unable to give us any information.

"Jolly Green 10 and 25 refueled at Ch 109 and returned to strip alert at Quang Tri.

"As already stated, the pilot was unable to give us any information. The following information was passed to us by Queen:

NAME: Major Clarence Kough, Jr.
UNIT: 388 TFW Korat RTAFB
A/C: F-105
CALL SIGN: Magnum 2
TAIL NO: 00148

"Sergeant Willingham, the flight engineer, did an outstanding job of directing me over the pilot. This task was made especially difficult because of the rough seas. Airman Carl, the rescue specialist, quickly and efficiently freed the downed pilot from his parachute and helped get him aboard the aircraft. He also provided excellent medical attention for the survivor during the return to Ch 109. Also Demon 8 did an excellent job of discouraging any enemy fire from the shore by precision disposition of ordnance. And once again the Navy destroyer, Rangefinder, provided excellent cooperation and assistance.

"Additional Information:

First launch notification	0430Z
On scene	0500Z
Pickup completed	0510Z
Arrived Ch 109	0540Z

Clarence J. "Dutch" Kough, Jr.

F-105 History

Crew Jolly Green 10

Lt Col Victor Goudey	RCC
Capt John I. Patterson	CP
SSgt Billy Willingham	FE
A2C David A. Carl	RS

Crew Jolly Green 25

Maj Adrian D. Youngblood	RCC
1Lt Mark Mutchler	CP
SSgt Earl E. Chambers	FE
A2C Joseph M. Duffy	RS"

(Rescue Mission Narrative Report 1-3-83 04 Jun 67, from OL 1, 3 ARR Gp, Son Tra, RVN, signed by Lt Col Victor Goudey, RCC Jolly Green 10, in AFHRA folder "Combat Saves SEA 1967 Jan thru Jun", Call # K318.2411-5, IRIS # 1017065.)

Due to his injury, this was the last time that Maj Kough flew the F-105. Since his first flight on 1 June 1966, he had accumulated 344.8 hours in the Thunderchief. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

U.S. Navy CNA Loss/Damage Data Base & 7th Air Force Weekly Air Intelligence Summary (WAIS) 02 June - 08 June 67 IRIS # 1015462, pp 24 - 25.

30-Jun-67

5117

The 34 TFS history summarized the events that occurred in the squadron during the month of June 1967. "The 34th Tactical Fighter Squadron conducted numerous strikes in the month of June on the enemy's rail system. These critical supply routes were interdicted on numerous spots and heavy damage was inflicted on rolling stock."

The squadron flew 406 combat missions, 402 to North Vietnam and 4 in Southern Laos, for a total combat time of 1047:45 hours.

"Changes have been noted in the enemy AAA defenses. They have strengthened their gun emplacements at key points around the rail yards in an attempt to counter our repeated attacks on that system. MiGs have been reported airborne on nearly all strikes but they appear to be extremely reluctant to engage in aerial combat."

"Combat pilot strength stood at 19 line pilots including the commander and operations officer. Three attached pilots, wing staff members, were also available for combat." The acting commander was Maj Earl Johnston and the Operations Officer was Maj Carl W. McKenzie.

"During this month of June, three squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: General William S. Chairsell, Lt Col Alan G. Nelson, Major Carl W. McKenzie. ... "

Maj McKenzie's 100th mission was his last F-105 flight. He had accumulated 1194 hours in the airplane. His 100th was also the last F-105 flight for Lt Col Nelson. He had accumulated 351 hours in the airplane.

"... Four losses were suffered during the month, three in combat and one for medical reasons." The combat losses were Maj Dewey Smith, MIA due to AAA on 2 June; Maj Clarence J. Kough, Jr. rescued/injured due to AAA on 3 June; and Capt John W. Swanson, MIA due to AAA on 15 June. Capt Jack L. Spearman returned to the States for medical reasons.

By the time he left Korat, Capt Spearman had accumulated 789 hours flying the F-105.

Incoming pilots during June were: Maj Dwight E. Sullivan, Capt Nicholas J. Donelson (a Ryan's Raider pilot reported

Clarence J. "Dutch" Kough, Jr.

F-105 History

as having arrived in May 1967), Capt Hugh W. Davis, and Capt Harry Guy Paddon III.

34 TFS history, 1 - 30 Jun 67, USAF microfilm NO584, frame 0075 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

09-May-69

410

The 34 TFS flew its last F-105 mission before it converted to F-4Es at the 388 TFW, Korat RTAFB, Thailand.

The F-4Es were delivered on 11 May 1969 by the 40 TFS from Eglin AFB FL. The 40th changed its designation to the 34 TFS when it arrived at Korat. "...They were met with cold beer, a lei, a parade of smoke bombs, water hoses, and welcomed through most of the streets of Korat ...". The 40th designation returned to Eglin.

The final 34 TFS squadron commander with F-105s was Lt Col Harvey W. Prosser, Jr. When the squadron converted to F-4Es, he was replaced by Lt Col Joseph M. Potts. Col Prosser was reassigned to Kirtland AFB, NM where he flew the F-4 and F-104.

On 10 May 1969, Capt Clayton Bane Lyle III was one of the F-105 pilots who transferred from the 34th to the 44 TFS. (Bane Lyle, e-mail 20 Aug 2010.)

1Lt Joseph W. Widhalm, assigned to the 34 TFS in January 1969, also transferred to the 44 TFS. (Joe Widhalm, e-mail 7 May 2012)

Maj William R. McDaniel, Capt Charles J. Ferrari and Capt Eben D. Jones were other 34 TFS F-105 pilots who transferred to the 44th. 1Lt Daniel P. Seals transferred to the 357 TFS at Takhli.

