

Harry Guy Paddon III

F-105 History

11-May-67

6560

In the 4520 CCTW at Nellis AFB, NV, F-105 Class 67-E graduated 16 pilots from USAF Operational Training Course number 111506E. The class started on 14 December 1966 and was assigned to the 4526 CCTS. The pilots were TDY en route to their SEA assignments. The student pilots, their previous bases and commands, and their follow-on assignments were:

Maj James D. Gormley - Tyndall AFB FL (ADC). Assigned to the 333 TFS.
Maj Gerald C. Gustafson - Kincheloe AFB MI (ADC). Assigned to the 333 TFS.
Maj Floyd E. Heizing - Vance AFB OK (ATC). Assigned to the 34 TFS.
Maj Dalton L. Leftwich - Eglin AFB FL (AFSC). Assigned to the 34 TFS.
Maj Dwight E. Sullivan - Topsham AFS ME (ADC). Assigned to the 34 TFS.
Maj John F. Unangst - Hancock Fld, Syracuse NY (ADC). Assigned to the 13 TFS.
Capt George F. Baird - McChord AFB WA (ADC). Assigned to the 354 TFS.
Capt Robert H. Bennett - Kirtland AFB NM (AFSC). Assigned to the 354 TFS.
Capt Hugh W. Davis - Flew F-102s at Richards-Gebaur AFB MO (ADC). Assigned to the 34 TFS.
Capt Hal P. Henning - Laredo AFB TX (ATC). Assigned to the 44 TFS.
Capt William N. Johnson - Moody AFB GA (ATC). Assigned to the 357 TFS.
Capt John H. McKillop - Reese AFB TX (ATC). Assigned to the 333 TFS.
Capt Emmett E. Ott - Selfridge AFB MI (ADC). Assigned to the 13 TFS.
Capt Harry G. Paddon III - Webb AFB TX (ATC). Assigned to the 34 TFS.
1Lt James R. Main - Moody AFB GA (ATC). Assigned to the 357 TFS.
1Lt James G. Thomas - Reese AFB TX (ATC). Assigned to the 333 TFS.

Maj Dwight E. Sullivan "... was born in 1931 in Corydon, Iowa. He enlisted in the U.S. Air Force on October 28, 1951, and entered the Aviation Cadet Program in July 1953, receiving his commission as a 2d Lt on March 24, 1954. After completing Radar Intercept Officer and All Weather Interceptor Training, Lt Sullivan served as an F-89 Scorpion Radar Intercept Officer with the 449th Fighter Interceptor Squadron at Ladd AFB, Alaska, from November 1954 to November 1956, followed by Basic and Advanced Pilot Training. Lt Sullivan was awarded his pilot wings at Webb AFB, Texas, in February 1958. He next completed All Weather Interceptor Pilot Training, and then served as an F-101 Voodoo pilot with the 62nd Fighter Interceptor Squadron at O'Hare International Airport, Illinois, and K.I. Sawyer AFB, Michigan, from August 1958 to May 1963. Capt Sullivan's next assignment was as an F-101 pilot with the 437th Fighter Interceptor Squadron at Oxnard AFB, California, from May 1963 to January 1966, followed by service as an F-101 pilot with the 75th Fighter Interceptor Squadron at Dow AFB, Maine, from January to December 1966." He was then selected to train in F-105s at Nellis. (<http://www.veterantributes.org/TributeDetail.asp?ID=1085>)

Before reporting to Korat with the 34 TFS, Capt Hugh W. Davis attended the PACAF Jungle Survival School, Clark AB, Phillipines. Previously he had flown F-86Ds at Moody AFB and, from June 1958 to November 1959, at Sidi Slimane AB in Morocco. He roomed with Capt Sullivan when he reached Korat. (Lt Col Hugh Warren Davis DD Form 214 & Hugh Davis, e-mail 9 Dec 2011)

Special Orders MD-47 Hq 4520 Combat Support Group, dated 15 Dec 1966 in History of USAF TFWC, 1 Sep - 31 Dec 66, AFHRA Call # K417.0735 Vol III.

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.

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"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 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.

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 E. 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.

15-Nov-67

4784

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In one of the first missions using the recently installed Commando Club Skyspot radar at Lima Site 85 in northern Laos, the radar station guided F-105s from Korat on a strike of Hoa Lac airfield. The airfield's target designations were BE 616-08593 and ART 5026 at coordinates 21-02-00N and 105-30-00E in RP-6A.

