

# Jack A. Phillips

## F-105 History

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**28-May-64**

5237

F-105D Operational Training Course 111506E graduated 24 pilots in Class 64-K at the 4520 CCTW, Nellis AFB, NV. The class began training on 2 April 1964 with 25 students and was assigned to the 4526 CCTS commanded by Maj Warren Foss. The 25 student pilots and their home bases in this class were:

Lt Col Clifford A. Wilson - Seymour Johnson	Capt Thomas D. Scott - McConnell
Capt Thomas E. Boatman - England	Capt Charles Villa - McConnell
Capt James J. Butler, Jr. - 4 TFW Seymour Johnson	Capt William B. White - McConnell
Capt Dana B. Cromack - England	Capt Samuel A. Woodworth - McConnell
Capt Robert N. Daughtrey - McConnell	1Lt William L. Bryant - McConnell
Capt Kenneth R. Johnston - McConnell	1Lt Richard B. Bugada - McConnell
Capt Alfred L. Lane - McConnell	1Lt Wesley G. Carey, Jr. - Homestead
Capt Jerome H. Maier - Myrtle Beach	1Lt Edward L. Carron - Cannon
Capt Edward D. McCabe - McConnell	1Lt William E. Eskew - McConnell
Capt John L. Mesenbourg - 355 TFW George	1Lt Robert V. Hannah, Jr. - McConnell
Capt Merwin L. Morrill - McConnell	1Lt Raynor L. Hebert - Cannon
Capt John D. Schaaf - England	1Lt Jack A. Phillips - McConnell
Capt Wesley D. Schierman - Cannon	

1Lt Raynor L. Hebert died in the crash of his F-105D 59-1744 in North Las Vegas during a training flight on 13 May 1964. Due to the grounding of all F-105s on 14 May 1964, the students in this class averaged only 20 hours of flying time, 10 hours short of the 30-hour course standard. Hq TAC approved the early release of the 24 students. (pp 25 & 27)

After two years as an enlisted Marine and 14 months as an airman, 1Lt Jack A. Phillips had been commissioned through OCS on 23 June 1961. "After graduation, I was fortunate enough to obtain one of the pilot training assignments and was sent to Vance AFB at Enid, Oklahoma. By graduating as the top pilot of that class I was able to pick F-100 fighter pilot training at Luke AFB, near Phoenix, Arizona. ... Completing the F-100 course as a top graduate gave me the opportunity to choose an assignment to the newest fighter aircraft, the F-105 Thunderchief." (Jack Phillips, personal web site at <http://japhillips.com/jack/military/>)

On 14 May 1964, during his F-105 training, Lt Phillips flew as "Cobra Cat 02" on a training mission to the Wendover Bombing Range in Utah. Student pilot, Capt Thomas D. Scott flying as "Cobra Cat 04", successfully ejected from his F-105D when his aircraft experienced an in-flight fire.

"During his training at Nellis, 1Lt Phillips flew only 17 hours in the F-105. After training, Phillips returned to his assignment with the 562 TFS at McConnell. (Jack Phillips, e-mail 18 Mar 11.)

*Special Order AA-14 dated 2 Apr 64 in History of 4520th Combat Crew Training Wing, 1 Jan - 30 Jun 1964, AFHRA Call # K285.54-36, IRIS # 0488620.*

**06-Jan-65**

6789

1Lt Jack A. Phillips from the 562 TFS, 23 TFW, landed an F-105D that had experienced electrical failure and fire. "Shortly after takeoff in a D model in the weather, I had complete electrical failure; the lead aircraft didn't know and accelerated away. It caught fire in the nose; I managed to get below the clouds and since I knew the area, found my way back to McConnell and landed. General Meyer [MG John C. Meyer, 12th Air Force Commander at James Connally Air Force Base, Waco, Texas] gave me a peacetime air medal ( but the other jocks just said I was too scared to punch out.)"

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His Air Medal citation for meritorious achievement read, "...The F-105 Lieutenant Phillips was piloting developed a fire in the forward part of the nose, resulting in complete electrical failure, smoke in the cockpit, hydraulic failure, and partial loss of flight controls and engine thrust. At great personal risk, and during poor weather conditions, Lieutenant Phillips maneuvered the aircraft to a safe landing. ..."

*Jack Phillips, e-mails 18 & 22 March 2011.*

### 18-Feb-65

6790

1Lt Jack A. Phillips arrived at the 9 TFS, 49 TFW, Spangdahlem AFB, Germany, from the 562 TFS at McConnell. His sponsor was 1Lt John Williard Swanson, Jr. who, "... greeted me at Ramstein AB, Germany .... I had been assigned to the 9th Tactical Fighter Squadron at Spangdahlem AB and Jack was designated as my 'sponsor'. This meant he was responsible for showing me around and helping me get settled. We became better acquainted on the nighttime drive back to Spang and he got me checked into the BOQ. The next few days he helped me with checking in and finding housing for my family."

*Jack Phillips, e-mails 18 & 22 March 2011 & Swanson memorial web site at <http://japhillips.com/swanson/>.*

### 01-Mar-65

6796

(Estimated date) 1Lt Jack A. Phillips a pilot from the 9 TFS, 49 TFW, recalled how the 8 TFS Assistant Operations Officer, Maj Ramond F. Kingston learned aerial refueling. "In 1965 Ray Kingston came from the states and he was the high time guy in the Thud at that time, but his time was all at the factory and he had never done an aerial refueling of any type. He was a major and consequently given a flight commander job for the 8th Sq. You had to be current in refueling to be combat ready so off he goes with Sam Martin (I think) as his IP. Naturally we had already nicknamed him Sky King. So Sky King pulls up behind the tanker and does a "JC" maneuver (aptly named JESUS CHRIST for the wild antics of the aircraft). This made him pull the basket off the tanker. Unfortunately, he also had about 10 feet of hose attached and it commenced to beat the hell out of the aircraft and broke the canopy. He declared an emergency and managed to quickly land the bird at some strange airfield (good work there). As you can imagine, we never let him hear the end of that!"

*Jack Phillips, e-mail 22 Mar 11.*

### 30-Jun-65

5830

Since 1 January 1965, the 9 TFS, 49 TFW, "... flew 2724 sorties and totaled 4156 hours to train for and maintain proficiency in all required flying phases. The majority of bombing and gunnery training was accomplished on El Uotia Range by flying 706 sorties (1183 hours) from Wheelus AB, Libya. The remaining bombing and gunnery was performed on Siegenburg, Germany and Suippes, France ranges but the continental flying was mostly devoted to radar low-level navigation, instrument proficiency training, and simulated air strikes in support of army units. Four pilots ferried F-105D aircraft from Mobile Air Force Base, Alabama, to Spangdahlem Air Base to complete the return of 49th TFW aircraft from 'Project Look-Alike'.

"Five [squadron] pilots attended the Air Ground Operations School at Ramstein Air Base, Germany, and qualified as Forward Air Controllers. Forward Air Control duty tours were fulfilled by 10 pilots with units of the Second Armored Cavalry Regiment, Nuremberg, Germany, and the Third Infantry Division (Mechanized), Wuerzburg, Germany. Also two pilots were Range Officers at Siegenburg Range... and one pilot at Suippes Range ..."

The pilots assigned and attached to the 9 TFS were:

Maj Richard H. Schoeneman - Squadron Commander

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Maj Lloyd C. Smith - Operations Officer  
Maj Ralph L. Kitchens - Assistant Operations Officer

### "A" Flight

Capt Donald C. Armstrong - Flt Commander  
Capt Luther W. Manuel  
Capt Jack R. Hall  
Capt Jackie D. Stokes  
Capt Porter Thompson  
1Lt Rowland F. "Frank" Smith, Jr.  
1Lt Steven J. Savonen

### "C" Flight

Capt Thomas M. Madison - Flt Commander  
Capt Gerald L. Hawkins  
Capt William E. Underwood  
Capt George C. Forstner  
1Lt Clifford W. Fieszel

### "B" Flight

Capt William Campfield - Flt Commander  
Capt William Grieger  
Capt Richard B. Bugada  
1Lt Needham B. Jones  
1Lt James T. Hannam

### "D" Flight

Capt Edward M. Dobson - Flt Commander  
Capt George V. Wish  
Capt Walter J. Brug, Jr.  
Capt Robert D. Beckel  
Capt Lawrence G. Gerum  
1Lt Jack A. Phillips  
1Lt John Willard Swanson, Jr.

