

Sam P. Morgan

F-105 History

27-Sep-64

5551

Capt Sam P. Morgan, Jr. from the 35 TFS on TDY to Korat, severely damaged F-105D 62-4318 when he flew through trees. "During a simulated weapons delivery mission, Capt Morgan struck a tree severely damaging his aircraft. Capt Morgan landed his crippled aircraft successfully. Lt Col Peters [35 TFS commander] assembled the squadron. His remarks in general were; 'The accident was honest; Capt Morgan was not 'buzzing' or 'showing off' but was practicing to do his job and made a mistake. The job is still here to do and until informed otherwise we will continue to train to do that job.' "

On 28 September, "An accident investigation team for Capt Morgan's accident arrived [at Korat]."

On 29 September, "Capt Morgan was ordered to return to Yokota."

On 1 October, "A message from Col Van Etten reaffirmed the requirement to practice combat tactics."

Forty-four years later, Sam Morgan retold the story of his accident. "I came down from Yokota arriving the day before the crash. It had been a sparse time for flying and I think I had only three flights in the past thirty days with one or two of the flights in the back seat. I traveled down in a C-130 that broke in Kadena so we spent the night there. I got to Korat late and had a cot in the tent next to the O'club tent. I had an early brief the next morning where I was number 4 in a four ship.

"When I got to the briefing they were talking about a new maneuver called the 'pop up' and we decided to try that. At the time it did not dawn on me that the turn radius of the Thud was such that if you could see the target, you were too close. On one of the pops I came over the top, rolled out, and thought too steep and too slow. I lit the burner and pulled the Thud into a buffet. I could tell it was going to hit and, before it did, I relaxed the back pressure to have a flying wing when it hit.

"The impact tore off the leading edge flaps, wrapped the tanks over the wings, pushed the center line store through the bomb bay doors and burst the fuel tank. It tore out some of the ribs and tore off the ventral fin and the tail hook assembly. It also sheared the left stabilator and cranked it into the tail pipe such that it was up and no longer moving.

"The bird blew through the trees and came out with a high rate of roll, lots of vibration, climbing, and no fire. I let it roll and climb to 10,000 feet and started slowing. At 250 knots I could keep it level with full right rudder, ailerons, and spoiler. I called Korat and they had 800 overcast with good visibility. I told them it would be a very long straight in with no turning. I spiked it on the runway at 250 and went full on the brakes. I could not take the barrier since I had lost the tail hook on impact. At 170, I deployed the drag chute and stayed full on the brakes. I got it stopped and taxied back.

"The bird was disassembled and hauled to Taiwan in a C-124 where it was fixed.

"I returned to Yokota about a week later in a C-130. I arrived late at night where I was met by the wing commander, Chester Van Etten. He said that the Old Man (41 AD CC) was probably going to kick his and my ass off the base. He added that I had to be in the 41 AD/CC office early the next morning. I was concerned and I was there the next morning.

"I went in to report to Colonel Martin (I was a Captain) who was laughing and said, 'You almost busted your ass. What would I have told your mother?' I asked him why he would be talking to

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my mother and he told me they had gone to high [school] together. He added that I should not worry about the crash and then we talked about Bluefield, WV, his and my home town. I went back to Yokota and Van Etten asked me what happened. I told him that Colonel Martin told me to keep up the good work." (Sam Morgan, e-mail, Saturday, September 20, 2008.)

Col Maurice L. Martin was the 41 AD commander who flew with the 35 TFS as an attached pilot.

The accident investigation report described what happened.

History of Flight

"During the afternoon of 26 September 1964, Pat II flight briefed the general tactics portion of a four ship F-105D flight scheduled for a 0800 takeoff on 27 September 1964. The flight leader was 1st Lt Richie W. Graham, with 1st Lt Lee B. White as Pat 12, Captain Charles A. Hanson, Pat 13, and Capt Sam P. Morgan, Jr., Pat 14, in F-105D SN 62-4318. All flight members prepared low level maps in preparation for the flight, and the tactics portion of a combination low level navigation and simulated close air support mission was briefed. The briefing was conducted in accordance with AFM 51-105, Par 1-14, Low Level Attack.

"The close air support tactics were thoroughly briefed, since low level penetration would be made as opposed to scorable range box pattern procedures. The maneuver is documented in TAC TEST 62-62 and 62-62A conducted at Nellis.

"Basically, the flight approaches the target at low altitude in tactical formation. The first pass simulates a CBU-2A delivery to neutralize active ground defenses. Lead then overflies the target for ten to fifteen seconds, breaks up and out of formation, turning to attack the target with 20 MM. Number two, three, and four start a level turn in the direction of Lead's break. As lead calls rolling in, two starts his pull up, having spacing and angular offset from lead's run in heading. Three and four follow the same procedure. Thus continuous attacks are made on the target from different directions, with lead denoting breakaway directions.

"Pat II flight covered all aspects of the low level route and the conventional weapon delivery tactics which would be flown. All members completely understood the tactics, were aware of the need for flight integrity, proper radio procedures, and relative positions to be maintained.

"At 0700, 27 September 1964, Pat II flight met for further mission briefing, which included weather, emergency procedures, and a review of the mission profile. Takeoff was scheduled for 0800, but was delayed until 0830, due to thrust decay problems with #4 aircraft. Aircraft preflight, engine start, and taxi out were normal, after the thrust decay lubrication problem was resolved. The flight lined up on runway 24 for two ship formation takeoffs of two elements, with join up after takeoff. The flight then spread to tactical formation and commenced the low level route.

"The formation was as follows: Lead aircraft at about 200 feet above the ground, number two out 1000 feet, 10 - 15 degrees back and above the lead; Number three would be on the opposite wing about 3000 out, 10 - 15 degrees back and above the lead; Number four was maintaining the same position on three as number two held on lead.

"After proceeding for approximately 50 miles west of Korat, the weather along the intended route began to deteriorate to a point where the lead made the decision to terminate that portion of the mission and return to the Korat area for the weapon delivery practice. At a point approximately 15 miles north northwest of Korat, a large metal covered shed, situated in a grove of trees, was selected as the simulated target. The flight leader called out the target and all members of the

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flight acknowledged. Ten seconds past the target, on about a northerly heading, the lead broke up and to the right, as mentioned earlier. Two, three, and four began a level turn to the right with two pulling up as lead began his roll in. Three and four followed the same procedures, with all members of the flight calling 'Pulling up,' 'Rolling in,' and 'Pulling off.'

"The first pass by all flight members was uneventful, with lead breaking to the right to set up the second pass. Number four overshot the target slightly and did not make a complete strafing pass. Lead, two and three all made successful second passes. Number four, at military power, pulled up for his second pass as three called rolling in, then as three pulled off, four rolled in, in a 10 degree dive from 3000 feet at 350 KCAS for a simulated strafing pass. As he approached pull out, his recovery altitude looked normal, and he started his rotation. However, since he had misjudged the height of the trees, the aircraft contacted the trees after the nose had rotated. Fuel on board at the time was approximately 9000 pounds. The pilot then called that he had hit the trees and pulled up to about 2000 feet. He experienced difficulties with the aircraft rolling to the left. He noted that his right inboard pylon tank was bent up and jettisoned external stores into an open rice paddy. He saw that the left outboard pylon had failed to jettison. The pilot slowed to 250 knots and down to 220 knots. He again checked controllability through all axes of the aircraft.

"The pilot then made the decision to land the aircraft since controllability was available and there were no indications of fluid leaks or fire hazard. He picked up a southerly heading for Korat. The active runway at the time was 24. Passing over the west end of the runway, he turned to a wide downwind and noted a low scattered cloud deck on the final approach. As he started his turn to long base, GCA gave him a vector to 250 degrees for a turn to initial. The pilot turned to 250 degrees, set up a rate of descent and broke out of the cloud layer approximately one mile from the end of the runway, 400 feet to the left. He 'S' turned to line up, and landed uneventfully. He deployed the drag chute and stopped on the runway. He then taxied off the active, had maintenance personnel check the aircraft, and shutdown the engine."

(AF Form 711 USAF Accident/Incident Report 64-9-27-1, dated 27-Oct 1964, signed by Capt Robert B. Bennett, Accident Investigating Officer.)

35 TFS history, 1 July - 31 Dec 64, Report of Deployment, pp 4 and 6, AFHRA Call # K-SQ-FI--35-HI, IRIS # 1026422

13-Oct-64

4568

Pilots and aircraft of the 35 TFS, TDY to Korat, prepared for rescap and air defense missions into Laos. "Operations prepared profiles and maintenance loaded aircraft with 2.75" rockets and AIM-9B missiles.

Col Chester L. Van Etten, the 41 AD vice commander, Capt Robert B. Bennett, the accident investigating officer, and Capt Earl L. Thornton arrived at Korat from Yokota to investigate Capt Sam P. Morgan's accident on 27 September 1964.

35 TFS history, 1 July - 31 Dec 64, Report of Deployment, pg 5, AFHRA Call # K-SQ-FI--35-HI, IRIS # 1026422

15-Apr-65

4561

The 6441 TFW published a TDY order sending 36 pilots from or attached to the 35 TFS at Yokota to Osan AB Korea for nuclear alert and return. "Purpose of TDY: Participate in Directed Training Flights".

"This order becomes effective 23 April 1965 and expires 30 June 1965."