The Wild Weasel crew of Capt Robert E. Dorrrough, Jr. and EWO Maj Clarence S. "Bud" Summers from the 44 TFS at Korat flew on this mission, their 73rd over North Vietnam.

"Wed - Led a flight to Pack 6 in the afternoon. The target weather was bad at Hoa Lac Air Field so the strike flights dropped on radar. We kept three SAM sites busy, but could not roll in on them because of the weather. Mission #73."

Capt Craig M. White flew his 4th combat mission with the 44 TFS, 388 TFW. He flew F-105D 61-0134 as "Hatchett 02" to R-666B. He logged 2 hrs 10 minutes flying time. (Craig White log book, pg 1, e-mail 21 Nov 17.)

The 34 TFS from Korat flew one of the strike flights on this mission, The flight's call sign was "Fresno"; takeoff time was 1430. The flight lineup was:

- #1 - Maj William L. King, Jr.
- #2 - Capt Harry Guy Paddon III
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0458
- #4 - Capt Lawrence G. Hoppe on his 89th counter.

This was Maj Armstrong's 19th combat mission into North Vietnam. "The target was Hoa Lac Airfield using a radar Sky Spot for drop. The weather was completely undercast from dropping off the tankers, northern Thailand until right at the target. We released from 17,000' on command, straight and level. Once we released and looked down we could see the field below in the clear. Had we seen it earlier we could have effectively dive bombed it. As it was, all of our bombs hit 2 - 4 miles past the target. There was light 37/57 flak low as we pulled away. No SAMs or MiGs. Also no post-strike refueling. This was first time Sky Spot was used in the Hanoi delta and it was an unsuccessful venture." Maj Armstrong logged 2+20 on this mission.

Maj Armstrong described this mission in more detail in his memoirs. "On the 15th of November we flew a different kind of mission. Once again, somebody back in Washington was anguishing over the fact that the Navy was able to get Pack VI mission with its A-6's while the Air Force wasn't making its presence felt up there. So the solution was to use a Combat Sky Spot radar site on a mountain in Northern Thailand [Note: It was Lima Site 85 in northern Laos] which would hopefully have enough range to give level bombing directions into the Hanoi area. The difference between this and previous and future Sky Spot missions was that we were going in mission strength with Weasels, a CBU flight and F-4C's for MiG protection.

"The target was the Hoa Lac Airfield Southwest of Hanoi. It was a short runway and we had not bothered hitting it before during my tenure. I was flying #3 in the third flight carrying 750# bombs. We were briefed that the radar site would guide the lead flight which was in fairly tight formation. They would release their bombs on the countdown. The following flights had about two mile spacing and were to also hit the bomb release button on the countdown. The second flight set the release timer on 12 seconds and we set ours at 24 seconds. On cue, everybody hit the bomb release button. We watched the bombs drop from the lead flight and their turning away. Then the bombs came off the second flight as advertised and they broke away from the target area. Then my own came off and I looked down and there was the airfield just sticking out of the overcast and the bombs from the other flights were hitting long. It was clear enough that we could have dive bombed it had we known it was that open. The good news was that there was no SA-2s, flak, or MiGs so everyone returned safely."

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Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 12th mission into North Vietnam as "Locust 02" against Hoa Lac airfield. "Runway hit/light 37/57mm." (Rufus Dye Mission History log.)

Bob Dorough's Combat diary & Maj Sam Armstrong's 100 mission combat log, pp 7 - 8 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 14 & Larry Hoppe AF Form 5.

25-Nov-67

6712

The 388 TFW flew an afternoon Commando Club mission from Korat RTAFB. The sequence of the flights was:

"Cactus" Iron Hand. Refueled from Red Anchor 46
"Ozark" Iron Hand. Refueled from Red Anchor 42
"Scuba". Refueled from Red Anchor 40
"Locust". Refueled from Red Anchor 43
"Bass". Refueled from Red Anchor 41
"Gator". Refueled from Red Anchor 44

The 34 TFS launched the four-ship "Scuba" flight at 13:55 for a TOT of 15:30. The flight lineup was:

#1 - Maj William J. King flying F-105D 58-1157
#2 - Capt Harry Guy Paddon III flying 61-0068
#3 - Maj Donald W. Revers flying 60-0518
#4 - Capt Jacob C. Shuler flying 61-0161 on his 23rd combat mission.
Spare - Maj Almer L. "Buddy"Barner, Jr. in 60-0435