### Attached Pilots

Col John P. Flynn - 49 TFW Deputy Commander Operations  
Lt Col Joe W. Pickett - 49 TFW Asst. Deputy Commander Operations  
Capt Leo F. Callahan - 49 TFW Tactical Training  
Capt Anthony Gardecki - 49 TFW Tactical Evaluation  
Capt Harry E. Higgins - 49 TFW Combat Operations Center  
Capt Gerald L. Robinson - 49 TFW Combat Operations Center  
Capt Charles E. Van Driel - 49 TFW Combat Operations Center  
Lt Col Norman P. Phillips - 17 AF Tactical Evaluation  
Capt William Bryan - 17 AF Operations

*49 TFS history, 1 Jan - 30 Jun 1965, AFHRA Call # KWG-49-HI Jan - Jun 1965, declassified extract.*

### 29-Oct-65

6795

1Lt Jack A. Phillips and 1Lt Richard B. Bugada from the 9 TFS, 49 TFW, delivered two F-105Ds from Spangdahlem to MOAMA for modification and depot overhaul. They nearly didn't make it across the Atlantic. Jack Phillips recalled, "... I don't recall why I was selected as lead since we were both about the same experience level. We left Spain for a non-stop to Brookley AFB at Mobile, AL. Tankers didn't go with you in those days. We met the first tanker over Lajes and it was a KC-135 with the boom, which we expected for the whole route. All went well and they left us a 100 miles or so west and returned to Spain. Then it was a long way to the next gas stop somewhere east of Bermuda.

"Out in the middle of nowhere we get a call from a Navy ship telling us that our tanker had been scrubbed. A quick check showed we might be able to make it to Bermuda, but would land with nothing; not a great thing to look forward to.

"An hour passed and we get a call from some unknown source in the states telling us they had scrambled a Reserve KC-97 with our gas. Since it was coming out of South Carolina we would have to turn northwest for the intercept. No problem, except if we didn't find them it might mean ditching both aircraft with small hope of rescue. But I said 'that's why they pay us the big bucks' and decided we'd go for it. Through trial and error, but mostly DF, we found them and pulled in

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for gas only to spot the dreaded basket. This after flying all day. And we'd never seen this type aircraft either. We both had minimum fuel by now and took turns until topped off. Whew.

"Then it was on to Brookley and we landed after ... about 12 hours stuffed in the cockpit. Neither of us could even stand up for awhile, but we managed to find the club and all was okay with the world."

*Jack Phillips, e-mail 22 Mar 2011.*

**14-Jul-66      05-Aug-66**

6797

Capt Jack A. Phillips from the 9 TFS was the pilot member of the accident investigation board on the crash of F-105F 63-8310 in which both crew members died, including the pilot, Maj Earl H. "Ike" Coleman from the 7 TFS, 49 TFW.

*Jack Phillips, e-mail 22 Mar 11 & USAF accident report.*

**25-Jul-66      26-Jul-66**

6497

The 49 TFW, Spangdahlem AB, Germany, conducted a USCINCEUR-directed exercise. "Actual night loadout of nuclear weapons was completed satisfactorily."

A July 1966 article in the base newspaper reported on bombing and gunnery records for F-105 pilots assigned to the Wing's three squadrons, the 7 TFS, 8 TFS, and 9 TFS. "Overall gunnery champions for the three base fighter squadrons were tabulated this week with the 8th Squadron 'Black Sheep' coming out with top scores. The Wing champions will be named at the forthcoming Operations Division party.

"Capt Samuel H. Martin III took the overall honors for the 8th Squadron with a score of 2,525. This topped Capt Jack A. Phillips, 9th Squadron champ, with 2,430 and Capt Howard Bodenhamer of the 7th with 2,390. Capt Paul E. Raudenbush of the 8th was second in the overall scoring with 2,440 points.

"Competition centered around the daily training missions conducted in skip, dive and strafing at the Wheelus AB and European ranges."

*49 TFW history, 1 July - 31 Dec 1966, pg C-1d-3, AFHRA Call # K-WG-49-HI, IRIS # 857586-450719 & 49 TFW base newspaper article provided by Jack Phillips, e-mail 20 Mar 11.*

**31-Dec-66**

6492

During the past six months, the 9 TFS, 49 TFW, "... flew 1,537 sorties, totalling 2,950 hours. Sorties included low-level radar training, gunnery and close support missions. Nine [squadron] pilots ferried F-105 aircraft to Torrejon AB, Spain, and five pilots ferried them from Torrejon to the CONUS."

Three Wing pilots assigned to the 9 TFS "... attended F-4 School at Davis-Monthan AFB, Arizona, during the month of December 1966." They were:

Col John C. Giraudo - Wing Commander  
Lt Col Lloyd C. Smith - Wing Standardization Officer  
Maj Donald C. Armstrong, Jr. - 9 TFS "D" Flight Commander

Key personnel in the squadron were:

Lt Col Richard H. Schoeneman - Squadron Commander  
Lt Col Roy E. Ireland - Operations Staff Officer  
Maj Walter A. McCoullough - Aircraft Maintenance Officer

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Maj Donald C. Armstrong, Jr. - Flight Commander  
1Lt Richard F. Trigilio - Munitions Officer  
1Lt John R. Ullstrom - Intelligence Officer

In December 1966, F-105 pilot Capt Jack A. Phillips left the 9 TFS for his combat assignment to Korat. "Late in 1966 I had the choice to either transition to the newer F-4 Phantom or volunteer for Vietnam duty in the F-105. I chose the latter ... Relocated family in Montana, my wife's home town."

*49 TFW History, 1 July - 31 Dec 1966, AFHRA Call # K-WG-49-HI, IRIS # 450719, pg C-III-3 & Jack Phillips, e-mail 11 Mar 11.*

**28-Jan-67**

6791

After completing Jungle Survival School at Clark AB, Phillipines, Capt Jack A. Phillips arrived at the 388 TFW at Korat from his assignment with the 9 TFS at Spangdahlem. He was assigned to the 34 TFS. When he arrived at Korat, he was met by Capt John Willard (Jack) Swanson, Jr., a friend and F-105 pilot from Spangdahlem AB, Germany, who was already at Korat. At Korat, "... we were not only assigned to the same squadron, but we had side by side rooms, too."

*Jack Phillips, e-mail 18 March 2011 & Jack Phillips web site in memory of Jack Swanson at <http://japhillips.com/swanson/>*

**03-Feb-67**

2548

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 44th combat mission. Four F-105Ds each carrying four CBU-24s.

"Elgin" flight. Take off at 1300. TOT 1506.  
Elgin 1 - Maj Marlin R. Blake flying 62-4395  
Elgin 2 - Maj Eugene D. Main flying 60-0421  
Elgin 3 - Capt Edgar W. Michie, Jr. flying 61-0213  
Elgin 4 - Ed (or Fred)  
Spare - Capt David H. Coats

"Mission Commander. Went to NE Railroad and hit bridge and rail line. CBUs on three flak sites. Destroyed. No aircraft damage. Beautiful mission." Primary target was at coordinates 21-18N and 106-14E.

Elgin was second of five F-105 flights from Korat: Whisper, Elgin, Cadillac, Knife, Kraut.

Also today, Capt Jack A. Phillips from the 34 TFS flew his first combat mission into the lower part of North Vietnam

*100 Mission Log of Maj. Marlin R. Blake & Jack Phillips, e-mail 18 Mar 11.*

**15-Feb-67**

1129

After a 5-day bombing pause for the Tet new year, the Rolling Thunder 53 bombing campaign of North Vietnam began again. "The Tet standdown consisted of a 48-hour cease-fire followed by another 36-hour cease-fire."

"Finally, the whole abortive peace-seeking endeavor was brought to a close on 15 February when Ho Chi Minh sent President Johnson a reply in which he unequivocally rejected the notion that the U. S. should expect any reciprocity from North Vietnam and made it clear that we must unconditionally halt the bombing before any other issues could be considered."

"Not only had our attempt to get to the negotiating table failed dismally, but the North Vietnamese

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had also taken full advantage of the Tet truce with unprecedented resupply activity, as the military had consistently predicted would happen during any such standdown. The daily sightings of watercraft and trucks between seventeen and eighteen degrees north latitude were the highest ever seen, and truck traffic moving south from the Mugia Pass area during Tet was the highest ever observed in a four-day period. ... In all, during the 1967 Tet, between 22,300 and 25,100 tons of supplies were moved from the north into the area below nineteen degrees."

Pilots from the 469 TFS, 388 TFW, flew some of today's RP-6 missions.

Capt Jack A. Phillips from the 34 TFS flew a "non-counter with Col Chairsell, Wing Commander."

*"Rolling Thunder" by John T. Smith, pgs 120 and 336 & Project CHECO, Rolling Thunder Jan 1967 - Nov 1968, 18 & "Strategy for Defeat", by Admiral U.S.G. Sharp, USN (Ret.), pg 147 & Jack Phillips, e-mail 18 Mar 11.*

#### 16-Feb-67

2564

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 49th combat mission. Two F-105Fs carrying six 750-pound bombs and six F-105Ds carrying two 3,000-pound bombs.