The pilots were:

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Capt William Baechle	Capt Kenneth D. Edwards	Capt Jerry N. Hoblit
Capt William G. Bailey	Capt Kenneth D. Furth	Capt Wayne R. Kimmell
Capt Robert W. Becker	Capt Thomas W. Gallagher, Jr.	Capt Joseph B. Klaumann
Capt Orville B. Boone, Jr.	1Lt Richie W. Graham	Capt Merrill R. Lewis
Capt James T. Brown, Jr.	Capt Robert Greskowiak	Capt William D. Lockwood
Capt Fred Vann Cherry	Capt Carl L. Hamby	Capt John R. Lowry
Capt Thomas H. Curtis	Capt Charles A. Hanson	Col Maurice L. Martin
Capt William G. Donovan	Capt Frank J. Hardy	Capt Bobby J. Mead
Capt Warren L. Efting	Capt Leroy Herrman	Capt Sam P. Morgan, Jr.
1Lt Richard L. Pack	Capt Robert Leland Tidwell	
Lt Col William R. Peters	Capt Richard A. Tribes	
Capt Edward T. Rock	1Lt Miller F. West	
Maj Henry Shudinis	1Lt Lee B. White	

Temporary Duty Order - Military AF Form 626, dated 15 Apr 65 from 6441 TFW DCO received from Ed Rock 9 Aug 2005.

01-Jul-65

5564

Key personnel in the 35 TFS, 6441 TFW, Yokota AB, Japan, were:

Lt Col William R. Peters -- Commander
Maj William D. Lockwood - Operations Officer
Capt Kenneth T. Blank - Asst Operations Officer
Capt Kenneth D. Furth - Echo Flight Commander
Capt Alan K. Rutherford - Foxtrot Flight Commander
Capt Frank J. Hardy - Golf Flight Commander
Capt Warren L. Efting - Hotel Flight Commander

The squadron's attached pilots were:

Col Paul P. Douglas, Jr. - 41 AD Commander
Col Allen K. McDonald - 6441 TFW VC
Lt Col Edward D. Thomas - 5 AF Chief of Safety
Maj Henry Shudinis - 6441 TFW Ops & Training
Maj Marvin A. Wicks - 6441 TFW Flight Test Officer
Capt Robert B. Bennett - 6441 TFW Flying Safety Officer
Capt Frank A. Buchanan - 5 AF Flying Safety Officer
Capt Bernard G. Lyons - 6441 TFW Ops and Training

The squadron's 30 line pilots were:

Capt William Baechle	Capt Jerry N. Hoblit
Capt William G. Bailey	1Lt Phillip J. Kelley
Capt Robert W. Becker	Capt Wayne R. Kimmell
Capt Orville B. Boone, Jr.	Capt Merrill R. Lewis, Jr.
Capt Edward R. Bracken	Capt John R. Lowry
Capt James T. Brown, Jr.	Maj Bobby J. Mead
Maj Fred V. Cherry	Capt Sam P. Morgan, Jr.
Capt Thomas H. Curtis	1Lt Richard L. Pack
Capt William G. Donovan	Capt Robert R. Reed
Capt Kenneth D. Edwards	1Lt Randolph S. Reynolds III
Capt Thomas W. Gallagher, Jr.	Capt Robert W. Spielman
1Lt Richie W. Graham	Capt Richard A. Tribes

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1Lt Richard E. Guild
Capt Carl L. Hamby
Capt LeRoy Herrman

Capt Ralph D. Watkins
1Lt Miller F. West
1Lt Lee B. White

35 TFS history, 1 July - 31 Dec 65, AFHRA Call # K-SQ-FI--35-HI, IRIS # 419883.

22-Jul-67

4329

Having arrived in the 388 TFW at Korat on 15 July 1967, F-105 pilot Maj Kenneth W. Mays from the 34 TFS flew his first combat mission. "After lengthy in-country briefings, I flew my first mission on 22 July 1967 with George Clausen [Maj George G. Clausen, the 34 TFS commander] against a nothing target in RP 1. The remainder of my orientation was flown with Rod Giffin [Maj Roderick G. Giffin] and Sam Morgan [Capt Sam P. Morgan].

Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003.

21-Sep-67

6563

In a published order, Maj George G. Clausen, 34 TFS commander, designated 29 squadron pilots as Combat Ready in the F-105. The same pilots were listed in a separate order as qualified to be Flight/Element Leaders in F-105s. The pilots were:

Maj Almer L. Barner, Jr.	Capt Douglas A. Beyer
Maj Charles E. Bishop	Capt Robert M. Crane
Maj William M. Blakeslee	Capt Hugh W. Davis
Maj George G. Clausen	Capt Nicholas J. Donelson
Maj James E. Daniel, Jr.	Capt Robert M. Elliot
Maj David C. Dickson, Jr.	Capt George W. Hamlin IV
Maj Clyde L. Falls, Jr.	Capt Lawrence G. Hoppe
Maj Roderick G. Giffin	Capt Lawrence R. Klinestiver
Maj David D. Igelman	Capt Irving R. LeVine
Maj William J. L. King	Capt Robert L. Martin
Maj Kenneth W. Mays	Capt Robert B. Middleton
Maj Donald E. Odell	Capt Sam P. Morgan
Maj Dwight E. Sullivan	Capt Harry G. Paddon III
Maj James L. Taylor	1Lt Lee E. Hollingsworth
Maj Raymond W. Vissotzky	

34 TFS Special Orders 45 and 46 dated 21 September 1967 provided by Larry Hoppe, May 2010.

28-Oct-67

179

For the second day in a row, F-105s struck the Hanoi railroad and highway bridge, in RP-6A, North Vietnam. As they did on Friday, "F-105s of the 355 TFW teamed (again on Saturday) with F-105s of the 388 TFW in a combined effort to insure success on the Canal des Rapides Bridge (JCS 13) near Hanoi, North Vietnam. The 388th went ahead of the 355th by mere seconds, its entire force laden with flak suppression ordnance (CBUs). This cleared the way for an unhampered bomb run by the 355th." (355 TFW Outstanding Achievements.)

North Vietnamese SAM sites countered the attack by barrage firing more than 10 SAMs "... using track-on-jam tactics." ("The -ology War: Technology and Ideology in the Vietnamese Defense of Hanoi", 1967, Merle L. Pribbenow II, in The Journal of Military History, Jan 2003, pg 194.)

Post-strike coverage on 28 October disclosed that one span was destroyed, one span dropped into the canal, and a third span was damaged. F-105s from the 355 TFW had destroyed the bypass bridge on 22 August and it still was unserviceable. (Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967.)

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Beginning at 0050Z, four flights of 355 TFW F-105Ds attacked the bridge. Fifteen planes, four F-105Ds in each of "Shark", "Marlin, and "Wolf" flights, and three F-105Ds in "Cheetah" flight, dropped a total of 30 M-118s on the bridge.

The flights saw impacts near the center of the bridge and also on the southwest end of the bridge with black smoke coming from some of the impacts.

The F-105s encountered heavy AAA and numerous SAMs. However, the pilots acknowledged that excellent CBU flak site coverage provided by the 388 TFW decreased AAA response noticeably from yesterday's strike on the same target. The majority of flak came from south of Hanoi and the Gia Lam airfield. The first flight on the target noticed no flak until pull-off and egress where they encountered moderate, accurate 37/57-mm AAA.

The following flights received heavy, accurate barrage, predominately 85-mm from roll-in through pull-off, and primarily moderate to heavy 37/57-mm bursting at aircraft altitudes of 7,000 to 8,000 feet on egress south of Hanoi. The last flight on the target started receiving 85-mm AAA five nautical miles on ingress to the target but it did not become intense until roll-in. The flak continued through pull-off. Numerous 37-mm AAA sites fired along the east-west road.

Seven SAMs were launched during the flights' ingress from 20-44N and 106-20E to the target while the F-105s were at 10,000 to 12,000 feet altitude and heading 344 degrees. Pilots could not see the SAMs until they were within 2,000 to 3,000 feet of them due to heavy haze in the area. The flights saw one SAM from L-17 (VN 003) pass approximately 2,000 feet below them. Thirty seconds later, the force saw two SAMs from the vicinity of L-27 (VN 159) or L-5 (VN 19) and four from the area of L-9 (VN 14). The SAMs from L-27 or L-5 passed 2,000 feet below the force. The four from L-9 passed through the force. Three of these SAMs were seen to detonate in the vicinity of 20-45N and 105-56E, at 14,000 to 17,000 feet. Detonations were one mile behind the flights. On egress, at least two SAMs were seen launching from L-5 (VN 19). These two SAMs detonated at approximately 300 feet in the vicinity of 21-07N and 105-52E. All missiles appeared to be unguided.

At 0050Z, while pulling off the target at 6,000 feet, heading 060 degrees, 550 knots, 37/57-mm AAA hit "Shark Lead", the force commander, Lt Col Thomas H. Kirk, Jr., the 357 TFS Commander flying F-105D 61-0169. The AAA punched a three by four foot hole in the aft fuselage and the engine became engulfed in flame. The hit blew off part of the panel behind the cockpit. The cockpit was smoking when the pilot ejected at approximately 20-50N and 105-47E. The aircraft impacted at approximately 20-50N and 105-46E. The pilot had a good chute and beeper but no voice contact made. (355 TFW JOPREP JIFFY DOI ???? OPREP-4/1?? in USAF microfilm NO463, frame 1393.)

Lt Col Kirk became a POW and was awarded the Air Force Cross. Maj James E. Light, 357 TFS operations officer, replaced Lt Col Kirk as commander of the 357 TFS.

Other 357 TFS pilots flying against the bridge who received the Silver Star were Capt Francis T. Torikai, Capt George A. Miklos, Lt Col Obadiah A. Dugan (1 OLC), and Maj Robert T. Cavanagh.

An F-105D pilot also from the 357 TFS at Takhli was Capt Ronald A. Venturini, Shark 4, flying 61-0109. His gun camera footage showed strafing of the bridge at coordinates 21-04-35N 105-54-43E.

F-105D pilots from the 469 TFS at Korat hitting the same target coordinates were Maj Robert M.

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Clark in 61-0055 and Navy exchange officer Lt James Karg flying 60-0458. Other 469 TFS pilots who struck the bridge at coordinates 21-04-55N 105-54-46E were Capt Steven W. Long, Jr. in 62-4283, Maj Eugene D. Main flying 62-4359, Capt Hal P. Henning in 59-1750, and Maj Roger P. Scheer in 61-0219.