Jake Shuler recalled details of the mission. "This was apparently a strike force Commando Club mission of which I do not recall any particular details. Although the mission itself was not exciting, the landing pattern was. As Jim King positioned our flight of four on initial, we heard Col. James L. Stewart, 388th TFW Assistant DO, call an engine problem on a long final, but he did not declare an 'emergency'. Being low on fuel, since our mission did not call for post-strike refueling, Jim elected to continue with our pattern and pitched out. As I initiated my turn to final, I saw Col. Stewart about a mile out and, since he had still not declared an 'emergency', and I would have been in a 'minimum fuel' situation if I initiated a 'go around', I continued my turn to final and final approach. Purposefully, I landed on the far right side of the runway allowing plenty of room for Col. Stewart to land on the left side. When I was about half way down the runway on roll-out, I heard Col. Stewart in an irritated tone call 'going around' plus some other choice, harsh words. As he advanced the throttle, a very loud and very abnormal noise emanated from his engine and as he passed me (at an altitude of about 500' and about 500' left of the runway), now about two thirds down the runway, I heard the tower on guard channel (I think it was Doug Beyer on tower duty) call Col. Stewart's call sign and 'eject, eject, eject'. Thankfully, Col. Stewart was able to nurse his plane around in a circling approach and land safely. I think he called an 'emergency' during the circling approach. Needless to say, Bob Smith, [Lt Col Robert W. Smith] our soon to be Squadron Commander had a 'conversation' with our flight prior to our mission debriefing. In hindsight, there is no doubt that I should have gone around and requested a 'closed pattern'. I had enough fuel to do so. "[I] just wanted to clarify that Jim, as flight lead, did nothing wrong regarding this incident - he, Harry Paddon, and Don Revers landed well ahead of Col. Stewart - I was the sole reason Col. Stewart initiated a go around. (Jake Shuler, e-mail 10 Jul 14.)

"Of further note, Major William J. "Jim" King, Jr. was a T-38 IP (Kingfish) at Webb AFB, Falcon Flight. I flew with him several times as a student -- he taught me how to minimize induced drag during over- the-top maneuvers. Small world."

Capt Craig M. White with the 44 TFS, 388 TFW flew a combat mission to Laos. He flew F-105D 62-

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4242 as "Gator 02" and logged 2+55 flying time.

Jake Shuler 25 Nov 67 mission card and e-mail 11 Jan 2011 & Craig White log book, pg 2, e-mail 21 Nov 17.

28-Nov-67

5847

"Nov 28, 388 TFW pilots struck supply routes and lines of communications around the port city of Haiphong. Three secondary explosions resulted from a strike on a hillside storage area, 21 miles north-northeast of the city. Road segments were also cut 46 miles east-northeast of Haiphong." (Sawadee Flyer, Vol I, No 10 Friday Dec 8, 1967 pg 1.)

The 388 TFW's flight lineup for today's strikes was:

"Ozark" Iron Hand

"Scuba" refueled from Red Anchor 40

"Locust" refueled from Red Anchor 43

"Bass" refueled from Red Anchor 41

"Gator" refueled from Red Anchor 44

"Ozark" was Korat's Wild Weasel flight supporting the strike. They launched at 14:15 and their mission lasted 3.3 hours. Their lineup was:

#1 - Capt Rowland F. "Frank" Smith, Jr. and EWO 1Lt David H. Williams from the 44 TFS flying F-105F 63-8347

#2 - Capt Jacob C. Shuler, 34 TFS, flying F-105D 61-0086 on his 24th counter

#3 - Maj Robert S. Beale and EWO Capt Paul John Mongillo, 44 TFS, flying F-105F 63-8285

#4 - Capt Harry Guy Paddon, 34 TFS, flying F-105D 59-1750

Spare - Maj Stanley Henry Horne, 469 TFS, in F-105D 62-4248

Jake Shuler recalled, "This was my third Iron Hand mission and tenth to RP-6. ... The Strike Force target coordinates were 21-30N and 106-08E are somewhat puzzling since they fall halfway between Kep Air Field and Thai Ngyen, an industrial complex. I do not recall any specific details of the mission itself. This was the second time flying the wing of the Smith/Williams crew. This time I didn't get separated."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 18th mission as "Locust 01" against a target in RP-6A. "Divert due weather/released safe due fuel/MiGs observed." (Rufus Dye Mission History log.)