"Lance" flight. Takeoff at 1400. TOT 1515

Lance 1 - Maj Marlin R. Blake and Maj Joseph A. "Hank" Hart flying F-105F 62-4416

Lance 2 - Maj William J. Kriz flying F-105D 59-1739

Lance 3 - Capt Frank L. Loesche flying F-105D 62-4561

Lance 4 - Mo flying F-105D 58-1153

Spare - Piper

"Refueled to NW railroad. Radar bombed. Refueled on way back. Some flak from 85-mm guns in Yen Bai area." Their target was at coordinates 21-45N and 104-50E.

Lance was the fifth of six F-105 flights from Korat: Leopard, Pogo, Nevada, Possum, Lance, Nash.

Capt Jack A. Phillips, 34 TFS, flew his fourth combat mission into NVN.

*100 Mission Log of Maj. Marlin R. Blake & Jack Phillips, e-mail 18 Mar 11.*

#### 19-Feb-67

2566

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 51st combat mission. Four F-105Ds carrying two 3,000-pound bombs.

"Goblin" flight. Take off at 0640. TOT 0905.

Goblin 1 - Maj George H. Williams flying 58-1157

Goblin 2 - Capt David H. Coats flying 59-1760

Goblin 3 - Major Marlin R. Blake flying 59-1743

Goblin 4 - Capt Edgar W. "Ed" Michie flying 62-4221

Spare - 1Lt Guy H. Martin in 61-0132

"Refueled and went to RP-6A. Weather bad so diverted to RP-5. Two SAMs launched at us. Exploded 5-6 miles high and two miles off side. Post -strike refueled. 7Th Air Force should know better than send us when weather is bad. Stupid decision on their part."

Goblin was fourth of six F-105 flights from Korat: Zebra (Iron Hand), Bashful, Cutter, Goblin, Moth. Cabana was F-4 CAP.

Capt Jack A. Phillips from the 34 TFS flew his sixth combat mission into NVN. "First flight lead."

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*100 Mission Log of Maj. Marlin R. Blake & Jack Phillips, e-mail 18 Mar 11.*

### 20-Feb-67

2567

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 52nd combat mission. One F-105F carrying four 750-pound bombs and three F-105Ds carrying six 750-pound bombs.

"Manila" flight. Take off at 1450. TOT 1530.

Manila 1 - Major Marlin R. Blake with Lt Col Gerald F. "Jerry" Fitzgerald in the rear cockpit of F-105F 63-8330

Manila 2 - Maj Eugene D. Main flying F-105D 62-4395

Manila 3 - Capt Edgar W. "Ed" Michie flying F-105D 60-0444

Manila 4 - Capt Jackie E. Moothart flying F-105D 60-0518

Spare - Maj George H. Williams in F-105D 62-4325

"No refueling. Went to Mu Gia Pass and dropped one on pass and rest on trucks. One real good fire." Their target was at coordinates 17-42N and 105-46E.

Capt Jack A. Phillips from the 34 TFS flew his 7th combat mission into NVN.

*100 Mission Log of Maj. Marlin R. Blake & Jack Phillips, e-mail 18 Mar 11.*

### 23-Feb-67

2568

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 53rd combat mission. His flight, call sign "Answer", consisted of one F-105F carrying four 750-pound bombs and three F-105Ds each carrying six 750-pound bombs.

Takeoff at 1550. TOT 1630.

Answer 1 - Major Marlin R. Blake and Maj William T. Twinting flying F-105F 63-8330

Answer 2 - Maj Eugene D. Main flying F-105D 62-4356

Answer 3 - Maj George H. Williams flying F-105D 60-0505

Answer 4 - Capt David H. Coats flying F-105D 60-0426

Spare - Parana in F-105D 60-0516

"No refueling. Radar drop Mu Gia Pass. Hit left of target. GCA recovery." The target was in RP-1 at coordinates 17-42N and 105-46E.

Capt Jack A. Phillips from the 34 TFS flew his 9th combat mission into NVN. "Laredo flight with 3,000 # bombs."

*100 Mission Log of Maj. Marlin R. Blake & Jack Phillips, e-mail 18 Mar 11.*

### 24-Feb-67

2569

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew a non-counter combat mission to Laos. Four F-105Ds each carrying six 750-pound bombs.

"Rattler" flight. Take off at 1440. TOT 1545.

Rattler 1 - Major Marlin R. Blake flying 60-0464

Rattler 2 - Maj William T. Twinting flying 62-4316

Rattler 3 - Maj George H. Williams flying 61-0132 (designated spare aircraft)

Rattler 4 - BG William S. Chairsell Flying 62-4283

Spare - Capt Edgar W. "Ed" Michie

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"Refueled and went to Laos. Worked with FAC. Bombed and strafed a truck park. Good show."

Capt Jack A. Phillips from the 34 TFS flew his 10th combat mission into NVN.

*100 Mission Log of Maj. Marlin R. Blake & Jack Phillips, e-mail 18 Mar 11.*

**05-Mar-67**

2573

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 56th combat mission. Two F-105Ds. "Ringo" flight. Take off at 0935. TOT 1015.

Ringo 1 - Major Marlin R. Blake flying 62-4334

Ringo 2 - Capt Charles F. "Fred" Wilhelm flying 58-1154

"No refuel. Dive bomb in RP-1. Poor visibility. Bad stuff to work in." Target was at coordinates 17-35N and 106-18E. This target was probably the Phong Nha truck park (BE 617-G0896) at coordinates 17-35N and 106-18-39E along Route 137. This strike was one of 13 against this target during the period 20 February through 19 March.

Capt Jack A. Phillips from the 34 TFS flew his 13th combat mission into NVN.

*100 Mission Log of Maj. Marlin R. Blake & PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - Mar 1967 & Jack Phillips, e-mail 18 Mar 11.*

**07-Mar-67**

6434

Pilots from the 469 TFS, 388 TFW, formed a flight fraggged against the Thai Nguyen iron and steel plant (JCS 76) in NVN. The flight lineup was:

#1 - Lt Col Gordon Albert "Swede" Larson, 469th commander and Korat Force Commander

#2 - Maj Jack C. Spillers

#3 - Maj Roy S. Dickey flying his 46th mission into NVN (65 total missions)

#4 - Capt Ronald R. "Bill" Myers

Maj Dickey told what happened. "Takhli was first in, got within 10 miles of the Steel Mill and found a solid undercast at 7,000. We were in the soup at 18,000 feet." The flight was diverted to a secondary target, not without some risk. "It was hazardous to turn around a gaggle of 48 aircraft under sorry weather conditions and head back for alternate targets in other areas. One rule of thumb was not to fly in the soup in an active SAM environment."

Capt Jack A. Phillips from the 34 TFS flew a non-counting combat mission into Laos.

*Roy Dickey, "The Saga of the Thai Nguyen Iron and Steel Works", in his scrapbook & Jack Phillips, e-mail 18 Mar 11.*

**08-Mar-67**

4163

Maj Richard E. Moser from the 421 TFS flew a mission for which he was awarded the Air Medal (10 OLC). He "... distinguished himself by meritorious achievement while participating in aerial flight as a F-105 Thunderchief pilot at Na San, North Vietnam on 8 March 1967. On that date, Major Moser participated in an armed reconnaissance mission over northwest North Vietnam. Three supply storage buildings were sighted. The ensuing dive bomb attack caused two secondary explosions and destroyed all three buildings."

Capt Jack A. Phillips from the 34 TFS flew his 14th combat mission into NVN.

*Moser award citation, provided by his son, Rick Moser & Jack Phillips, e-mail 18 Mar 11.*



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09-Mar-67

2587

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 57th combat mission. Four F-105Ds each carrying six 750-pound bombs.

"Hangover" flight. Take off at 1445. TOT 1550.

Hangover 1 - Major Marlin R. Blake flying 62-4248

Hangover 2 - Capt Edgar W. "Ed" Michie flying 60-0530

Hangover 3 - Capt Jackie E. Moothart flying 61-0208

Hangover 4 - Capt Charles F. "Fred" Wilhelm flying 61-0167 (or 58-1167)

Spare - Maj George H. Williams in 60-0505

"Refueled and dropped on Milky Control. No problems."

Capt Jack A. Phillips from the 34 TFS flew his 15th combat mission into NVN.