Maj Dalton L. Leftwich from the 34 TFS at Korat flew F-105D 62-4248.

Three other F-105D pilots from the 34 TFS in "Crossbow" flight also struck the bridge. The flight took off at 0605 and the mission lasted 3 hours 5 minutes. The flight line up was:

- #1 - Capt Sam P. Morgan in 62-4270
- #2 - Maj David C. Dickson, Jr. in 59-1760, on his 29th combat mission
- #3 - Maj Spence M. "Sam" Armstrong in 60-0488
- #4 - Maj Larry R. Klinestiver who aborted on tanker for fuel problems.

This was Maj Armstrong's 14th combat mission into North Vietnam. "This was the hairiest of them all so far. The target was the railroad bridge over the Canal des Rapides [JCS 13], downtown Hanoi. Korat was to put 16 birds in to drop CBU's for flak suppression and Takhli was to come in and put 3000# bombs on the bridge. We approached Hanoi from due south, 35 bombs. We started getting SAMs fired at us from the time that we were 4 minutes out until we had dropped and back to the same point. Our flight of three had to evade 7 missiles ourselves. The last four were fired at us in volley and came over and ahead of us by less than 500'. The 85-mm, & 37/57-mm coming up from the target was heavy. The film showed that we put our CBU's on the target. L/C Kirk [Lt Col Thomas Henry Kirk, POW], the Takhli mission commander, was shot down coming off the target & bailed out right in the area. My mouth was dry from all of the action until we were clear of North Vietnam. Nobody else got knocked down." (Maj Spence M. Armstrong, combat mission log for period 5 Oct 67 - 14 Apr 68, pp 5 - 6.)

"Our wing and Takhli were both going to hit the Canal Des Rapides railroad bridge just outside of Hanoi. We were to go in first again and again carry CBU's for defense suppression and Takhli carried 3,000# bombs to knock down the bridge supports which were so hard to hit. We all flew the land route then turned Eastward to come up the East side of the Red River. On the way in our flight of three (one guy had aborted and there was not a spare available) ducked 7 SA-2s. The last one passed in front of me close enough that I thought I could see its flight control fins move.

"... We carried jamming pods which transmitted on the same frequency as the SA-2 tracking radars. We could put enough static on their scopes that they couldn't pick out the returns from our aircraft. We had some faith in the pods but sometimes one couldn't be sure so we tried to keep them in sight to see if they were guiding on us. If there were no clouds, we could easily see the swirl of dust as the SA-2 lifted off. Shortly afterwards the booster would fall off and the SA-2 would then be propelled only by a small sustainer motor which emitted a nice flame. If you could see that the missile had a profile, then it wasn't a danger to you. However, if it looked like a 'burning bowling ball' then it was wise to 'take it down'. This called for a firm forward push on the stick, pulling some negative g's, with the wings level. Keeping the wings level was important because the pods radiated in a conical downward pattern and banking would uncover their radar scopes. If the missile was guiding on you it would turn downward and you could then do a rapid pull up and outmaneuver it because of the speed it was traveling it couldn't adjust in time. If it wasn't, you eased up on the stick and let your aircraft climb back to the original altitude.

"So by the time I had done this 7 times, most of them I didn't personally see because my area of responsibility was to the East, I was exhausted. When the time came to roll in on our target, my mouth tasted like it was filled with cotton. The Takhli guys hit the bridge but their mission

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commander, Lt. Col. Tom Kirk, was shot down and captured.

"Besides the abort in our flight, there were several others to the result that there were other three ship flights between us and Takhli which was close behind. Before we got into the target area, I noticed a lone F-105D trying to join up with us and then visiting other three ship flights when we didn't look familiar. When we got back to Korat and had the mass debriefing, which we held after every Pack VIA mission, I asked if anyone else had noticed this lone F-105D? A voice spoke up: 'It was me. I was taking a leak and I lost my flight'. This was Francois 'Frenchy' Walsh [Maj Francis "Frank" P. Walsh, 44 TFS, flying an F-105D as #2 in a 4-ship Iron Hand flight]. He had been a C-141 pilot and was barely adequate in the F-105. He was born in France of a French mother and an American father. He came to America, as he liked to say, to avoid being drafted by the French and sent to Vietnam. Everybody got a laugh out of this since Frenchy was quite a character if not a good pilot. He would frequently lose the rest of his flight and have to egress by himself. He was lucky he wasn't picked off by an alert MiG." (Lt Gen Sam Armstrong, chapter titled, "Southeast Asia October 1967 - May 1968" in unpublished memoir, pp 11 - 12.)

355 TFW Report on Outstanding Achievements, 1 Mar 67 - 29 Feb 68, in USAF microfilm NO462 & National Archives camera records, control #s NWDNM(m)-342-USAF-42649B & NWDNM(m)-342-USAF-42718A

29-Oct-67

5842

The four pilots from the 34 TFS in "Crossbow" flight struck the Kinh No Motor Vehicle Repair Facility (BE 616-03241) at location 21-09N and 105-51E in RP-6A, North Vietnam. The flight took off at 09:30 and the mission lasted 2.9 hours. The flight lineup was:

- #1 - Maj David C. Dickson, Jr. flying F-105D 61-0194 on his 30th combat mission, his 17th to Pack 6. "S.H."
- #2 - Capt Jacob C. Shuler flying 61-0162 on his 11th combat mission
- #3 - Capt Sam P. Morgan flying 61-0208
- #4 - Maj Donald W. Revers flying 59-1760

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 29 Oct 67 & Jake Shuler combat mission spreadsheet.

11-Dec-67

4852

At 14:25, four 388 TFW pilots of "Scuba" flight from the 34 TFS took off from Korat on a mission to bomb a target in Laos. The mission lasted 2 hours 5 minutes. The flight line up was:

- #1 - Capt Sam P. Morgan
- #2 - Capt Carl William Lasiter (POW 4 Feb 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1152
- #4 - Capt Lawrence G. Hoppe flying his 98th mission. He logged 2.1 hours.

It was Maj Armstrong's 33rd combat mission. "This was another Laos mission. We went to an F-100 FAC who was operating in an area just south of Mu Gia Pass. The area to the east of this particular location was completely covered with clouds. Our target was a rock and gravel ford across a river. Carl hit right in the center and the other three of us hit just on the west bank. There was quite a tailwind at release altitude. We weather reced all of the way over to the coast afterwards."

Maj David C. Dickson, Jr., also from the 34 TFS, was in another flight from Korat that attacked targets in southern Laos. It was his 46th combat mission and he struck guns and POL supplies.

Lt Col Rufus Dye, Jr., 34 TFS, flew his 19th mission as "Gator 04" against a target in southern Laos. "Ban Senkua ford. 100%/heavy damage/light 37 mm. " He also flew armed recce in RP-

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1. "No significant sightings." (Rufus Dye Mission History log.)

Maj Sam Armstrong's 100 mission combat log, pp 13 - 14 & Larry Hoppe AF Form 5 & Carolyn Dickson, 20 Apr 1967 letter giving annotation on cigar band dated 11 Dec 67.

12-Dec-67

4601

Fourteen flights of F-105s from Takhli and Korat and F-4s from Ubon targeted Kep Railroad Yards at 21-25N and 106-18E and Kep Air Field (JCS 9.1) at 21-23N and 106-16E in Route Pack 6B.

The strike force had a total of 56 aircraft that included F-105 Iron Hands from Takhli, one F-105 flak suppression flight from Takhli, three F-105 strike flights from Korat, and two F-4C MiG CAP flights from Ubon. One MiG CAP flight was supporting the Iron Hand flight, and the other supported the flak suppression and strike flights.

The aircraft departed their bases, refueled over the Gulf of Tonkin, joined up, turned left at the Ile Madeleine, and headed inland north of MiG Ridge. While the strike force was over water, DEEP SEA warned of MiGs airborne from Phuc Yen and later from Kep and Haiphong.

Solid undercast at 8,000 feet caused the Takhli F-105 strike flights to weather abort at 0845L just short of the northeast railroad, followed shortly afterwards by Korat's strike flights. The F-4C MiG CAP aircraft continued ahead to search for MiGs.

One of the MiG CAP flights and two of Korat's egressing F-105 strike flights and its flak suppression flight (Hatchet Flight) encountered MiG-21s. MiG CAP number three fired three AIM-7 missiles at a MiG but all three missiles failed. The F-4C pilot and his wingman pursued the MiG-21 until they received a warning call and broke off 10 to 15 miles from the Chinese border.

A "dirty gray/black" MiG-21 fired an ATOL missile at number four F-105 in Korat's flak suppression flight. "The ATOL exploded just aft of [the plane's] right wing, blowing off half the external fuel tank, igniting the fuel, punching two holes in the right horizontal stabilizer, and tearing the right half of the fuselage from the flap on back." (Red Baron Report)

This pilot was Capt Douglas A. Beyer, "Hatchet 04" from the 34 TFS flying F-105D 60-0512. He was " ... a 100-mission pilot who was attached to the 388 TFW. [He] said that during a mission near the Kep Airfield an air-to-air missile, fired at his aircraft by a MiG-21, exploded directly behind him. 'Fragments struck the right drop tank causing it to explode,' the pilot recalled. Although shrapnel also damaged the fuselage and the alternate and utility hydraulic systems were lost, Byer was able to safely return to a friendly base. ... " The pilot landed at Da Nang AB, South Vietnam. A photo of the plane with the "JJ" tail code, showed holes along the right side of the aft fuselage above and below the stabilator. He received the DFC (3rd OLC) for this mission. (USAF microfilm AVH-7 & Thunderchief Worldwide Report Vol III No 11 July 1968.)

"Hatchet 02", Capt Irving E. LeVine, 34 TFS, fired 121 rounds at the same MiG-21 at point-blank range, 90-degree angle off without hitting the MiG. LeVine was 33 years old with 2,500 flying hours, 225 in the F-105, flying his 76th combat mission, 70 over North Vietnam.