Maj David C. Dickson, Jr. from the 34 TFS, was one of today's strike pilots. He flew his 40th combat mission and his 25th to RP-6. His target was at Bac Ninh.

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 28 Nov 67 & Jake Shuler combat mission spreadsheet, mission card, and e-mail 11 Jan 2011 & Paul Mongillo's flight log provided by Mike

17-Dec-67

612

In the afternoon, F-105s in the Korat strike force from the 388 TFW attacked the Lang Lau railroad bridge. "Fragged against the Lang Lau Railroad Bridge (21-33N and 105-54E) were four F-105D strike flights ..., one F-105F and three F-105Ds flying Iron Hand..., and two Ubon F-4D MIGCAP flights (TOT: 1631H). ... One F-105D aborted shortly after takeoff ... because of a radio malfunction and returned to Korat. There were no spares; hence the Korat strike force was reduced to fifteen strike aircraft." The Korat strike force "... rendezvoused with their tankers, refueled, and set course on their initial track from Channel 97 northeast to the loop in the Red River." MiGs disrupted their planned ingress. F-4Ds in Hornet flight engaged at least four MiG-17s just after crossing the Red River. Multiple engagements followed involving almost all the aircraft of both forces. (Red Baron II Report, Event 75-B, pp 196 - 207.)

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F-105D 60-0422, "Bass 1", Capt Jeffery T. Ellis, 469 TFS, was downed by a MiG-21.

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, USAF loss 776, pg H24.)

F-4D 66-8719, "Gambit 3" from the 13 TFS, 432 TFW, shot down a MiG-17. The crew was Marine exchange pilot Capt Doyle D. Baker and 1Lt John D. Ryan, Jr. ("MiG Killers", Don J. McCarthy, Jr., pg 90.)

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. His was the only flight that reached the bridge. Hq 7th Air Force approved the award on 20 June 1968 under SO G-1834.

44 TFS pilot Capt Craig M. White flew his 11th counter mission against the Lang Lau RR Bridge in F-105D 61-0220 as "Gator 03". He logged 2+45 flying time. (Craig White log book, pg 2, e-mail 21 Nov 17.)

In the lead plane of Ozark, the Wild Weasel flight, EWO Capt Paul John Mongillo, 44 TFS, was killed instantly when he was struck by a CBU pellet dropped by a USAF aircraft. His pilot was Maj Robert S. Beale. "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 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 is on the Vietnam War Memorial Wall Panel 32E Line 15.

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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 OK just west of Thud Ridge. 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 Armstrong 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.

03-Jan-68

2229

Although strike activity in the RP-6A area was confined to the period on 3 through 5 January, "... significant results were achieved against the rail network during those three days."

"Beginning in January 1968, MiG pilots were less prone to flee toward China. Instead, they became more aggressive and frequently returned for a second pass against American strike aircraft. The number of their kills increased and the MiG threat became more significant. U.S. forces therefore

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scheduled more MIGCAP missions and, at the same time, reduced the size of strike forces to provide better force protection." (Aces)

"On January 3, two large Air Force raids, one in the morning and one in the afternoon, hit North Vietnamese railroad yards." (Clashes)

The first MiG confrontation of the new year took place on the morning of 3 January. (Aces)

A major strike effort was fragged this morning to strike targets in the Hanoi area. The aircraft were divided into two forces [ALPHA and BRAVO].

"ALPHA force was scheduled to strike the Kinh No Railroad Classification Yard, 21-09N and 105-51E. The mission was subsequently cancelled due to adverse weather and the force was diverted to an alternate target the Dong Dau Railroad Bridge at 21-06N and 105-54E. (TOT: 0845 - 0853H.)

The force consisted of four F-105 strike flights from Korat with call signs "Hatchet", Simmer", Pistol", and "Crossbow". Two F-4D flights from Udorn provided MIGCAP and two flights of F-105 from Korat flew IRON HAND anti-SAM missions. This force was attacked by MiG-21s on its approach to the target.