*100 Mission Log of Maj. Marlin R. Blake & Jack Phillips, e-mail 18 Mar 11.*

10-Mar-67

880

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

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

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

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

The 469 TFS was fragged to form a flight without bombs to provide weather reconnaissance and MiG CAP to precede Korat's main strike force. The flight lineup was:

#1 - Maj John M. Rowan, 469th Operations Officer

#2 - Maj Ray H. Bryant, 469th Assistant Ops Officer

#3 - Lt Col Gordon Albert "Swede" Larson, 469th commander

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#4 - Maj Roy S. Dickey flying his 48th mission into NVN.

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

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

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

"Chevrolet"

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

"Possum"

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

"Random"

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

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

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

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

On the day he flew as Korat's mission commander, Lt Col Joseph C. Austin assumed command of the 34 TFS replacing Lt Col Richard M. Heyman, Jr. Austin, "Chevrolet 1", "... led the force with a flak suppression flight being first on target. Ingress to target was conducted in defensive box formation at 16,000 feet. Low ceilings prevailed over the entire route, breaking up short of

## Jack A. Phillips

### F-105 History

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the target area. Preselected flak sites were struck by the CBU flight and strike flights struck assigned targets within the complex. Heavy 37/57-mm fire was encountered as strike aircraft initiated their roll-in and the flak suppression flight dropped a portion directly on the target complex, thus silencing many of the gun emplacements. Bomb damage was extensive, ... although a blast furnace area escaped damage completely. As aircraft egressed the target area, they encountered moderate to heavy 85-mm fire within five miles of the target. This barrage necessitated continuous jinking to slip through the barrage." (388 TFW history)

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

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

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

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

A 388 TFW OPREP 3 described this MiG encounter in more detail. "Random 1 - 4 was on egress route heading 270, location 21-55/104-55, altitude 20,000, speed 500 knots, time 0753Z. Flight observed a MiG-21 approaching them from 6 o'clock position heading 270, altitude 18,000 ft.

## Jack A. Phillips

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When MiG-21 was approximately 5 miles away, he fired a missile at the flight. Missile appeared to have a white streamer trailing behind it. Flight took evasive tactics by turning approximately 45 degrees, climbing toward the sun. Flight observed missile to approach about 2 miles behind flight, then began to lose momentum and arch toward the ground. Missile impact not observed. MiG did not pursue attack and broke away after missile launch. Flight then continued on egress route." (388 TFW OPREP 3, TWX 101139Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

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

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

#### 12-Mar-67

1274

Twenty-one F-105s and four F-4Cs struck the Viet Tri Thermal Power Plant (JCS 82.17) for the first time. Pilots reported one large secondary explosion with orange fire from the generator hall/boiler house and numerous fires. The coal treatment building and the transformer yard were heavily damaged. "... We estimate it will take approximately 18 months to repair this plant." However, the plant was struck again a week later, on 19 March.

Three flights from the 34 TFS, 388 TFW, struck the Viet Tri Power Plant at coordinates 21-17-57N and 105-25-26E. Flight lineup was:

#### "Finch"

- #1 - Maj William E. Augsburg, mission commander
- #2 - Maj John R. Whaley
- #3 - Maj Robert W. Johnson
- #4 - Capt John W. Swanson, Jr.

#### "Nelson"

- #1 - Lt Col Joseph C. Austin
- #2 - Capt David C. Carter
- #3 - Maj Donald F. Fryauf
- #4 - Maj Earl Johnston.

#### "Possum"

- #1 - Maj William C. Eagle
- #2 - Capt Jack A. Phillips flying his 17th & 18th missions into NVN. He was awarded an Air Medal.
- #3 - Maj Harry Pawlik
- #4 - Maj James N. McClelland.

The flight was probably recycled for RESCAP.

""Finch" flight acted as flak suppression and each member had a preselected gun emplacement to

## Jack A. Phillips

### F-105 History

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attack. The two strike flights carried two 3,000-pound bombs each and were to attack the boiler room and generator hall. Gun emplacements attacked were completely neutralized and the only ground fire encountered came from a suspected hospital area north of the target."

Pilots from the 469 TFS also flew on this strike.

"Pilot BDA reported complete destruction of the target. The photo aircraft covering this strike was shot down by a surface-to-air missile while egressing the target area."

The photo aircraft, "Neptune 2", was RF-4C 65-0877 from the 11 TRS, 460 TFW, from Tan Son Nhut. Capt Edwin Riley Goodrich, Jr. was KIA and 1Lt John Walter Clark became a POW.

An attempt to rescue the downed RF-4C crew was called off. "At 12/0309Z, Neptune Two was reported down at coordinates 20-55N and 104-45E [65 miles west of Hanoi]. No report of either chute or beeper. High performance aircraft as well as A-1Es made a search of the area with negative results. At 12/0429Z, the forces were withdrawn after SAMs were launched against the jets. At this time, 7th AF directed the SAR activity on this mission be suspended." (Rescue Opening Report 2-3-19 12 Mar 67, TWX 120719Z Mar 67 from 3 ARR GP OL 2, Udorn RTAFB, Thailand, in AFHRA Folder Call # K318.2411-5, IRIS # 1017063.)

"With no BDA available another strike was scheduled and pilots reported the target destroyed before they dropped their ordnance. Film strips taken from KA-71 strike cameras verified the boiler room and generator hall 50% destroyed with the remaining portion totally gutted."

*PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & 388 TFW history Jan - Dec 67, USAF microfilm NO 583, frame1226*

#### 13-Mar-67

3526

In RP-2, "on the night of 13 March, Air Force pilots reported destroying the Chu Le highway bridge (BE 617-01528) at 18-12-35N and 105-42-20E and observed one secondary explosion."

Maj Richard E. Moser from the 421 TFS at Korat flew an F-105 bombing mission on this day for which he was awarded the Air Medal (7 OLC). "Major Moser participated in a highly successful armed reconnaissance mission. Four targets of opportunity, including a major river bridge and barge, were selected and destroyed by precise bombing and strafing."

Capt Jack A. Phillips from the 34 TFS flew his 19th combat mission into NVN.

*PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & Moser award citation provided by his son, Rick Moser & Jack Phillips mission summary via e-mail 18 Mar 11.*

#### 15-Mar-67

6322

Capt Charles C. "Clint" Murphy, 469 TFS, 388 TFW, led a flight of F-105s into RP-1, North Vietnam. The lineup was:

- #1 - Capt Murphy flying 60-0464 for 2:30 on his 73rd mission.
- #2 - Lt Col James Lindberg Hughes
- #3 - Capt Steven J. Savonen
- #4 - Capt William Michael Meyer

"We were originally scheduled on the morning Package 6 raid; however, the weather was so bad we knew we wouldn't go. We were sent to work with Cricket. After start, two of my flight were having trouble, so I had to take spare and go with three aircraft. I told the first man to get fixed to launch and meet us at the tanker. The haze is so bad during this time of year the field is IFR just

## Jack A. Phillips

### F-105 History

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about all day, even though there isn't a cloud in the sky. It is caused by all of Thailand burning off their rice fields. We finally all got together at the tanker.

"Before we got to check in with Cricket, GCI told us we were to join with some F-4s for a Skyspot. That really upset me. We were carrying two 3,000-pound bombs each. I hated to see them wasted. When we got with the F-4s, they were too low on fuel so they went home. The F-4s are really fuel conscious now, after losing the two last week. I told GCI I didn't want to waste the ordnance and I wanted to go to work with a FAC. I really wanted to put them on the bridge that I found yesterday, but the weather had closed in again around Route 1.

"The FAC wanted a main road cut. That is still wasting them, but it is better than Skyspot. When we were able to find it through the haze, we put all eight bombs on the road. They dig holes that are bigger than a good-sized Texas stock tank. That FAC was really happy.

"On the way back we heard Hotrod Flight going to guard channel to start RESCAP for their number 2 man [Lt Col Peter Joseph Frederick, 357 TFS, KIA]. I called GCI that we were available for RESCAP, but they couldn't get us a tanker before we were Bingo fuel, so we had to come on home."

Capt Jack A. Phillips from the 34 TFS flew his 20th combat mission into NVN.

*Clint Murphy, mission log & Jack Phillips, mission summary via e-mail 18 Mar 11.*

**19-Mar-67**

1133

In the program paralleling the "Ryan's Raiders", both the 355 TFW and 388 TFW flew F-105 radar bombing missions using the techniques developed by the Tactics Working Group directed on 13 March 1967 by the PACAF Commander, General Ryan. During the Sunday morning missions, both wings practiced the technique for the afternoon missions.

An F-105D from Korat crashed during the morning practice run and the pilot, Lt Col Joseph Clair Austin, the commander of the 34 TFS, was killed. Other members of "Warhawk" flight were #2 Capt Jack A. Phillips, #3 Maj Carl W. McKenzie, and #4 Capt David C. Carter. This was Capt Phillips' 21st combat mission into NVN.