During a Red Baron interview on 25 November 1970, he described his actions. "At first, that MiG looked like an F-4 with a bad paint job. It came up so lazy; most of the MiGs I'd seen had come up very fast, but this one didn't seem to be in any hurry at all until he suddenly snapped up and fired, like the snap-up they do with the F-89. I expected him to go to 35,000 feet and I started to roll right into him, nose down and I didn't think I'd be able to bring my nose up in time. Anyway, I ceased my roll, started up, and he simply made a lazy left bank just like he was on a GCA. At first I thought we were going to collide; I shoved the nose over as far as I could and hosed off the

Sam P. Morgan

F-105 History

20-mm rounds. It seemed like a tremendously long fighter. It was silver but not bright silver; there was a gray band of paint behind the cockpit and halfway on the wings and it looked like somebody made a quick attempt to camouflage it. He pulled around (to the right) to parallel my course and I thought if I barrel-rolled to the left I could pull in behind him but my main concern was to help number 4 (who was hit and burning)."

Capt LeVine accompanied Capt Beyer toward Danang where Beyer landed safely after his fire blew out. Capt LeVine flew on to Korat.

Doug Beyer's comments on his experience are posted on Robert W. Smith's autobiography web site. "Early on the morning of 12 Dec 67, we went through the normal mission briefings. Sam Armstrong, Irv LeVine and I were three members of the flight. My memory fades on the fourth. Target was Kep Airfield, northeast of Hanoi. We went the water route, hit the tankers, and entered the area south of Haiphong. The weather was solid, and we were in and out of the clouds the whole time. The Weasel flight kept us advised as to what they found - no breaks, anywhere.

"Finally, they called for a weather abort, and the strike force began a port turn to go feet wet again. About half way through the turn, someone yelled 'Lead, break left'. About eight or nine leads responded, what lead? About that time, I felt a heavy jolt at the rear of the aircraft, and the bird started a roll to the right. My first thought, this is the truth, was 'I don't like rice!' I corrected the attitude with normal aileron, no problem. I lit the burner, punched off the MER, and tried to get rid of both drop tanks. The left one jettisoned, but the right one remained with me.

"Sam joined up with me and gave me a quick rundown on what he could see. I was receiving constant vectors and distances to the coast from those guys we always heard, but never saw.

"As soon as I was feet wet, we turned south to Da Nang. As I began my penetration, I entered the clouds and was under GCA control. They advised me of deteriorating weather, with a rainstorm in progress. There was no problem controlling the aircraft, but not having a chance to run a control check, I had to press forward. I had no hydraulic brakes, but the [backup] air system was in good shape. I broke out at about 500' with good visibility, hit the runway, popped the drag chute, and began braking to a stop. No problems.

"I opened the canopy, and slid down onto the wing. At that time, the aircraft began to move, and I thought I was in deep trouble. I was wrong. Ground crewmen already had a Euclid hooked up, and was towing me off the runway. First class service, to say the least!!

"Several hours after I landed, a friend of mine in the maintenance squadron called to say he had something he wanted to show me. He's also the guy that got the pictures of the aircraft for me.

"He met me at Base Ops, and handed me a rolleron that they had gotten out of the rear of my engine area. It had no serial numbers on it, so I assumed it had to be from an Atoll missile. One of the oldest master sergeants I've ever seen explained that the US had quit numbering the rollerons as well, and he was certain the rolleron was from a Sidewinder. Interesting.

"I hitched a ride back to Korat on a T-39 and, upon arrival, joined the squadron party, already in progress. At that point, Irv LeVine began to tell me exactly what had happened. He said that he had seen a MIG 21 pop up out of the clouds, hose off an air-to-air missile, and dive back down into the clouds. He further stated that he had gotten off some rounds of 20 mike mike, and felt sure he had hit the guy in the vertical stabilizer.

"Several days later, I got the pictures of the aircraft. One most noteworthy picture shows a hole in

Sam P. Morgan

F-105 History

MY vertical stabilizer. The old master sergeant says Sidewinder rolleron. You can understand my doubts about what really occurred that day in December 1967, 35 ½ years ago!" (http://www.nf104.com/ab/ch_5/iv.html)

Irv LeVine told how he remembered this mission. "We were inbound when an airborne abort was called. We had a solid undercast from the coast inland and it was several thousand feet below us. The sky was basically clear and visibility was 15 to 20 miles or more. Our flight did a right turn and headed for the coast. I saw no flak or SAMs. I was in a gentle right turn, almost level, and busy cleaning up the cockpit. Out of the corner of my right eye I saw an aircraft lazily climb out of the undercast a mile or so to my 3 o'clock position and it seemed to be moving rather slow. It was a mottled dark gray and I thought, 'It must be one of ours'. I was startled when it snapped up and fired a missile. The missile hit one of our flight and 70 feet of flame shot rearward from that plane. Radio chatter made me realize it was Doug Beyer's bird that was hit. I didn't know how badly but thought he might not make it to the coast. That fire was really burning and streaming rearward. At the same time I thought the MiG, like so many of the MiGs before him, was now going to grab for altitude and possibly head for China. I hoped to get on his tail and get a shot before he could escape to a much higher altitude. I dumped my bombs and hustled getting my switches to 'Guns Air', lower my seat, get into burner while keeping an eye on the MiG all at the same time. To my surprise, he didn't keep climbing but swung into a 90-degree left turn that would take him across my path but well below me. I came out of burner and shoved the nose of my bird down hard. As he started his turn, my bird's nose was well above the horizon at a 45 to 50-degree angle. The Thud reacted perfectly and I thought we were going to collide. He passed directly across my line of flight and just below me. I pulled the trigger as he shot by but I don't think he even knew I was there. He certainly didn't try to take any evasive action or try to engage me. He reversed to his right leveling off a couple thousand feet above me and appeared to be watching Doug's burning aircraft. I felt confident doing the barrel roll attack and for a moment I considered trying one to get at his 6 o'clock position. I was low at about his 5 o'clock position and we were on approximately the same heading. Guilt took over at the same time and told me my job was to guard Doug's ass as he headed for feet wet. I turned hard to my right and using burner caught up with them. I stayed in a weave pattern behind Doug until we were well out over the water and headed south. He went south to Danang and I RTB'd" (Irv LeVine, letter received 16 April 2010.)

The four pilots in "Pistol" flight from the 34 TFS were targeted against Kep Airfield. The Korat flight took off at 0555 and flew for 3 hours 50 minutes. The flight line up was:

- #1 - Maj Donald W. Revers
- #2 - Capt Robert Malcolm Elliot (KIA 14 Feb 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0449
- #4 - Capt Sam P. Morgan

It was Maj Armstrong's 34th combat mission. "This was the first Pack VI mission for me in 3 weeks. The weather was too bad around Hanoi so we were sent to Kep Airfield, the water route. I was Deputy Force Commander for this force but I lost my DC generator on the tanker and finally got it reset. After that I had to turn off all my navigation equipment to keep it on the line. Don Revers lost his AC generator just before landfall so Sam Morgan wound up leading the force. We were 5 minutes behind Takhli going in. The weather was completely undercast all up the Gulf and inland. Takhli made a weather abort about 15 miles from Kep and we did also a minute later. Consequently, we were all turning through the same airspace. About halfway through the turn back to the coast, we were jumped by MiG-21s. They fired missiles. One hit Hatchet #4, Doug Beyer, but he landed at Danang OK. Some flame shot out of Don Revers' airplane and we thought he was hit but apparently not. What a fiasco. We shouldn't have been sent up there in

Sam P. Morgan

F-105 History

that weather." (Maj Sam Armstrong's 100 mission combat log, pp 14)

In his memoirs, Lt Gen Armstrong elaborated on this mission. "The weather over Pack VIA was generally bad so most of the missions were flown in flights into Laos or Pack I. The next Pack VIA mission was on the Kep Airfield Northeast of Hanoi. It was primarily a MiG-17 base. The weather was bad so we wound up doing a weather abort where we could bank only 20 degrees without compromising the effectiveness of our jamming pods. After having seen SA-2's coming up through the clouds and hitting aircraft like they did on 18 November, taking this long to turn and exit the area seemed like an eternity! No SA-2's were fired but two MiG-21's intercepted us and fired a heat seeker which impacted Doug Beyer's aircraft causing him to land at Danang with the missile sticking in the side of his aircraft." (Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished manuscript, chapter titled "Southeast Asia October 1967 - May 1968", pg 20.

Red Baron II Report, Event 69, pp 134 - 145 & 7 Air Force Weekly Air Intelligence Summary (WAIS), 67-51 date 16 Dec 67, for week of 8 - 14 Dec 1967, pg 10.

14-Dec-67

3488

From Korat, two pilots from the 44 TFS and seven from the 34 TFS flew in today's strike against the Paul Doumer bridge (JCS 12). The mission was designated RT56A-225 and the target coordinates were 21-02-31N and 105-51-43E. The pilots were:

Maj White flying F-105D 60-0422 and Capt Thomas A. Tobin, Jr. flying 60-0435, both from the 44 TFS.

Two of the pilots from the 34 TFS were: Maj James E. Daniel, Jr. in 59-1759. On 24 April 1968, under SO G-1210, Maj Daniel was awarded his 10th to 16th oak leaf cluster to the Air Medal for missions he flew between 4 Oct 67 - 29 Feb 68.

Capt Sam P. Morgan in 62-4387. On 27 April 1968, under SO G-1244, Capt Morgan was awarded the second oak leaf cluster to the DFC for this mission.

Maj David D. Igelman from the 34 TFS received the DFC (2nd OLC)

Four of the 34 TFS pilots formed "Simmer" flight that took off at 1105. The mission lasted for 3 hours 35 minutes. The flight line up was:

#1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4359.

#2 - Maj William M. Blakeslee in 62-4270. On 27 April 1968, under SO G-1250, Maj Blakeslee was awarded the 3rd Oak Leaf Cluster to the Air Medal for this mission.