"Cactus" was one of Korat's Iron Hand flights supporting the morning strike against the Kinh No rail yard. The flight took off at 05:50; their mission lasted 3.4 hours. The lineup was:

#1 - Maj Michael S. Muskat and EWO Capt Kyle Stouder from the 44 TFS flying F-105F 63-8306
#2 - Maj David C. Dickson, Jr., 34 TFS, flying F-105D 58-1152 on his 58th mission, his 29th into RP- 6.
#3 - Capt Harry N. Gainer and EWO Capt John A. Stetson from the 44 TFS flying F-105F 63-8353
#4 - Capt Jacob C. Shuler, 34 TFS, flying F-105D 60-0449 on his 5th IH and 41st combat mission
Spare: Capt Harry Guy Paddon III from the 34 TFS in F-105D 58-1157. (NOTE: This plane was downed in today's afternoon mission and its pilot, Col James E. Bean, the 388 TFW DO, became a POW.) (Jake Shuler combat mission spreadsheet, mission card, and e-mail 11 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 3 Jan 68.)

"Hatchet" flight from the 34 TFS was one of Korat's four strike flights in the ALPHA force. The flight left Korat at 0600. Its line up was:

#1 - Capt Douglas A. Beyer
#2 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0072.
#3 - Col James L. Stewart, 388 TFW Assistant DO
#4 - Maj Billy R. Givens (killed in accident 25 Apr 68)

This was Maj Armstrong's 46th combat mission. "The target was Kinh No railroad yard 6 miles north of Hanoi. We went in via the land route with the sun in our face. There were no clouds in the delta but the visibility was very poor with the haze and sun. We should never have continued in. We started getting MiG calls shortly after crossing the border. They closed to 15 miles and the F-4s went after them. As we came into the delta along the Red River, the MiGs stayed on our tail and the SAMs and flak stayed down. One MiG-17 came up along side Simmer and fired a missile at Pistol 3 but miraculously missed. Two MiG-21s fired 4 missiles at Crossbow flight. The flak (mainly 85-mm) got real heavy on the way out 'til Hoa Lac. Everybody had to jettison bombs as the MiGs plus weather caused us to not get to the target. Nobody got hit luckily." Their mission lasted for 2 hours 50 minutes. (Maj Sam Armstrong's 100 mission combat log, pg 19.)

In his memoirs, Lt Gen Armstrong described this mission in more detail. "The next morning, 3 January, was barely clear enough over Pack VIA for Saigon to order us to go primary target which was

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the Kinh No railroad yard 6 miles North of Hanoi. This time I was flying #2 in the CBU flight. We flew the land route and were going to be making a right hand roll-in so my flight was north of the lead flight and I was on my lead's right wing looking to the north for MiGs. There were several MiG calls so we accelerated and raced them to the SA-2 ring as was our normal tactic hoping that the MiGs would break off short of the SA-2 ring for their own safety. Much to our surprise, they held the SA-2's and flak down this day and let the MiGs follow us right up to roll-in. A MiG-17 pulled up on my right side and fired a missile at Pistol #3. Simmer lead, Lt. Col. Red Evans [Lt Col Robert A. "Red" Evans, the 44 TFS commander], spotted the missile launch and called: 'Simmer #3 break right!' Obviously Pistol #3 didn't do anything. The next call from Red was: 'It's okay, he missed you'. Since this all took place on my blind side the first thing I saw was our #4 man, Billy Givens, roll over the top of us. He said he took a shot at the MiG but he certainly didn't hit him.

"Then two MiG-21's fired 4 missiles at our trailing flight, Crossbow, but fortunately nobody got hit. By this time the flak started coming up and the mission commander couldn't find the target due to these distractions and the morning sun glinting off the rice paddies. So we were all ordered to jettison our bombs safe and get out of there. We didn't lose any aircraft but were shook up over the audacity of the MiG pilots.

"In the mission debrief, Red Evans asked Vern Ellis [Capt Vernon D. Ellis] who was Pistol #3 that mission why he didn't break when he called him. Vern naturally replied that nobody called him to break. I verified that this was the case and played the transmissions back to Red from my tape recorder. Red then acknowledged that he had screwed up big time and that Vern was lucky the missile missed because the rest of us had let him down." (Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished manuscript, chapter titled "Southeast Asia October 1967 - May 1968", pp 25 - 26).