Phillips recalled the circumstances of the mission. "The 34th had been tabbed to do a risky low level run on a power plant in bad weather; Carl McKenzie picked Dave Carter and me since it would be a 3 ship, in-the-trees run. The new squadron commander, Joe Austin, told Carl that he would lead the mission. Carl did not want this to occur and Austin told him it was an order. So we planned everything, but due to Austin's lack of experience, Carl insisted that we do a practice mission. Carl briefed the whole thing and went into great detail regarding the snake-eyes we would be using since Austin had never even seen one before. We headed off to a lower package and flew around 100 feet to get Austin some practice. He got the word that the primary weather was socked in and chose an alternate, which was only a bit better. We found the target okay, but for some reason Austin pulled up to about 3,000 feet and started a shallow dive run instead of a level delivery. I was number 2 and saw him pull hard enough to envelop the aircraft in vapor, then hit the side of a hill. No ejection and no beeper. I never even saw him release the bombs.

"After we recovered, the head shed would not let us fly the planned mission [in the afternoon], so we helped John Rowan and gave him all our stuff. They flew it later that day and it was a success. They went to give Rowan a silver star and he refused, saying it was an AF Cross mission; they relented and he got it. All in all, an unusual day. I think Chairsell was afraid of losing both the commander and ops officer of the 34th if he let us take the mission." (Jack Phillips, e-mail 21 Mar 2011.)

## Jack A. Phillips

### F-105 History

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Also in the morning, a flight of four F-105s from the 355 TFW, at Takhli "... took off for a practice mission in Laos." "Gainful" flight consisted of Lt Col Danny Salmon lead, Maj Randy Plumb number 2, Maj Kenneth H. Bell, the Stan Eval Officer number 3, and Maj Ted Tolman number 4. "The plan was to penetrate the clouds over a target in Laos where a FAC could observe our radar bomb delivery and report the accuracy of the weapons. We would drop 500-pound retarded Snakeye bombs using a simple radar technique called 'lay-down bombing'. ... Once in the air, we got to our rendezvous point with the FAC only to learn that he was too busy to handle us. Colonel Salmon decided to divert to Route Pack One and find a target on our own. ..."

After flying to the coast where the weather was bad and a SAM site threatened them, they flew back to the Mu Gia Pass area. "Colonel Salmon finally found a suitable radar target on a road junction in a narrow valley, and we dropped our bombs together on his command. Twenty-four Snakeye bombs rippled off the racks and disappeared into the murk below us. The bombing system worked, but it was impossible to tell how accurately."

For this mission, Lt Col Salmon received the Silver Star "for gallantry while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force ...." (Hq 7th AF SO G-582 dated 21 April 1967.)

*Jack Phillips mission summary via e-mail 18 Mar 11 & "100 Missions North", pp 202 - 207*

#### 23-Mar-67

3536

Along Route 137 in RP-1, Air Force planes cut the road in one place at coordinates 17-18N and 106-12E.

Maj Roy S. Dickey led "Falstaff" flight on a Skyspot mission on a railroad in North Vietnam. The 469 TFS flight lineup was:

- #1 - Maj Dickey
- #2 - Capt Donald Z. LaRochelle
- #3 - Maj James S. Thompson
- #4 - Maj Frank L. Yow, Jr.

"My notes say that it was a relaxed flight and that we rat raced on the way back."

Capt Jack A. Phillips from the 34 TFS flew his 24th combat mission into NVN.

*PACAF Rolling Thunder briefing to CINCPAC for the period 20 Mar - 2 Apr 1967 & Roy Dickey, scrapbook story, "The Saga of the Thai Nguyen Iron and Steel Works", pg 4 & Jack Phillips Mission Summary via e-mail 18 Mar 1*

#### 26-Mar-67

2601

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 63rd combat mission. He led two F-105Ds in "Barracuda" flight, one carrying one 1,000-pound bomb and four 750-pound bombs, the other carrying six 750-pound bombs. Their target coordinates were 17-35N and 106-17E. They took off at 0850 and reached the target at 0930. The flight lineup was:

- Barracuda 1 - Major Marlin R. Blake flying 60-0505
- Barracuda 2 - Capt Charles F. "Fred" Wilhelm flying 58-1172
- Spare - Capt David H. Coats in 60-0462

"No refuel. Went to RP-1 and bombed Route 15 bypass bridge."

Four other 13 TFS pilots were awarded Distinguished Flying Crosses for heroism on missions

## Jack A. Phillips F-105 History

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they flew on this day. They were Maj Jackie E. Moothart, Maj Glen R. Wilson, Capt Richard L. O'Connor (1 OLC), and 1Lt Guy H. Morgan, Jr. (7 AF SO G-970 8 Jul 67)

Capt Jack A. Phillips from the 34 TFS flew his 25th combat mission into NVN.

*100 Mission Log of Maj. Marlin R. Blake & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

### 27-Mar-67

2635

Four pilots from the 388 TFW formed "Shark" Flight fragged against a target in RP-6. The lineup was:

- #1 - Lt Col Gordon Albert "Swede" Larson 469 TFS commander
- #2 - Maj Robert F. McDonald from the 421 TFS
- #3 - Maj Roy S. Dickey, 469 TFS
- #4 - Capt Donald Z. LaRochelle, 469 TFS.

Roy Dickey recalled, "... we got about half way from Channel 97 to the target when the attack was called off because of weather."

Shark was the first of five F-105 strike flights from Korat. The flight order was Shark, Flapper, Black Jack, Dallas, Nitro. Honda was an Iron Hand flight, Manila flight was F-4 CAP. Tico was EB-66 ECM support.

Maj. Marlin R. Blake from the 13 TFS led Korat's "Dallas" flight, four F-105Ds each carrying six 750-pound bombs. "Dallas" took off at 14:10 for a TOT of 15:33. Their lineup was:

- #1 - Major Marlin R. Blake flying 59-1752 on his 64th combat mission.
- #2 - Capt David H. Coats flying 60-0518
- #3 - Capt Edgar W. "Ed" Michie flying 60-0421
- #4 - Capt Charles F. "Fred" Wilhelm flying 58-1172
- Spare - John in 62-4248

Maj Blake recorded his comments on this mission in his combat log. "Refueled and went towards RP-6. Weather abort and went to RP-3. Dropped on route and #3 man got three secondary explosions." The target was at coordinates 20-53N and 105-35E.

Capt Jack A. Phillips from the 34 TFS flew his 26th and 27th combat missions into NVN.

*Roy Dickey, scrapbook story, "The Saga of the Thai Nguyen Iron and Steel Works", pg 5 & 100 Mission Log of Maj. Marlin R. Blake & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

### 28-Mar-67

3544

On 28 March, Air Force planes damaged a bridge on Route 15 in RP-1 at 17-58N and 105-49. Also, along Route 137 in RP-1, Air Force planes cut the road in four places at coordinates 17-36-05N and 106-18-00E.

In RP-2, Air Force planes destroyed the Huu Bang highway bridge (BE 617-G0193) at 18-30-45N and 105-29-05E, and damaged two other small bridges at locations 18-07-47N and 105-52-22E and 18-04-00N and 105-49-30E.

In RP 3, Air Force planes bombed the Khe Bo storage area (BE 617-G0301) at 19-08-00N and 104-43-20E damaging 6 buildings and destroying 8.

Capt Jack A. Phillips from the 34 TFS flew his 28th combat mission against a target in RP-3 NVN.



# Jack A. Phillips

## F-105 History

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*PACAF Rolling Thunder briefing to CINCPAC for the period 20 Mar - 2 Apr 1967 & Jack Phillips Mission Summa via e-mail 18 Mar 11..*

**04-Apr-67**

1282

"F-105s from the 388 TFW destroyed a large transport vehicle and damaged another eight miles southwest of Dong Hoi. A 1,000-foot fireball, described as 'gigantic' by lead pilot Maj Gale B. Anstine [469 TFS] resulted after the Thunderchief pilots released their bombs on the transport vehicles. 'I rolled on my first pass and after releasing my 750s there was immediate explosion upon impact that looked like a 3,000-pound bomb. It was fireball of a munitions explosion.' Capt William M. Meyer said, 'I sure felt like we accomplished something. After Maj Anstine dropped his 750s, I released mine on the second pass and I'm certain we at least damaged a second large transporter.' Heavy smoke in the area after the explosion obscured visibility."