#3 - Col James L. Stewart, 388 TFW Assistant DO

#4 - Lt Col Nevin G. Christensen in 61-0068. On 27 April 1968, under SO G-1250, Lt Col Christensen was awarded the 4th Oak Leaf Cluster to the Air Medal for this mission.

It was Maj Armstrong's 36th combat mission. "We finally got in on the Doumer Bridge [JCS 12] in downtown Hanoi. We were delayed 5 hours waiting for the weather to clear. When we dropped off of the tankers we could see (coming up the Gulf of Tonkin) that the entire delta was clear. They launched 6 SAMs at us from the Red River south of Hanoi as we headed up but nobody got hit. As we approached the target for a left roll-in, we had swung further to the north than we anticipated. Consequently I wound up rolling-in almost straight ahead with a split 'S' maneuver. I had to maneuver the aircraft quite violently to get lined up and I'm not sure I hit the bridge. I saw two bomb impacts to the south of the bridge when I bombed. My #2, 3, & 4 men all lost me as I pulled off and I went out by myself. There was heavy 85-mm, & 37/57-mm in the target area. Cactus #4 did not come back [Capt James Eldon Sehorn, 469 TFS, POW]. His situation is

Sam P. Morgan

F-105 History

unknown." (Maj Sam Armstrong's 100 mission combat log, pg 15.)

In his memoirs, Lt Gen Sam Armstrong described additional details of this mission. "On 14 December we bombed the Paul Doumer bridge in Hanoi for the third time in the war. It was back on the 25th of October when we last struck it and when Major Britt had been so tragically killed after leading the mission. The weather was questionable so we delayed our take-off for five hours waiting for clearance. When we got a look at North Vietnam from the Gulf of Tonkin, we could see that the clouds were all gone so this one was for real! Earlier, the tactic was to go further North up the Gulf of Tonkin and head almost due West to parallel 'Little Thud Ridge' and attack the Hanoi area from the Northeast. We had concluded that the shielding by these low mountains was really not very effective so that it was smarter to head directly at the target from the Gulf. So when we headed inbound on a Northwesterly heading, we had about 70 miles to cross before getting to the target. I saw six SA-2s being launched against us but they apparently weren't guided so were not a threat. I must say, however, that watching an SA-2 launch -- knowing what the consequences to you might be -- did get one's attention whether it guided or not.

"I was leading 'Simmer' flight, which was the third flight in the formation. My #2 man was Major Bill Blakeslee who was a poor pilot by day and a drunk by night (he lived in my hootch and was apparently so apprehensive about the next day's mission that he drank himself to sleep each night). #3 was Col. Stewart who was our Assistant Deputy Commander for Operations in the wing. Three weeks later when Col. Jim Bean, the D.O., was shot down this very young colonel was elevated to this important position. But this was his first Pack VIA mission. The #4 man was Lt. Col. Christensen who was a recent arrival in our squadron and this also was his first Pack VIA mission. So I sensed the apprehension of the new guys as the flak started coming up in our midst after the SA-2's subsided so I transmitted: 'Steady Simmer. Steady as she goes'.

"That might have reduced their tension some but we were shortly confronted with a difficult roll-in. We got a MiG warning call before the SA-2's started up so the whole formation had increased speed and swung further North than planned. Rather than a roll-in with about a 20-degree angle to the bridge, we were headed right down it. I transmitted: 'This is going to be steep'. With that I rolled upside down and pulled the nose of the aircraft down to achieve a straight-ahead dive angle. Instead of diving at 45 degrees, I was closer to 60 degrees which felt more like vertical. The bridge was only about 10 feet wide so it wasn't easy to line up directly down it for the bomb run. That's where the 'pendulum effect' becomes a factor. Explanation: The orange bomb sight is projected on the combining glass in the windscreen. The sight is depressed a number of mils depending upon the effect that gravity will have on the ordnance being fired/dropped. In other words, depressing the sight caused the pilot to aim long to compensate for gravity. A mil is defined as a foot drop at a thousand feet. About 20 mils depression was enough for the Gatling gun or rockets fired at long range since they had a velocity above that imparted by the F-105. For gravity bombs, more depression was necessary which was greatly dependent upon dive angle, airspeed and release altitude. Normally this was about 120 mils since we planned for a 45-degree release at 500 knots at 8,000 feet altitude. Since the F-105 had tapes for airspeed and altitude, it was convenient to set the markers respectively at those airspeeds and altitudes. When those markers flashed by - hopefully at the same time - it was the instant to hit the bomb release button. So 120 mils depression of the sight put it much lower than the vector of the aircraft through space. If you were left of the target, you rolled right to put the sight on the target. The 'pendulum effect' meant that you would roll to the point that the velocity vector was aligned but when you rolled wings level, the sight was off to the right. Since this defied common pilot logic, the usual outcome was that the pilot never got properly lined up prior to bomb release. That's what happened to me although I should have known better. So my bombs probably didn't hit that narrow target. Fortunately, some of the other guys had better luck since we did do some damage.

Sam P. Morgan

F-105 History

"Meanwhile, I pulled a lot of 'g's' after I released my 3,000-pound bombs and turned left to head towards the Gulf. None of my flight was with me! I don't know what happened to Blakeslee at that moment. Stewart and Christensen were so disoriented that they pulled out straight ahead and flew down the main street of Hanoi supersonically. Eventually we all got back together on the tanker." (Lt Gen Sam Armstrong, chapter in unpublished manuscript titled, "Southeast Asia October 1967 - May 1968", pg 20.)

On 27 April 1968, under SO G-1250, Maj Armstrong was awarded the 3rd oak leaf cluster to the Air Medal for this mission.

National Archives air strike films, archive control number NWDNM(m)-342-USAF-42649C & 388 TFW history, Jan - Mar 68, USAF microfilm NO584, frame 1387.

17-Dec-67

612

In the afternoon, F-105s from the 388 TFW attacked the Lang Lau railroad bridge. Maj Sam P. Morgan from the 34 TFS was mission commander. "... We had eight F-4s behind us, four weasels out front, and the sixteen thuds. The F-4 leader was Bogislofski (?) and we talked the night before about the MIGs. I told him to not stay with us but to patrol and go after the MIGs. He said he was told he had to stay with us. I told the Weasels to stay out front and not come back when the MiGs jumped us. We were three minutes from the target when the MIGs came down. They got one F-4 and one F-105 right away. I called for burners and take it down as we could race them to the target. We were Mach 1.2 in the dive when the lead Weasel started hollering that he was hit and his back seater looked dead. It turned out he hit a CBU in flight with the back canopy.

"We almost passed the target due to the speed and confusion. I did a very high speed pop up and hit the bridge which was the target. On the pull out I was hit in the left wing root which rolled the airplane to the right and I almost hit my wingman.

"The wingman was Neal Graham, the new wing commander, and it was his first mission in Pack VI. We went into Laos, refueled, and went back over Thud Ridge until it got dark. We could see the F-4 and the F-105 burning on the ground below us.

"When we got back to Korat it was dark and it was late. When I went to the debrief I was alone, no one else showed up. I never saw Neal Graham again as he must have been ill and died a few days later. [NOTE: Col Neil J. Graham had become 388 TFW commander on 22 November 1967 and died of a heart attack on 19 January 1968.]

Capt Morgan was awarded a Silver Star for leading this mission. Hq 7th Air Force approved the award on 20 June 1968 under SO G-1834.

In the Wild Weasel flight, EWO, Capt Paul John Mongillo, 44 TFS, 388 TFW, Korat RTAFB, Thailand, was killed instantly when he was struck by a CBU pellet dropped by a USAF aircraft. "... Beale and Mongillo were working their Weasel mission below the strike force. The strike force got jumped by MIGs and had to jettison their loads. One of the CBUs apparently opened and Paul got the BeeBee through the canopy and helmet." The pilot, Maj Robert S. Beale, brought the airplane (F-105F 63-8347) down at Udorn RTAFB, Thailand.

Capt Ralph D. Bohr replaced Capt Mongillo as Maj Beale's EWO. (Dave Brog, e-mail to Weasel Net, 1 Dec 2002.)

Capt Mongillo was born 22 January 1933. He entered the service from Riverside, New Jersey. His name appears on the Vietnam War Memorial Wall on panel 32E line 15.

Sam P. Morgan

F-105 History

In addition to a MiG-21 shooting down Capt Ellis in his F-105D, a MiG-17 shot down "Hornet 3", F-4D 66-7774 from the 497 TFS out of the 8 TFW from Ubon. The plane was flying MiG CAP for the Lang Lau railway bridge strike. The two crewmen, Maj Kenneth R. Flenor, and 1Lt Terry Lee Boyer, became POWs. (CNA Loss/Damage Database.)

Four pilots from the 34 TFS formed "Locust" flight that took off at 1345 and flew for 3 hours during the mission. The flight line up was:

- #1 - Capt Douglas A. Beyer
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0530
- #3 - Maj William M. Blakeslee
- #4 - Capt Harry Guy Paddon III

This was Maj Armstrong's 38th combat mission. "The target was a bridge south of Thai Nguyen [the Lang Lau Rail Road Bridge]. We were going in the land route on a heading of due east when some MiG-21s came swooping down from 9 o'clock and fired at the force. Bass 1 who was flying the left rear corner was hit directly by the second air-to-air missile fired by the MiGs. [Capt Jeffery Thomas Ellis, 469 TFS, POW.] He was burning badly and finally got out just west of Thud Ridge OK. No rescue possible there. Locust 1 had called Bass to break but for some reason he hadn't. Ozark Lead was hit by flak and the EWO in the rear seat was killed instantly. [44 TFS Wild Weasel crew of Maj Robert S. Beale and EWO Capt Paul John Mongillo, KIA.] We jettisoned our CBUs and broke hard right about the same time. Locust 4 reported 4 MiGs turning in on us and two missiles bracketing my aircraft but I never saw them. We continued the turn and looked for other MiGs but no luck. #4 says he got a shot at a MiG and wound up coming out by himself. Ozark 1 recovered safely at Udorn." (Maj Sam Armstrong's 100 mission combat log, pg 16.)