"BRAVO force was fragged against the Trung Quang Railroad Yard at 21-06N and 105-56E (TOT: 0850 - 0853H) [on the Northeast Rail Line (RR 2)]. The force consisted of three strike flights (twelve F-4Ds) from Ubon, ... one F-4D flak suppression flight from Ubon; two F-4D MIGCAP flights ... from Ubon and two F-105 IRON HAND flights from Takhli." (Red Baron II, Event 82, pp 316 - 331)

The BRAVO force was attacked by MiG-17s during withdrawal. One strike F-4D and one MIGCAP F-4D from the 8 TFW at Ubon each shot down a MiG-17. The crew of the strike F-4D was Lt Col Clayton K. Squier and 1Lt Michael D. Muldoon from the 435 TFS. They shot an AIM-4 to down the MiG-17. The crew of the MIGCAP F-4D was Maj Bernard J. Bogoslofski and Capt Richard L. Husky from the 433 TFS who fired a 20-mm gun pod to hit their MiG-17. (Aces)

One of the IRON HAND flights from Takhli on the BRAVO force included the Wild Weasel crew of Capt Malcolm D. Winter and EWO Maj William H. Wheeler from the 354 TFS. They flew F-105F 63-8301 as "Barracuda 4". It was Maj Winter's 78th combat mission. "Supported 8th TFW on RR yard. 5462; about 10 miles from Hanoi on NE RR. ... 4+00, 4 refuelings."

"Post strike photography obtained on 5 January revealed that 5 of the 7 tracks were interdicted and 3 pieces of rolling stock were destroyed or damaged." (Briefing)

"Aces and Aerial Victories", pgs 74 - 75 & "Clashes", pg 143 & Rolling Thunder briefing to CINCPAC for period 1 - 15 January 1968 & combat mission log of Mal Winter transcribed by his son, Mike Winter.

13-Jan-68

4864

"Crossbow" flight from the 34 TFS flew a FAC-controlled mission into southern Laos. The flight took off at 0725. Its line up was:

#1 - Capt Harry Guy Paddon III

#2 - Capt Vernon D. Ellis

Harry Guy Paddon III

F-105 History

#3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4361

#4 - Maj Almer L. "Buddy" Barner, Jr.

It was Maj Armstrong's 53rd combat mission. "This was also a Cricket-assigned mission in southern Laos. Our FAC put us in on a suspected storage area and we bombed it with no noticeable results. We then came back and strafed the area and again saw no secondaries. We then went over and flew across the Package (I) to the coast but it was almost completely overcast and we couldn't see anything. Made a formation GCA landing. Otherwise it was very uneventful." The mission lasted for 2 hours 25 minutes.

Fellow 34 TFS pilot Maj David C. Dickson, Jr. flew a mission into Route Package 1. His targets on his 65th mission were trucks near Dong Hoi.

Capt Craig M. White with the 44 TFS, 388 TFW, flew F-105D 62-4242 as "Gator 04" on a mission to Laos. He logged 2+35 flying hours. He was awarded his third Air Medal.

Maj Armstrong's 100-mission combat log, pg 22 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 13 Jan 68 & Craig White log book, pg 4, e-mail 21 Nov 17.

23-Jan-68

4870

On the day that North Korea captured the Navy intelligence ship USS Pueblo off the coast of North Korea, "Pistol" flight from the 34 TFS flew a mission into North Vietnam directed by the Commando Club radar. The flight took off at 0615. Its line up was:

#1 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1152

#2 - Capt Harry Guy Paddon III

#3 - Maj James E. Daniel, Jr., 34 TFS Ops Officer

#4 - Maj Clyde L. Falls, Jr.

It was Maj Armstrong's 60th combat mission. "This was a 1st alternate target execution. I was Mission Commander and the primary and secondary targets were the same as they had been for several days. Our first alternate target was an army barracks southeast of Phu Tho in a Commando Club. The weather was marginal; several decks of clouds with the top one being at about 11,500 feet. There was one call of Blue Bandits (MiG-21s) being airborne from Phuc Yen but no contact. We went ahead and dropped on schedule. On the way out, we got a call that we had some Red Bandits (MiG-17s) at 3 miles that they were sleepers. Never saw them. Otherwise an uneventful Pack V mission." Their mission lasted for 2 hours 45 minutes.

After flying his 60th combat mission since his first on 5 October 1967, Maj Armstrong met his wife in Hawaii for R&R. He returned to Korat on 8 February 1968.

Under Combat Skyspot, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 2" against an interdiction point in RP-1. It was his 33rd combat mission.

Maj Armstrong's 100-mission combat log, pp 24 - 25 & Rufus Dye Mission History log.