"Thunderchiefs from the 388th also hit three enemy trucks parked eight miles west-northwest of Dong Hoi. Flight Leader Maj Charles B. Penney [421 TFS] stated; 'We saw the vans parked side-by-side. They were light in color and were unusual without the common camouflage or green markings. We dropped our ordnance and there was a terrific secondary explosion from at least one van.' "

"A causeway to a ferry complex was interdicted 30 miles north-northwest of Dong Hoi by other Thunderchiefs. Both approaches to a highway ford were cut after 500-pound bombs were dropped by F-105s flying eight miles west-northwest of Dong Hoi. Twenty miles beyond that site flames were seen coming from a truck destroyed by more 500-pound bombs. A storage area was left burning and one secondary observed by pilots after hitting an area with 20-mm fire, 13 miles northwest of Dong Hoi."

Maj Marlin R. Blake from the 13 TFS flew his 70th combat mission. He led "Hectic" flight, four F-105Ds each carrying six 750-pound bombs. Takeoff was at 0650. TOT 0810. "Refueled and went to DMZ and Sky Spot with Milky Control." The flight lineup was:

Hectic 1 - Major Marlin R. Blake flying 62-4359  
Hectic 2 - Lt Col Fred A. "Fritz" Treyz flying 62-4352  
Hectic 3 - Capt Edgar W. "Ed" Michie flying 60-0424  
Hectic 4 - Capt Charles F. "Fred" Wilhelm flying 62-4270  
Spare - Capt David H. Coats in 61-0190

Capt Jack A. Phillips from the 34 TFS flew his 29th mission into NVN. "Led 4 aircraft radar drop."

*388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1463 & 100 Mission Log of Maj. Marlin R. Blake Jack Phillips Mission Summary via e-mail 18 Mar 11.*

**05-Apr-67**

1283

"The east end of a bridge three miles south of Dong Hoi was heavily damaged after F-105 Thunderchiefs from the 388 TFW hit it with 500-pound bombs. Thunderchiefs also pounded the Mui Cay Ay road a mile north-northeast of Mu Gia Pass, causing one secondary explosion and interdicting the route in three places."

"Capt Frederick L. Watkins, (13 TFS) who was on the air strike, said afterwards, 'We dropped our ordnance and saw a column of white smoke that billowed up to 1,000 feet. It appeared that we had hit a supply of ammo.' "

Capt Jack A. Phillips from the 34 TFS flew his 30th mission into NVN. "Led 3 aircraft radar drop."

*388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1464 & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

# Jack A. Phillips

## F-105 History

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07-Apr-67

1284

"Pilots flying Thunderchiefs assigned to the 388 TFW hit a convoy of six trucks and reported all ordnance on target. Black smoke and dust billowed from the first two trucks and obscured bomb damage assessment on the rest of the convoy."

In RP-1 along Route 15, F-105s from the 388 TFW made one cut five miles north of Mu Gia Pass on the Don Bai Dinh interdiction point (BE 617-00265) at 17-43-58N and 105-46-52E. " Another road 10 miles further north was also cut in two places by 750-pound bombs."

"Wedge" from the 13 TFS was one of the flights that struck Mu Gia Pass. On this mission Maj Marlin R. Blake flew his 72nd combat mission and Maj George H. Williams flew his 100th. The flight consisted of two F-105Ds each carrying six 750-pound bombs. Takeoff at 1620. TOT 1700.

"No refuel. Went to Mu Gia Pass and dive bombed. George Williams's 100th." The target was at coordinates 17-42N and 105-46E. The flight lineup was:

Wedge 1 - Maj George H. Williams flying 62-4248  
Wedge 2 - Major Marlin R. Blake flying 60-0425  
Spare - Capt Edgar W. "Ed" Michie in 61-0170

Capt Jack A. Phillips from the 34 TFS flew his 31st mission into NVN.

*388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1464 & PACAF Rolling Thunder briefing to CINCPAC for the period 3 - 23 Apr 1967 & 100 Mission Log of Maj. Marlin R. Blake & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

09-Apr-67

1285

"The F-105 pilots from the 388 TFW made 10 strafing runs on a long line of trucks. Black smoke, raising to 2,000 feet from a secondary explosion, obscured bomb damage assessments. Pilots had to maneuver their Thunderchiefs through the Mu Gia Pass while under enemy anti-aircraft attack. 'I observed at least four van-type trucks burning after our first pass,' commented Capt John F. Haack [13 TFS]. 'I'm sure there were other trucks heavily damaged under all the fire and smoke.' "

"Other 388th pilots dropped ordnance on North Vietnamese 85-mm anti-aircraft sites, 91 miles northwest of Hanoi, destroying at least two emplacements and heavily damaging others. Two of the AAA revetments received direct hits from 750-pound bombs as the F-105 pilots averted enemy fire to complete their runs ... ."

On his 74th combat mission, Maj Marlin R. Blake from the 13 TFS, 388 TFW, led "Chevrolet" flight, four F-105Ds carrying six 750-pound bombs. Takeoff at 0655. TOT 0820. The flight line up was:

Chevrolet 1 - Major Marlin R. Blake flying 61-0220  
Chevrolet 2 - Lt Col Fred A. "Fritz" Treyz flying 62-4352  
Chevrolet 3 - Capt Edgar W. "Ed" Michie flying 61-0190  
Chevrolet 4 - Maj Harold E. McKinney flying 59-1739  
Spare - Capt Charles F. "Fred" Wilhelm in 60-0512

"Refueled and went to RP-5. Weather bad at Red River so came south after making a turn and getting a border violation. Dropped on road about 20 miles south of Yen Bai. Had one SAM signal. Refueled and came home. Me, Treyz, Ed, Hal."

## Jack A. Phillips

### F-105 History

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Chevrolet was the last of five F-105 flights from Korat: Mallard (Iron Hand), Harpoon (carrying CBUs), Random, Possum, Chevrolet. Lincoln and Muskrat were F-4 CAP flights. Hot Dog and Drill were EB-66 ECM flights.

Capt Jack A. Phillips from the 34 TFS flew his 32nd and 33rd missions into NVN. "Double counter: 3 hours 35 minutes."

*388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1464 and 1465 & 100 Mission Log of Maj. Marlin R. Blake & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

#### 10-Apr-67

1287

"Three ... trucks were destroyed and one damaged by pilots flying F-105 Thunderchiefs from the 388 TFW. A flight of four F-105s came across the convoy traveling along Route 15, 17 miles north northeast of Mu Gia Pass."

"The number three man in the flight spotted the convoy and made the first pass. Capt [James S.] Walbridge [421 TFS] said afterwards, 'My first bomb was a little wide of the lead truck, but the next four cut right across the convoy.' "

Fifty miles northwest of Dong Hoi, other 388th ... pilots destroyed an anti-aircraft site plus several railroad boxcars on a railway siding in the area."

Maj Marlin R. Blake, 13 TFS, 388 TFW, flew his 75th combat mission into Laos and Mu Gia Pass. "Zipper" flight was two F-105Ds each carrying six 750-pound bombs. Take off at 0850. TOT 0930. The flight lineup was:

Zipper 1 - Maj Harold E. McKinney flying 61-0205  
Zipper 2 - Major Marlin R. Blake flying 62-4278  
Spare - Ted in 59-1743

"Refueled and went to Steel Tiger and bombed a troop area. Nothing but some ??? ???. Went to Mu Gia Pass and recce road. All quiet there. Hal & I."

Capt Jack A. Phillips from the 34 TFS flew his 34th and 35th combat missions into NVN. "Double counter: 3 hours 45 minutes." The second mission may have been a RESCAP recycle for Maj John F. O'Grady (KIA) from the 357 TFS downed by AAA over Mu Gia Pass.

*388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1466 & 100 Mission Log of Maj. Marlin R. Blake Jack Phillips Mission Summary via e-mail 18 Mar 11.*

#### 11-Apr-67

1288

In RP-1 along Route 1A, Air Force planes destroyed the Dong Hoi highway bridge (JCS 18.1) (BE 617-00018) at 17-27-27N and 106-37-50E and a pontoon bridge 250 feet west of the Dong Hoi bridge.

"Two (388 TFW) F-105 ... pilots knocked out a highway bridge, 16 miles north-northeast of Mu Gia Pass. The pilots reported their bombs interdicted the east approach to the bridge and several other bombs hit directly on the north section of the bridge, making it totally unserviceable. The pilots ... (were) assigned to the 469 TFS at Korat ... ."

"A flight silenced an anti-aircraft artillery site, 77 miles northwest of Vinh. Members of the flight said all their bombs hit in the target area."

"A two lane, dirt filled bridge with concrete abutments was destroyed when F-105 pilots unloaded

## Jack A. Phillips F-105 History

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their bombs ... on the 100 foot-long structure, 64 miles west-northwest of Vinh."