In his memoirs, Lt Gen Armstong provided more details of this mission. "My next mission was on the 17th of December and it was memorable ... [as] the mission that I think I was the closest to being shot down. The target was a bridge South of Thai Nguyen and we were going the land route. We knew that this meant MiG action! Sure enough, we were attacked by two MiG-21's after we crossed the Red River. The first one launched two heat seeker missiles at our formation. The first one hit Bass lead who was Captain Jeff Ellis of the 469th that day. The second missile was apparently headed for me but one of the guys in our flight called for us to jettison the bombs and break right. They tell me that the second missile passed right through the position that I would have occupied had we not made the break. Then we heard the sound over the radio of a parachute beeper going off and that was our first indication that Jeff Ellis had bailed out (He became a POW and after being repatriated became a wing commander in Air Training Command). We continued our turn and exited the area. The other aircraft in the formation continued on to the target and successfully dropped their bombs.

"Ozark lead, the lead Wild Weasel called that he had been hit. We listened as Don Hodge [Maj Donald W. Hodge, 34 TFS] came along side and told him (Bob Beale) that his backseater looked like he had been hit and was in bad shape. Bob safely recovered at Udorn but his backseater, Captain Mongillo, was dead. We thought that he had been hit by flak although the shrapnel that killed him had come through the canopy rather than from the bottom of the aircraft. It was later suspected that he had been killed by a CBU from one of the bomblets that we punched off. Normally the Weasels were far enough out in front that this could not have happened but the true facts never came out because we were too busy worrying about the next mission."

388 TFW History, Apr - Dec 1967, USAF microfilms NO583 & NO584 & Dave Brog, former F-105 EWO, E-mail, 27 May 1998.

Sam P. Morgan

F-105 History

31-Dec-67

4858

The 34 TFS at Korat launched the four-ship "Gator" flight against a target in Laos. The flight took off at 1430 and returned after flying for 2 hours 20 minutes. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1157
- #2 - Capt Robert Malcolm Elliot, KIA 14 Feb 68
- #3 - Capt Sam P. Morgan
- #4 - Maj William M. Blakeslee

It was Maj Armstrong's 44th combat mission. "This was a Commando Club mission on a target 20 miles east of San Neua. The weather was undercast. We carefully selected our I.P. to be in the 'Fish's Mouth' so that we would automatically get a 'counter'. The weather was completely undercast so we couldn't see where the bombs hit. No post-strike refueling since we still had gobs of fuel. We did some air work on the way home. Very uneventful."

Maj David C. Dickson, Jr. flew in another 34 TFS flight that bombed trucks and troops near the "Fish's Mouth" in RP-3. It was his 57th mission into North Vietnam.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Simmer 3" against a road segment in the Steel Tiger region of Laos. "100%. Road cut and land slide" It was his 28th combat mission.

Maj David D. Igelman from the 34th flew a mission for which he received the DFC (1st OLC).

Maj Sam Armstrong's 100 mission combat log, pg 18 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 31 Dec 67 & Rufus Dyem Mission History log.

05-Jan-68

3840

F-105s from the 388 TFW, struck the Yen Bai airfield on a Commando Club mission.

Additional F-105s struck the Thai Nguyen Railyard (JCS 21.11).

Twelve other F-105s from the 388 TFW struck the Lang Son railroad bridge bypass. Strike pilots dropped 72 M-117s on the 400' x 10' bridge. Post-strike BDA revealed one pier destroyed and one pier probably damaged. The approaches to the bridge remained serviceable. Flak suppression aircraft dropped 13 CBU-24s and four CBU-29s on firing flak sites. Pilots estimated four AAA sites destroyed or severely damaged.

A successful visual attack was also made on the Kep airfield (JCS 9.1) at location 21-23-37N and 106-16-05E in RP-6A. Korat's flights attacking the airfield were: "Pistol", "Hatchet", "Simmer", and "Crossbow". "Bobbin" was the Iron Hand flight. (Jake Shuler's mission data card.)

The strike force commander was Capt Sam P. Morgan from the 34 TFS flying as "Pistol 01".

"While attempting to suppress air defenses along the ingress route, Iron Hand F-105s launched four AGM-45s at a SAM site near Hanoi. Pilots estimated they destroyed a Fansong radar and a van. At the airfield, Iron Hand aircraft expended two CBU-24s and reported heavy damage to an AAA site. They observed two secondaries near the site. The follow-on strike force, consisting of three flights of F-105Ds, struck the airfield and reported several interdictions on the southwest and center sections of the runway. The crews expended 72 750-pound bombs over the target area. One F-105 was downed by AAA fire as it was pulling off the target. Post-strike BDA revealed the runway was cratered in these areas, rendering it unserviceable and non-operational." (388 TFW history.)

Sam P. Morgan

F-105 History

Capt William E. Jones from the 469 TFS, flying as "Crossbow 03", was shot down by AAA on the mission.

Capt Robert W. Ferrel from the 44 TFS was "Bobbin 02" in the Iron Hand flight. "... I was wingman on the Iron Hand flight going to Kep airfield. Bill Jones was knocked down on that mission and we heard his beacon but never heard from him again. That strike was from the Gulf and he went down north of Haiphong. Our Iron Hand flight successfully destroyed a SAM site while evading MiGs and we were awarded a Silver Star." Ferrel had to land at Da Nang when his refueling door failed to open and he couldn't post-strike refuel. (Bob Ferrel, e-mails 14 & 15 July 2009.)

"Simmer" was Korat's third flight striking Kep Airfield. The flight from the 34 TFS left Korat at 06:00. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4248
- #2 - Capt Douglas A. Beyer
- #3 - Maj David C. Dickson, Jr. flying mission # 60
- #4 - Capt Carl William Lasiter (POW 4 Feb 68)

This was Maj Armstrong's 48th combat mission. "We had a last minute target change and went to Kep A.F. We went in the water route and had no threat from the MiGs. The visibility was good and we had no problem picking up the field on approach. They started filling the air with 85-mm bursts right in our flight path about 15 miles before we rolled in. We had to climb above the flak and consequently were high at roll-in and fast at release. I saw three strings of bombs hit as I rolled in; one on either side of the runway and one in the middle of the runway. The AAA was still heavy pulling off the target. Several aircraft took hits. Crossbow #3 [Capt William Eugene Jones, 469 TFS, KIA] was hit on pull off and had locked the slab when he lost #1 & 2 flight control pressure. He flew it for about 30 seconds that way and finally had to get out when it went into a steep spiral. He got out safely and landed on the west end of Little 'Thud' Ridge. I think rescap was possible but it was poorly handled and was finally called off." The mission lasted for 3 hours 35 minutes. (Maj Sam Armstrong's 100 mission combat log, pg 20.)

Lt Gen Armstrong elaborated on this mission in his memoirs. "Kep was primarily at this time a MiG-17 base and had been hit before, but not recently. I was leading Simmer, the #3 flight and Sam Morgan was the mission commander. We came in from the east and started picking up 85-mm flak well before roll-in. As the 85-mm shells exploded in an orange burst before becoming the black smoke that gave flak its name many years before, Sam began a shallow climb. Consequently we stayed just above the burst until roll-in. We got some good hits on the airfield with our 750# bombs but the flak was very intense all the way. Several aircraft got hit. Bill Jones of the 469th, flying that morning as Crossbow #3, took a pretty bad hit and lost his #1 and #2 flight control hydraulic pressure and had to bail out close to the point where Bob Barnett [on 3 October 1967 also from the 469 TFS] landed some months earlier. I thought that rescue could have been possible but it was not attempted for some reason ... " (Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished manuscript, chapter titled "Southeast Asia October 1967 - May 1968", pg 26.)

"Crossbow" was Korat's fourth flight in the attack on Kep Airfield. It's lineup was:

- #1 - Maj Robert F. Grubb from the 469 TFS flying F-105D 60-0464
- #2 - Maj David D. Igelman from the 34 TFS flying 61-0206
- #3 - Capt William E. Jones from the 469 TFS flying 61-0068

Sam P. Morgan

F-105 History

#4 - Capt Jacob C. Shuler from the 34 TFS flying 60-0511 on his 42nd mission.

The flight left Korat at 05:50 and refueled from Brown Anchor 24 at 07:00 at 16,000 feet for a TOT of 07:48.

Forty-two and a half years later, Jake Shuler recalled details of the mission. "On the morning of 5 January 1968, Dave Igelman and I were scheduled to fly with the 469th TFS, a first for me. I was pleased to see that Bob Grubb was to lead our flight. Bob had been a B-52 co-pilot with my brother [Buck Shuler] at Carswell AFB, TX. Then both were transferred to Dyess AFB, TX where they upgraded to Aircraft Commanders. Dave was to fly as Crossbow 2 and I was to fly as Crossbow 4 on Bill Jones' wing. I had never met Bill before but instantly found him to be easy going and very likeable. The Strike Force Commander was Sam Morgan, Pistol 1. The second flight was Hatchet Flight and Sam Armstrong was leading Simmer Flight, the third flight. Our flight, Crossbow, was the fourth flight of four.

"The Wing mission briefing revealed that we would be going to the primary target, Kep Airfield. Intelligence had briefed us to expect heavy AAA which turned out to be an understatement

"The Kep runway headings are 070 degrees & 250 degrees. The Strike Force final heading to the target was 283 degrees which gave us a 33-degree angle with Runway 25. Sam Morgan skillfully positioned the Strike Force just north of Kep so with a 20-degree left turn during roll-in, we would only have about a 13-degree angle with the runway. A small angle enhanced the likelihood of getting more of your string of bombs on the runway.