13-Feb-68

4875

The 34 TFS flew a mission into Laos that lasted for 3 hours 30 minutes. "Scuba" flight took off at 1405. Its flight line up was:

#1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4269

#2 - Capt Gary G. Durkee

#3 - Maj Almer L. "Buddy" Barner, Jr.

#4 - Capt Harry Guy Paddon III

Harry Guy Paddon III

F-105 History

This was Maj Armstrong's 65th combat mission. "The reason this mission was so long was that the assigned #2 man (Bill Shunney) [Maj William P. Shunney] had a speed brake problem after take off and I had to take him up to Udorn to drop his bombs and escorted him back to the field since this was his first mission. I went up to the tanker, refueled and we went to a target in Laos. An O-2 FAC put us in on a storage area and we hit it fairly well although the presence of scattered clouds obscured the target at times. We then went up to Dong Hoi and made an armed recce although we couldn't see the ground."

Maj Armstrong's 100-mission combat log, pg 26.

19-Feb-68

3848

F-105s from the 388 TFW struck Phuc Yen (JCS 6) airfield using radar signals from Commando Club. "The Iron Hand flight providing support for the strike fired one Shrike at a Fansong signal located approximately one mile from Phuc Yen. Aircrews estimated some damage to the radar, which ceased to operate 70 seconds after launch."

Another 388 TFW flight, also under Commando Club control, dropped 24 MK-117s on Yen Bai airfield in RP-5. There was no BDA due to weather. Four pilots from the 34 TFS in "Scuba" flight flew this mission. The flight took off at 1355. Their line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 59-1760
- #2 - Capt Ben J. Fuhrman
- #3 - Capt Harry Guy Paddon III
- #4 - Maj Melvin L. Irwin

It was Maj Armstrong's 70th combat mission. "This was a first alternate radar drop on Yen Bay. There were no MiG calls on the way up or back. We had some 85-mm bursts out of Yen Bay as usual but it wasn't too close. All in all it was a pretty uneventful mission." Their mission lasted 3 hours. (Maj Armstrong's 100-mission combat log, pg 28.)

Former West Point football star, Lt Col Felix A. "Doc" Blanchard, flew his first combat mission 5 days after arriving at Korat on 14 February 1968. He was assigned as the 388 TFW Assistant Deputy Commander for Operations.

Maj David C. Dickson, Jr. from the 34 TFS flew his 86th combat mission against Route 7 in RP-3 -- his target area for his last two missions.

Using the Commando Club radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against the Ban Nakay truck park in Northern Laos. He then flew armed recce in RP-3. "No significant sightings." It was his 44th combat mission.

Capt Craig M. White, 44 TFS, 388 TFW, flew F-105D 60-0409 as "Gator 01" to Sam Neua in northern Laos. He logged 2+30 flying hours. (Craig White combat log, pg 6, e-mail 21 Nov 17.)

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0462, 0504 and 0511 - 0512 & Sam Armstrong's mission log & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 19 Feb 68 & Rufus Dye Mission History log.

25-Feb-68

6547

A flight with pilots from the 34 TFS flew a mission over North Vietnam. The lineup was:

- #1 - Lt Col Robert A. "Red" Evans commander of the 44 TFS.
- #2 - Capt Joseph S. Sechler flying his seventh mission
- #3 - Capt Harry Guy Paddon III
- #4 - Capt John S. Murphy

Harry Guy Paddon III

F-105 History

Capt Sechler logged 2:40 flying hours. The squadron held a party in the evening.

Capt Craig M. White, 469 TFS, 388 TFW, flew F-105D 62-4248 as "Crossbow 01" to a target in Laos. He logged 2+15 flying hours.

Joe Sechler flight log via e-mail 28 Apr 10 & Craig White log book, pg 6, e-mail 21 Nov 17.

29-Feb-68

5164

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

Capt Irving E. LeVine - Flown 5 Feb 68 on his birthday.

Capt Vernon D. Ellis

Maj Kenneth W. Mays - 23 Feb 68

Capt Harry Guy Paddon III - Flew his 100th on 29 Feb 1968. "Good old leap year."

Capt Paddon left Korat in March 1968 and was next assigned to Moody AFB, GA as a T-38 IP.

Capt LeVine had flown 99 missions in December 1967, "... and could have gone home when my 100 were done but Ray Vissotzky [Maj Raymond Walter Vissotzky], a real, trained LSO, had been shot down [and had become a POW on 19 November 1967] and they needed someone to fill his shoes as Life Support Officer. I had 120+ parachute [jumps] but as Ray had 'penciled me in' as his assistant, the Powers That Be thought that was good enough. I said I'd stay if they let me fly my 100th Mission on my [34th] birthday ... Feb 5th 1968 and the deal was sealed."