After flying 58 combat missions into Laos, the last one today 9 May 69, 1Lt Alan B. Reiter also transferred from the 34 TFS to the 44 TFS on 10 May. In the 44th, Lt Reiter was assigned F-105D 59-1759, which he named "Summertime Blues". "The name came from a 1958 rock song by Eddie Cochran." (Alan Reiter's AF Form 11 & e-mails 19 and 22 Feb 15.)

On 11 May 1969, the 34th distributed its F-105s to the 355 TFW at Takhli, RTAFB and to the 44 TFS, the only unit still flying F-105s at Korat. The 44 TFS possessed 23 F-105s. Its squadron commander was Lt Col Herbert L. Sherrill who had replaced Lt Col Guy J. Sherrill on 12 March 1969.

F-4E pilots of the 388 TFW called the F-105 "Thud" ("... cause that's the sound it makes when it crashes!") while Korat F-105 pilots referred to the F-4E as the "Thumb" (Two-Hole-Ugly-Mini-Bug). (388 TFW history)

Harvey Prosser commented on the attitude of the F-4 pilots. "They were not a happy bunch. I could have as many F-4 guys switch to 105s as I wanted. All the 34th young guys and the old F-4 pilot Gibs much preferred the Thud. We put up a big sign at the entrance to the O Club stating 'Tiny Tim flies F-4s'. The new F-4 guys refused to take it down and it stayed up for at least a month when the Wing Commander commanded the 34th pilots to remove it because it hurt the F-4 pilots' feelings. Also, the nickname for the F-4 at Korat at that time was Mini-Buffer. Again, at the Wing Commander's order, we desisted." (Harvey Prosser, e-mail 2 Feb 10)

During the time the 34th flew F-105s, the squadron received three Outstanding Unit Awards and a Presidential Unit Citation. After it began flying F-4Es, the squadron received its fourth Outstanding Unit Award for the period 1 July 1968 to 15 September 1969 as well as the Republic of Vietnam Gallantry Cross With Palm for the period 15 May 1966 to 29 January 1973. (James Geer, "The Republic F-105 Thunderchief Wing and Squadron Histories", Schiffer, 2002, pg 241.)

However, in its 3 years of flying the F-105, the 34 TFS paid a high price. Pilots assigned or attached to the squadron lost 39 planes to combat and accidents -- 37 "D" models and two "F" models -- enough to equip the squadron more than twice over. Thirteen squadron pilots died in combat (KIA), three more in accidents. Four pilots survived accidental crashes, ten were rescued, and 11 more became POWs, one of whom died in captivity. The following recaps each of the squadron's 39 losses, the pilots involved, and their fate:

Clarence J. "Dutch" Kough, Jr. F-105 History

	Date	F-105	Last Name	Fate
1.	03 Jun 66	58-1171	Pielin	Rescued
2.	15 Jun 66	62-4377	Kelley	Rescued
3.	21 Jun 66	62-4358	Sullivan	KIA
4.	30 Jun 66	62-4224	Nierste	Rescued
5.	15 Jul 66	59-1761	Hamby	Rescued
6.	20 Jul 66	62-4308	Lewis	KIA
7.	21 Jul 66	62-4227	Tiffin	KIA
8.	06 Aug 66	62-4315	Rutherford	Rescued
9.	17 Sep 66	61-0191	Rutherford	Rescued
10.	10 Oct 66	62-4300	Bullock	Died
11.	10 Jan 67	62-4265	Gauley	KIA
12.	19 Mar 67	61-0123	Austin	KIA
13.	05 Apr 67	62-4395	Youngblood	Survived
14.	12 May 67	63-8269 (F)	Pitman	KIA
			Stewart	KIA
15.	15 May 67	62-4429 (F)	Heiliger	POW
			Pollard	POW
16.	02 Jun 67	61-0190	Smith	POW
17.	04 Jun 67	61-0148	Kough	Rescued
18.	15 Jun 67	61-0213	Swanson	KIA
19.	17 Oct 67	61-0205	Andrews	POW
20.	17 Oct 67	62-4326	Odell	POW
21.	17 Oct 67	60-0425	Sullivan	POW
22.	27 Oct 67	62-4231	Flynn	POW
23.	28 Oct 67	62-4356	Waldrop	Survived
24.	19 Nov 67	58-1170	Vissotzky	POW
25.	04 Feb 68	60-5384	Lasiter	POW
26.	14 Feb 68	60-0418	Elliot	KIA
27.	15 Apr 68	61-0206	Metz	POW Died
28.	25 Apr 68	60-0436	Givens	Died
29.	14 May 68	61-0132	Bass	Died
30.	28 May 68	61-0194	Ingvalson	POW
31.	31 May 68	60-0409	Beresik	KIA
32.	08 Jun 68	61-0055	Light	Rescued
33.	13 Jul 68	60-0453	Confer	Survived
34.	01 Sep 68	60-0512	Thaete	Rescued
35.	17 Nov 68	61-0092	Dinan	Survived
36.	11 Feb 69	62-4256	Zukowski	KIA
37.	17 Mar 69	61-0104	Dinan	KIA
38.	29 Mar 69	62-4270	Stafford	Rescued
39.	03 Apr 69	62-4269	Christianson	KIA

388 TFW History, Apr - Jun 69, USAF microfilm NO586 .