"Sam Morgan rolled Pistol Flight in closely followed by Hatchet Flight. Moments later, Sam Armstrong rolled in with Simmer Flight and then it was Crossbow Flight's turn. Bob and Dave rolled in immediately followed by Bill. I rolled inverted with Bill but instinctively saw that we were going to have less than a 60-degree dive angle so I held my pull for a moment. I do not know the reason for the shallow dive angle, perhaps the fact that Crossbow Flight was the back right flight and we were rolling in to the left. A shallow dive angle increases the time from roll-in to bomb release thus providing the AAA gunners more time to track you. Plus the fact that Bill and I were the 15th & 16th aircraft down the chute didn't increase our odds of remaining unscathed.

"When I rolled out in the dive, I had to sit up straight and lean forward to keep Bill in sight just below and to the left of my nose. As soon as I saw him pickle his bombs and begin his pull up and hard left turn, I took my eyes off him and put my sight mid-way down the runway, my assigned aiming point. I pickled my bombs at 7,500' and started my pull up and hard left turn to follow Bill. I did not see Bill get hit but heard his call just prior to my weapons release. I initiated my pull up and turn to our egress heading of 100 degrees, varying my backpressure in an attempt to spoil AAA tracking. I did not pick Bill up visually during the turn because, unbeknownst to me, he had rolled wings level when hit and was headed approximately 134 degrees. (The direction from Kep Airfield to where Bill ejected, 106-28N and 21-12E, was a distance of 16 NM.) I had turned past him. Bob called and asked if I had Crossbow 3 in sight and I said 'negative.' To this very day, I question whether I was the wingman I should have been.

"Bob and Dave were ahead of Bill but got a visual on him after making a 360-degree turn ending up behind him. I do recall Bill's transmission indicating that he had locked the slab but had lost oil pressure. Very shortly thereafter Bob was telling Bill to 'get out'. By this time I had turned back to the right and, although I did not see the ejection, I immediately heard his beeper and picked him up in his chute. Moments later I saw the fireball when his aircraft impacted the ground. The time between Bill calling being hit and his ejection was a blur to me then and is certainly not clear in my memory now. Assuming Bill averaged a groundspeed of 550 KTS and traveled 16 NMs, the

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elapsed time would have been approximately 1 minute 40 seconds. As Sam Armstrong mentioned in his combat log, Bill flew the aircraft on slab lock for about 30 seconds, so he was apparently nursing the aircraft for just over a minute before engaging the slab lock configuration.

"I began circling Bill at a safe distance so as not to draw AAA in his vicinity. Due to that distance, I could not tell what kind of shape he was in. Bob tried several times to raise him on his survival radio without success. On one circle going through a northwest direction, I picked up two aircraft approaching almost head on. I leveled my wings in preparation for a head-on attack and was greatly relieved to find that they were two Thuds and not MiGs. I think [they were] an Iron Hand element. Eventually, I rejoined with Bob and Dave and we remained in the area for about 15 minutes then went to the tanker to top off and wait for a possible rescue effort, which, regrettably never materialized.

"The flight back to Korat was somber. In honor of Bill, I flew initial in the number 4 position."

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0459 and 0495 - 0497 & Carolyn Dickson, 20 A 09 letter giving annotation on Dave Dickson's cigar band dated 5 Jan 68 & Jake Shuler, "42nd Mission Narrative via e-mail, 28 July 2010.

06-Jan-68

2883

Three days after the 388 TFW DO, Col James Ellis Bean, was shot down by a MiG-21, and a year after the first successful MiG sweep in Operation Bolo on 2 January 1967, General Momyer at 7th Air Force attempted another MiG sweep.

Forty-two F-105s and "... 16 F-4Ds were fragged for MiG sweeps in the Kep, Phuc Yen, Mo Trang, and Tung Tu areas. As part of the same mission, 12 Navy aircraft were fragged to hit coastal defense targets in the Thanh Hoa area. In support of this mission, six ... EB-66s (from the 355 TFW) provided electronic jamming support with four aircraft in the North West Laos orbit areas ... and two in the North East Gulf of Tonkin orbit area."

"On 6 January, the entire strike force of F-105s (from the 388 TFW), each aircraft armed with four AIM-9Bs went on an unsuccessful 'MiG sweep' in RP-6A. None of the flights sighted MiGs." (388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frame 0497.)

"Instead of F-4s pretending to be F-105s as in Bolo, Momyer's new sweep featured thirty-four F-105s stripped of their bombs and ready to dogfight. Most of them crossed Thud Ridge at fourteen thousand feet and turned east as if intending to strike Kep airfield or the railroad bridge at Mo Trang, fifteen miles west of Kep on the line to Thai Nguyen. Not surprisingly, their ruse was soon discovered, when two pairs of MiG-21s attacked from the rear. Typical of North Vietnamese tactics since August, it was a hit-and-run attack out of the late afternoon sun. The MiGs and the strike force traded heat-seeking missiles without doing any damage, and the MiG pilots escaped to tell their controllers that the F-105s were not carrying bombs. The best opportunity for destroying an enemy aircraft that afternoon came a few minutes later, when an F-105 pilot noticed an Il-14 Crate transport several thousand feet below, headed for Hanoi. While the F-105 pilot was getting his force commander's permission to attack this gray cargo plane with a red star, it dove into the nearest cloud; the F-105 got off one burst of gunfire and missed."

General Momyer justified this unsuccessful MiG sweep by telling General Ryan, "... while he had no illusions about another Bolo, there was nothing better to do with his aircraft during the northeast monsoon."

"Momyer also indicated that he had resorted to a fighter sweep only after trying other means for defeating the MiGs. He had sent F-4 escorts ahead of the strike force by as much as a quarter of

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an hour; he had added a flight of them at forty thousand feet, far above the strike force; he had sent two flights below enemy radar to pop up and surprise the MiGs; he had combined a close escort with a roving flight. But the fundamental problem remained that Seventh Air Force was 'operating with less than real time information, while the enemy has this information available to him.'"

Maj Spence M. "Sam" Armstrong, the 34 TFS operations officer, was the 388 TFW mission commander for this mission. He led "Waco" flight from the 34 TFS. The flight took off at 1355. Its line up was:

- #1 - Maj Armstrong flying F-105D 61-0162 on his 49th combat mission.
- #2 - Capt Douglas A. Beyer
- #3 - Capt Sam P. Morgan
- #4 - Capt Vernon D. Ellis

Maj David C. Dickson, Jr. also from the 34 TFS flew in another 388 TFW flight on this MiG-sweep mission, his 61st over North Vietnam. (20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band dated 6 Jan 68.)

In his combat log, Maj Armstrong told how the mission was planned and flown. "I was the Mission Commander for this strike which was flown as a MiG sweep. We had no bombs each aircraft had 2 tanks and 2 AIM-9s. Two flights of F-4s were to precede us by 5 minutes and go to Phuc Yen and Kep and get the MiGs. Takhli was to come in on roughly the same route with the same configuration 5 minutes behind. Actually the F-4s and Takhli were right along beside us. We got a call that a Blue Bandit was closing on us first at 30 miles, then 18 miles, and finally 7 miles. Then we did the break maneuver I had briefed and the MiG broke off and we couldn't see him and radar lost him. All 4 flights then went to the designated orbit areas to look for MiGs. Nobody got a shot at any unfortunately and we turned around and came home. We did prove that we could defeat a MiG attack as a strike force and still get to the target." The flight landed after flying for 3 hours 10 minutes. (Maj Armstrong's combat mission log, pg 21.)

Lt Gen Armstrong expanded on the description of the mission in his memoirs. "As the mission commander for the afternoon mission on the 6th, I was surprised when I arrived at the command post early that morning to plan what I thought was to be a standard Pack VIA mission. Instead I learned that it was to be a MiG Sweep much like the previous one. Two flights of F-4C's were to proceed first up the water route and harass the Kep and Phuc Yen Airfields. Then the Korat force would fly up the land route, followed by the Takhli force and finally a full force of F-4C's from Ubon. The frag order also specified that the lead and #3 flights in the F-105 forces would not carry bombs or jamming pods. The #2 and #4 flights would carry a full load of 750# bombs. All F-105D's would carry a pair of Sidewinder heat seeking missiles on each wing. There were to be no Weasels in this plan. If we were not successful in luring MiGs up, then we were to bomb the Thai Nyugen. Incidentally, the weather was forecast to be totally undercast all over Pack VIA.

"The frag order didn't make any sense to me. I complained to the chief of the command post. First, with no jamming pods, we would look very different to their radar sites. Secondly, there seemed to be no reason to carry two pods of Sidewinders at the expense of those jamming pods. Two missiles each was plenty since we still had the Gatling gun. Thirdly, by requiring the #2 and #4 flights to carry bombs, they would be unnecessarily weighted down and couldn't keep up with the rest of us much less engage the MiG's with any chance of success. The reply was that we needed to carry bombs just in case we got to the target without being intercepted. I declared that I wouldn't take the strike force into the SA-2 ring since it was undercast and we had no Weasels, pods or any Sky Spot for bombing.

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"I thought that my argument was solid but it fell on faint-hearted ears. The command post chief did agree to check with 7th again with my concerns. He came back shortly with the answer that the frag order was to be flown as originally written. I told him that I wasn't going to take the strike force into the SA-2 ring no matter what they said and they could court martial me now or later. Just about then I was called to the secure phone to talk to the Takhli mission commander. Those secure phones were really poor so the conversation was difficult. I did recognize the voice on the other end as Col. Giraudo, the Takhli wing commander. His concerns were exactly the same as mine. He said he was going to order his maintenance folks to load his aircraft just the way I had wanted. But since we were 5 minutes ahead of them, we'd have already blown the mission by the time they entered the area. I said that we had asked 7th for a change and been denied. He said he was used to 'telling' 7th what he was going to do, not ask them! He told me to hand the phone to our senior officer, Col. Stewart who had only been the D.O. since Col. Bean was shot down three days earlier. I heard Col. Stewart's end of the conversation which was largely: 'yes sir, yes sir'. He hung up and told the chief of the command post to have maintenance load the aircraft just the way I wanted. And they did in short order.