Capt LeVine left Korat in May 1968 and was assigned to the F-111 program at Nellis AFB, NV. He remained at Nellis until he retired on 1 October 1972.

Also on this day, a flight of 34th pilots flew a mission over North Vietnam. The lineup was:

#1 - Maj Melvin L. Irwin

#2 - Capt John S. Murphy

#3 - Maj Donald W. Hodge

#4 - Capt Joseph S. Sechler flying his tenth mission.

Capt Sechler logged 2:55 flying hours. (Joe Sechler flight log via e-mail 28 Apr 10)

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Harry Paddon, e-mail 31 March 2010 & Irv LeVine, letter received 16 Apr 10 & Irv LeVine, e-mail 17 Apr 10.

30-Jun-68

2592

(Approximate date). "Thirty-six Thunderchief pilots honored -- for the completion of 100 missions in the F-105 fighter-bomber over North Vietnam. Thirty-six pilots were honored with recognition certificates this month during a ceremony at Eglin Air Force Base, Florida.

The recipients were: Lt Cols Reddock and Carl W. McKenzie;

Majs. Barner, Leftwich, J. G. McGukin, J. H. Bobel, Jr., W. Fredlund, David C. Dickson, Jr., Harold D. Wilson, W. Bazzell, J. Hildebrand, Alonzo L. Ferguson, John R. Whaley, A. Lenski, R. S. Beale, Irwin, Donahue, Huntley, R. C. Fontaine, Maj Malcolm D. Winter, Robinson, and Mitchell;

and Capts. W. F. Bryant, T. G. Cline, P. H. Walker, W. Grieger, H. G. Paddon, C. Jewett, R. Venturini, James H. Wright, Jr., Earl J. Henderson, V. Ellis, D. Tucker, Beyer, and Dentino."

Harry Guy Paddon III

F-105 History

Thunderchief Worldwide Report, Vol III, No. 10, June 1968.

27-Jun-19

8094

Harry Guy Paddon III, age 80, died on Thursday, 27 June 2019 after a fulfilling and active life of Service to his Country, his Faith, and his family.

Harry is survived by his wife of 57 years, Patricia, three children: Karen Kern (Greg), Angela Woo (Anton), and Steven Paddon (Tina). He also leaves behind six beautiful grandchildren, Kristen Kern, Daniel Kern, Nathan Woo, Sarah Woo, Trevor Paddon and Audrey Paddon. He loved family time and traveled frequently to Ohio and Virginia to spend time with his children, their families and his wonderful grandchildren.

Harry grew up in Silver Spring, MD, graduating from Blair High School. Harry was an Air Force veteran graduating in 1962 from the United States Air Force Academy, where his class was known as the RTB's.

Harry served with distinction and valor in the Vietnam War as an F-105 fighter pilot where he earned three Distinguished Flying Crosses and a Bronze Star. He joined the 34th Tactical Fighter Squadron in Korat, Thailand where he flew 100 combat missions over North Vietnam. Several flights were Pack 6 missions North of Hanoi which included MiGs, flak and SAMs that all wanted to end his day early. Harry most hated losing his friends in combat where he lost half of his Nellis F-105 class over North Vietnam.

After returning home from Vietnam, he was stationed at Moody AFB, GA, Spangdahlem AFB, Germany and Wright Patterson AFB, OH. While at AFIT he earned a master's degree in Electrical Engineering. He retired from the Air Force in 1984. He worked for Government contractors in Dayton, OH until 2002, when he retired and moved to The Villages, FL.

In 1987, he was a founding member of the Warrior Soccer Club in Huber Heights, Ohio and a coach for over 20 years. The soccer tournament he helped create, the Warrior Classic, has grown to include over 500 teams as his legacy continues. Pat and Harry moved to The Villages in 2002 where Harry continued coaching by joining The Villages Charter High School boy's varsity soccer team as the Goalie Coach. He also enjoyed golfing and model railroading as a member of The Villages Model Railroad Club. Harry joined and became an active member of New Covenant United Methodist Church in Lady Lake. A celebration of life was held July 3rd in Florida.

Ken Mays e-mail 29 Jun 19 & RATNET Digest 13 July 2019.