Four pilots from the 13 TFS, 388 TFW, flew in "Chevrolet" flight against a road in North Vietnam. Each of their F-105Ds carried six 750-pound bombs. The flight lineup was:

Chevrolet 1 - Maj Alfred J. "Lash" Lagrou, Jr. flying 61-0154  
Chevrolet 2 - Maj Marlin R. Blake flying 62-4269 on his 76th combat mission.  
Chevrolet 3 - Maj William T. "Ted" Twinting flying 60-0444  
Chevrolet 4 - Lt Col Richard F. B. Gimmi, Jr. flying 60-0449  
Spare - Capt Charles F. "Fred" Wilhelm in 61-0126

In his mission log, Maj Blake wrote: "Refueled and went to RP-3. Weather bad but dropped on Route 7. Lash, Me, Ted, Col Gimmi." Their target was at coordinates 19-24N and 104-09E.

Chevrolet was the second of five F-105 flights from Korat: Tamale (Iron Hand), Chevrolet, Hangover, Packard, Ozark. Elmo was an Iron Hand flight from Takhli.

Capt Jack A. Phillips from the 34 TFS flew his 36th combat mission into NVN.

*PACAF Rolling Thunder briefing to CINCPAC for the period 3 - 23 Apr 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1466 & 1467 & 100 Mission Log of Maj. Marlin R. Blake & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

### 14-Apr-67

1291

"A highway causeway was cut 18 miles north-northwest of Dong Hoi by F-105 pilots attached to the 388 TFW."

"One road cut was visible through a hole in the undercast after Thunderchief pilots dropped 750-pound bombs on Route 1, 24 miles south-southeast of Dong Hoi."

"Taksan" flight from the 13 TFS consisted of four F-105Ds each carrying six 750-pound bombs. They took off at 0715 with a scheduled TOT of 0815. The flight included:

Taksan 1 - Maj Harold E. McKinney flying 62-4248  
Taksan 2 - Capt Edgar W. "Ed" Michie flying 59-1743  
Taksan 3 - Major Marlin R. Blake flying 61-1167 on his 78th combat mission over North Vietnam.  
Taksan 4 - Capt Charles F. "Fred" Wilhelm flying 62-4352  
Spare - Capt Donald M. Majors in 62-4286

"Refueled and went to Steel Tiger. Dropped on supply storage area and got some secondaries. Weather bad. Hal, Ed, Me, Fred."

Capt Jack A. Phillips from the 34 TFS flew his 37th combat mission into NVN.

*388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1467 and 1468 & 100 Mission Log of Maj. Marlin R. Blake & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

### 15-Apr-67

1292

In RP-1 along Route 101, Air Force planes destroyed a temporary bridge at 17-38-00N and 106-23-00E.

"A 30-foot bridge was put out of commission when pilots of two F-105s from the 388 TFW at Korat ... struck 109 miles west-northwest of Vinh. The pilots also reported cutting several roads in the area of Vinh."

## Jack A. Phillips

### F-105 History

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"Three secondary explosions resulted when two F-105 Thunderchief pilots from the 13 TFS destroyed five enemy barges 31 miles north-northwest of Dong Hoi ... . A 500-foot fireball soared into the air when the target was hit."

Capt Jack A. Phillips from the 34 TFS flew his 38th combat mission into NVN.

(Approximate date) Maj Roderick G. Giffin arrived at Korat and was assigned to the 34 TFS.

*PACAF Rolling Thunder briefing to CINCPAC for the period 3 - 23 Apr 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1467 and 1468 & Jack Phillips Mission Log via e-mail 18 Mar 11.*

#### 16-Apr-67

1293

In RP-1 along Route 1A, Air Force planes destroyed a small pontoon bridge at 17-11-15N and 106-53-40E.

"A military storage area 91 miles west of Hanoi came under heavy attack from 388 TFW pilots. Three secondary explosions with shock waves strong enough to be felt by the pilots, resulted when eight fortifications blew up, sending heavy black smoke skyward."

Four members of the 13 TFS formed "Catnip" flight, four F-105Ds each carrying six 750-pound bombs. They took off from Korat at 09:35 and were scheduled to arrive at their target at 10:45. The flight consisted of:

Catnip 1 - Major Marlin R. Blake flying 62-4221 on his 79th combat mission.

Catnip 2 - Capt David H. Coats flying 62-4428

Catnip 3 - Maj Harold E. "Hal" McKinney flying 62-4326

Catnip 4 - Capt Charles F. "Fred" Wilhelm flying 61-0132

Spare - Capt Edgar W. "Ed" Michie in 61-0167

"Refueled and went to Steel Tiger. Dropped on trucks. Nothing. Me, Dave, Hal, Fred."

"Weather over the North remained poor with thunderstorms in some areas."

Other Korat flights were: Anzak (Iron Hand); F-4 CAP flights Vespo, Gigalo, Speedo; Crab (Iron Hand) from Takhli; and EB-66 ECM flights Domino, Steel, Oakland.

Capt Jack A. Phillips from the 34 TFS flew his 39th combat mission into NVN.

*PACAF Rolling Thunder briefing to CINCPAC for the period 3 - 23 Apr 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1468 & 100 Mission Log of Maj. Marlin R. Blake & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

#### 18-Apr-67

6446

"Seven trucks were destroyed, as F-105s from the 469 TFS hit a truck park 41 miles northwest of Dong Hoi. Lead pilot, Maj Ralph L. Kuster, said, 'The target looked just like the pictures we had. I rolled in and dropped my ordnance on the trucks. The bombs hit with such force that one truck was blown in the air and landed on top of another one. Then my number two man dropped his along a truck route nearby and tore up the road bed!'"

In RP-1 along Route 1A, Air Force planes destroyed a steel platform bridge at 17-13-22N and 106-50-53E. "The Thu Thiet highway bridge, 23 miles southeast of Dong Hoi, was destroyed when 750-pound bombs dropped by F-105s from the 13 TFS cut right across the steel platform structure."

# Jack A. Phillips

## F-105 History

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Capt Jack A. Phillips from the 34 TFS flew his 40th combat mission into NVN.

*388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1469 and 1755 & Jack Phillips Mission Summa via e-mail 18 Mar 11.*

**19-Apr-67**

1460

Later in the afternoon, after the morning's strike by the 355 TFW, the 388 TFW also struck the Xuan Mai Army barracks (JCS 22 and JCS 23). "Thunderchiefs from the 388th ... were able to see the target 40 miles away by the time they got to the area at 5:20 p.m. Smoke rose so high from previous bomb runs that their bomb damage assessment was hampered. All ordnance was on target according to Majors William C. Eagle [34 TFS], 37, of San Antonio, and Maurice E. Seaver, 39, of Highland Park, Calif. [421 TFS]. 'Our ordnance just mushroomed and engulfed the entire maintenance complex,' one pilot said."

Capt Jack A. Phillips from the 34 TFS flew his 41st combat mission into NVN. "Pack 6, rough (JCS 22.00, Xuan Mai barracks). He received the DFC for this mission.

*388 TFW history, Apr - Dec 1967, USAF microfilm NO583, frame 1470 & Jack Phillips Mission Summary via e-n 18 Mar 11.*

**20-Apr-67**

1461

"Weather over the panhandle was cloudy, hampering bomb damage assessment on many of the (F-105) strikes."

"An early morning flight of F-105s from the 13 TFS discovered 10 to 15 barges towing a bridge 27 miles northwest of Dong Hoi along the Rao Nay river... . The bridge was the type that is replaced nightly to allow shipment of supplies to proceed southward into the Republic. Six to eight barges were destroyed while the bridge was heavily damaged."

Lt Col Richard F. B. Gimmi from the 13 TFS led a two-ship strike against the barges. "The day's mission was supposed to have been against a target further north in the Package VI area but rain storms delayed the takeoff and the F-105s launched too late to meet up with their supporting tankers. As a result the flight of six F-105s was broken up into three flights of two and then sent to the Package I and II areas to look for enemy activity.

"As Gimmi and his wingman continued east along the river at an altitude of 6,000 feet, anti-aircraft artillery fire from 37-mm and 57-mm guns began to intensify. It was a telltale sign something worth defending was in the local area."

The two pilots spotted the barges and rolled in to bomb and strafe them. "Each pilot dropped six 750-pound bombs in the middle of the barges and blew several of them clean out of the water. Following their dive bomb passes, the two F-105s turned around and, skimming down the river at an altitude of 200 feet, engaged the remaining enemy barges with their 20-mm cannons."

Lt Col Gimmi was credited with destroying eight barges "... and his wingman took out the rest." Gimmi received the Air Medal (7th OLC) for this mission.

Capt Jack A. Phillips from the 34 TFS flew his 42nd combat mission into NVN. "Pack 1 after Laos."