"I planned and briefed the force on what we would do. We would proceed up the land route into Pack VIA anticipating that we would be intercepted by MiG-21's from Phuc Yen. Their practice was to take-off and climb out to about 25,000 feet on a course opposite to ours. The lead aircraft would key his Identification Friend or Foe (IFF) once to give their ground radar controllers their precise position. Then they would squawk their IFF one more time to get a turn in vector. When they squawked their IFF, our radar aircraft over the Gulf could also see them. Incidentally, we squawked all of the time because with our jamming pods, we lit up the radars anyhow. My plan was to wait until our radar guys called the MiG's position from its second squawk and then we would go into a 360-degree hard turn. My flight and the #3 flight would turn left and the other to the right. If we timed it just right, we would come back to our original heading just as the first MiG-21 popped up from the undercast looking for us -- only we'd be behind him in a position to fire instead of vice-versa. Usually there was a second MiG-21 about 3 miles in trail. My plan was that the last two flights would be ready for him.

"It worked just like I briefed. The radar aircraft warned me when the MiGs were 30 miles, 18 miles and finally at 7 miles. This was one more call than I expected. At the 7 mile call, I called the break. When we all came back to the original Northerly heading, there were no MiG's in sight. They had obviously been warned once we started our maneuver and stayed below the clouds and headed North for a safe recovery. Takhli was closer than 5 minutes behind us as were also the F-4C's. So we had a whole bunch of Air Force aircraft flying around in the same area with armed missiles and itchy trigger fingers! People were calling out bogies all over the place and thinking they might be MiG's only to discover that it was only some of our own. I soon decided that the MiGs were laying low and the situation was becoming hazardous from 'friendly fire'. So I called for my 4 flights to head home.

"The MiG Sweep was unsuccessful but we did discover that we could negate a MiG attack in the future, keep our bombs, and proceed on to the target. The trick was the turn which upset their attack geometry."

355 TFW history Jan - Mar 68, USAF microfilm NO463, frame 1651 & "To Hanoi and Back", pgs 96 and 97 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished manuscript, chapter titled "Southeast Asia October 1967 - May 1968", pp 27 - 28.

09-Jan-68

4861

Due to a weather diversion, "Waco" flight from the 34 TFS flew a mission in northern Laos instead of North Vietnam. The flight took off at 1430. Its lineup was:

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- #1 - Capt Sam P. Morgan
- #2 - Lt Col Nevin G. Christensen
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4270 on his 50th mission.
- #4 - Capt Carl William Lasiter (POW 4 Feb 68)

Maj Armstrong described the mission in his 100-mission log. "Sam Morgan was Mission Commander and I was the Deputy for the primary target. However, weather was bad and we went North Star. We hit a troop concentration in middle upper Laos with an A-1E FAC. We got our bombs right on target and got 2 secondary explosions. We made a recon of Rt 7 on the way back for a counter. Cricket has changed its policy apparently on clearing people into the Packs." They returned to Korat after flying for 2 hours 20 minutes.

Maj Armstrong's 100-mission combat log, pg 21

16-Jan-68

4866

"Scuba" flight from the 34 TFS used the Commando Club radar against a target in Laos. The flight took off at 1415. Its line up was:

- #1 - Capt Sam P. Morgan
- #2 - Lt Col James B. Ross
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 59-1759
- #4 - Maj Billy R. Givens (killed in accident 25 Apr 68)

This was Maj Armstrong's 56th combat mission. "We were originally the mission commander's flight. Due to weather, we went Commando Club instead on a target in Laos. We hit the target almost with no effort and started home when we got a call to go on a RESCAP in Pack I where 2 F-4s had gone down. We went over and picked up one beeper. Although the weather was completely undercast, we orbited just 10 miles northeast of Mu Gia Pass and finally established radio contact with 2 or 3 of the crew members on the ground. They were OK and in a non-populated area. We had to leave for low fuel and go to the tanker just as the A-1E and HH-43s started in. We refueled and came back but [there was] nothing we could do with the undercast. One A-1E got under the undercast and vectored a chopper in. We came home and as we got out of range, they still hadn't picked anybody up." Their mission lasted for 3 hours 30 minutes.

The two F-4s were in "Hanger" flight from the 480 TFS, 366 TFW out of Da Nang. They went down when a bomb on one of the planes exploded and blew them both out of the sky. The crew of the F-4C, Maj C. E. Lewis and 1Lt J. L. Kelly, were rescued. The pilot of the F-4D, Capt Scott B. Stovin was also rescued, but his back seater, 1Lt Thomas Nelson Moe, was captured and became a POW.

Maj Armstrong's 100-mission combat log, pg 23 & CNA Loss/Damage Database, USAF losses 805 and 806, pg M24.

31-Jan-68

5163

Four pilots assigned to the 34 TFS at Korat completed flying 100 missions during January 1968. They were:

- Capt Hugh W. Davis
- Capt Robert M. Crane
- Maj Donald W. Revers - Flew 100th on 8 Jan 68
- Capt Sam P. Morgan

The 388 TFW provided a public relations announcement on Maj Revers' 100 mission

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accomplishment. "Major Donald W. Revers, 37, Ironwood, Mich., has added his name to the traditional 100-mission scarf of the 34th Tactical Fighter Squadron.

"The seven-foot long scarf, inscribed with the names of all squadron pilots who have completed 100 combat missions in the F-105 over North Vietnam, was draped over the Major's shoulders by Colonel Paul P. Douglas, Jr., 388th Tactical Fighter Wing Commander, following his landing at Korat Royal Thai AFB recently following his 100th mission.

"The 388th TFW pilot considers a raid in early October against the Cu Van POL (Petroleum, Oil and Lubricants) storage area the most memorable of his combat tour.

" 'From a pilot's view this was an extremely rewarding mission, since we could see the results almost immediately.'

"Continuing, the major said, 'As I acquired the target and rolled in, the flak became extremely heavy. The strike force pressed on and did a tremendous job. The area just erupted and the whole hillside seemed to be devoured in smoke and flames. Smoke rose 5,000 feet in the air.'

"The Major also participated in two of the major 'firsts' of the air war.

"In the early part of August he was on the first strike against the Doumer Bridge, 1 1/2 miles from the center of Hanoi.

" 'We were very elated with the results,' Revers commented, ' having dropped a span.'

"The first raid near the Chinese Communist border, against the Lang Son railroad yard, also proved very successful as, according to Major Revers, the 388th pilots caught about 180 railroad cars in the yard.

" ' There were numerous secondary explosions and we destroyed 75 - 80 percent of the rolling stock. It was a real pleasure to hit such a lucrative target.' "

"Although he has completed his 100 mission, Major Revers will not be going home immediately, but will assist in the 388th Tactical Operations Center." (Draft 388 TFW Korat Release 68-02-03, via e-mail 30 Mar 2010.)

Don Revers remained at Korat for another three months. "The general asked me to stay a couple of months and help him out." He worked for General Chairsell rewriting "... all fighter refueling procedures in SEA."

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Don Revers, e-mails 30 ar 31 Mar 10.

27-Apr-68

4109

Seven F-105 pilots from the 34 TFS were awarded the Distinguished Flying Cross for missions they flew over North Vietnam.

Under SO G-1243, those receiving the DFC were:

Maj James E. Daniel, Jr. (3rd OLC) for a mission on 20 Nov 67

Maj Harry G. Padden III (2 OLC) for a mission on 17 Nov 67

Under SO G-1244, those receiving the DFC were:

Maj Spence M. "Sam" Armstrong (1st OLC) for a mission on 16 Dec 67

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Maj David D. Igelman (2nd OLC) for a mission on 14 Dec 67
Capt Douglas A. Beyer (3rd OLC) for a mission on 12 Dec 67
Capt Douglas A. Beyer (4th OLC) for a mission on 16 Dec 67
Capt Robert M. Crane (2nd OLC) for a mission on 14 Dec 67
Capt Sam P. Morgan (2nd OLC) for a mission on 14 Dec 67

On 2 Apr 68, under SO G978, Maj David D. Igelman was awarded the 1st OLC to the DFC for a mission on 31 Dec 67.

388 TFW history, Apr- Jun 68, USAF microfilm NO584, frame 1387.

20-Dec-68

4251

"On Friday, 20 December the 561 TFS representatives to the 23 TFW 'Turkey Shoot' won the competition and captured a trophy for the squadron. This match pits four representatives from each squadron in gunnery competition and includes Visual Laydown, Visual Low Angle Drogue Delivery, rockets, dive bomb, and strafe. Led by squadron commander Lt Col Harry D. Sultzer, Jr., and composed of [instructor pilots] Maj Fred Coleman, Maj Will Koenitzer, and Capt Sam P. Morgan, the squadron team exhibited tremendous ability in amassing points to out distance all contenders. The trophy will remain in the squadron operations building on display until the next meet is held in January 1969."

23 TFW history, 30 Jun - 31 Dec 68, USAF microfilm MO555, frame 0119.

10-Feb-69

4264

Lt Col Nevin G. Christensen assumed command of the 561 TFS at McConnell AFB, Kansas. He replace Lt Col Harry D. Sultzer. On 1 March, Lt Col Sultzer was assigned to Washington DC. After his return from a combat tour with the 34 TFS at Korat, Lt Col Christensen was initially assigned as the 23 TFW Plans Officer.

During the 23 TFW's Dining In on 15 February 1968, Col Hartinger, the wing commander, presented Lt Col Sultzer the first wing gunnery competition trophy. "This trophy was won by a squadron team consisting of Sultzer, Maj Fred T. Coleman, Maj William S. Koenitzer, and Maj Sam P. Morgan."

23 TFW history 1 Jan - 30 Jun 1969, USAF microfilm MO555, frame 0399.