*388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1471 & "Airman. The Life of Richard F. B. Gimmi by Russell M. Gimmi, iUniverse, Inc., pp 253 - 254, 362 - 363 & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

# Jack A. Phillips

## F-105 History

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21-Apr-67

1462

Air Force planes attacked the last remaining JCS target approved for Rolling Thunder 54 by sending 14 strike sorties against the Bac Giang ammunition depot (JCS 47.21) on 20 and 21 April.

"Formations of Phantoms from the 8 TFW at Ubon ... and Thunderchiefs from the 388 TFW hit an ammo storage area, railroad line, and highway bridge (JCS 18.23) near Bac Giang, 26 miles northeast of Hanoi. It was the second day in a row that the ammo depot had received extensive damage. F-4C pilots from the 8 TFW, hitting the munitions area, reported all ordnance on target, but bomb damage assessment was hampered by cloudy conditions."

Eight air Force planes dropped 42 MK-117 bombs on the Bac Giang railroad and highway bridge (JCS 18.23) (BE 616-00479) on the Northeast Rail Line (RR 2) in RP-6A at 21-16-30N and 106-11-18E. F-105 pilots from the 388 TFW reported damage to both ends of the bridge and inflicted multiple rail cuts along the route. Two AAA sites of an undetermined caliber were also silenced.

"Scotch" flight from the 13 TFS struck the Bac Giang bridge. The flight consisted of four F-105Ds carrying six 750-pound bombs. The flight took off at 1335 and was over the target at 1539.

Scotch flight consisted of:

Scotch 1 - Maj Harold E. McKinney flying 61-0124

Scotch 2 - Capt David H. Coats flying 60-0530

Scotch 3 - Major Marlin R. Blake flying 61-0154 on his 81st combat mission.

Scotch 4 - Capt Edgar W. "Ed" Michie flying 60-0432

Maj Blake's diary recorded his mission. "Refueled over water and went to RP-6. Bac Giang Railroad Bridge. Lots of flak and SAM warnings but no SAMs. MiGs in area but not sighted. Refueled on way home. Hal, Dave, Me, Ed."

Scotch was the second of five F-105 flights from Korat: Chicago (Iron Hand), Scotch, Baltic, Hambone, Leopard. Falcon was an F-105 flight from Takhli. Vulture, Lackland, Nitro, and Shark were EB-66 ECM support flights. Cactus and Drill were F-4 CAP flights.

Capt Jack A. Phillips from the 34 TFS flew his 43rd combat mission into NVN. "Pack 6: 3 hours 45 minutes, 3 refuelings." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

"The Dong Cao Thon highway bridge, 48 miles northwest of Dong Hoi, was destroyed after 388 TFW F-105s dropped 750-pound bombs on the structure. 'We were going along the coast when we spotted the bridge below us,' Capt Kenneth J. Gurry [13 TFS] said. 'Maj Louis L. Levy [469 TFS] and I rolled in on the target and dropped our 750s right on it. It was a single lane bridge, 50-foot long, that appeared to be constructed of steel. After our bombs impacted, we made a big circle and came back over the target. All we saw were two massive craters under the water.'"

*PACAF Rolling Thunder briefing to CINCPAC for the period 3 - 23 Apr 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1471 and 1472 & 100 Mission Log of Maj. Marlin R. Blake & Project CHECO, Rolling Thunder 17 November 1967, pg 11.*

22-Apr-67

1464

"A flight of 388 TFW Thunderchiefs made a wide sweep and triggered explosions on two important targets." On the Northeast Rail Line (RR 2), the four F-105s dropped 18 750-pound bombs and 4 CBUs on the Vu Chua railroad yard (BE 616-01833) at 21-26-15N and 106-20-35E, 45 miles northeast of Hanoi. "Six 750-pound bombs were dropped on an area east of the yard's main switching point, destroying 12 boxcars. The west end of the yards was also struck cutting rail lines in several places."

## Jack A. Phillips

### F-105 History

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"The flight then struck a supply complex and 37-mm AAA sites on the island of Van Hoa, 48 miles east-northeast of Haiphong. Two AAA sites were demolished and eight fortifications hit. Smoke covered a large area after the strike."

Also on the Northeast Rail Line (RR 2), Air Force planes struck the Bac Le railroad yard (BE 616-01383) at 21-30-47N and 106-26-13E. Eight aircraft dropped 42 750-pound bombs and 4 CBU's destroying or damaging 40 rail cars. "Numerous rail interdictions were reported with an unknown number of rolling stock destroyed/damaged."

"Thunderchief pilots from the 388 TFW ... hit AAA sites, 28 miles southeast of Dong Hoi and a small truck convoy 32 miles west northwest of the coastal city. Two AAA sites were silenced while two of the six trucks in the convoy were destroyed."

Capt Jack A. Phillips from the 34 TFS flew his 44th combat mission into NVN. "Pack 1: direct hit on bridge & strafed 2 trucks" (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

"Many strikes were carried out by radar bombing over the panhandle due to low hanging clouds."

Major Marlin R. Blake from the 13 TFS led a two-ship strike into southern Laos. "Wedge" flight consisted of two F-105Ds each carrying six 750-pound bombs and two LAU-3 rocket pods. The flight line up was:

Wedge 1 - Major Marlin R. Blake flying 61-0132 on his 82nd mission.

Wedge 2 - Maj Robert J. Lines flying 60-0444

Spare - Maj Alfred J. "Lash" Lagrou, Jr. in 62-4401

"Refueled and went to RP-1. Recce all coast area. Saw damaged aircraft on ground and dropped in Steel Tiger. Good mission. Me, Bob Lines."

"Six different MiG-17s were sighted by a flight of four F-105F Thunderchiefs ... over North Vietnam. The F-105s started to climb to position themselves for attack on one formation of MiGs, but the enemy aircraft swerved off and disappeared in the clouds. The other MiG sightings were observed through breaks in the heavy cloud cover."

*PACAF Rolling Thunder briefing to CINCPAC for the period 3 - 23 Apr 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1472 and 1473 & 100 Mission Log of Maj. Marlin R. Blake & Project CHECO, Rolling Thunder, 17 November 1967, pg 11.*

#### 25-Apr-67

1466

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

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

From the 34 TFS, "Opal" flight, led by Maj Harry Pawlick, struck the Hanoi railroad car repair



## Jack A. Phillips

### F-105 History

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

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

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

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

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

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

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

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

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

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

Also, under 7 AF SO G-1158 dated 8 Aug 67, 1Lt George H. Teas from the 13 TFS received the

## Jack A. Phillips

### F-105 History

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

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

#### 26-Apr-67

6354

Four pilots in a flight from the 469 TFS, 388 TFW, flew a mission into RP-1. The lineup was:

#1 - Lt Col James Lindberg Hughes

#2 - Capt Donald Z. LaRochelle

#3 - Capt Charles C. "Clint" Murphy flying 60-0518 for 2:20 on his 98th mission.

#4 - Capt Robert L. Dentino

"This was an early morning go scheduled to go into southern Laos to work with a FAC. The early morning Package 6 go was cancelled due to weather. When we went to our aircraft a fog deck had rolled in causing the visibility to go down to less than a mile; however, you could see that it was no more than 100 feet thick. Our D.O was at the end of the runway to make a decision whether to let us go or not. After arming, he gave us the thumbs-up signal, so off we went. Sure enough we broke on top immediately after take-off and the weather was beautiful on top. We could actually see the Package 1 coastline as we crossed the Mekong River inbound. That is approximately 115 miles away. I can only remember seeing visibility that good twice before. Twice, while I was in Europe, you could see the Swiss Alps some 400 miles away from over Bitburg, Germany.

"We got our FAC assignment and went directly over to work with him. He had a truck park he wanted probed, so we proceeded to waste our bombs on a group of trees. I can't understand why we aren't fragged to use rockets for probing. They do a much better job. They are not as expensive and we wouldn't waste so many bombs. We dropped all our bombs there, then got clearance to go over to recce the package.

"When we got to the coast, there was another large group of fishing boats all lined up. I pointed them out to Col. Hughes and he set up to roll in. I saw his 20-mm sparkling and LaRochelle's. They were all over the boats. I fired 460 rounds and as I rolled off and looked down I could see my shells cut three boats half in two. There are about 30 fishing boats I know they won't use again.

"This evening, Ray and I and a few others were down sweating out the people on the evening go as usual. The words came in from TOC that they were successful, but three of our birds were unaccounted for. Later they called back and said that two had been accounted for, but that the flight from our squadron had hit their post-strike tanker with only three birds. The other aircraft was missing. The flight lineup included #1 Major Rowan, #2 Major Lowell, #3 Major Van Gilder, and #4 Bill Meyer. The anticipation was pretty tough waiting to find out who was missing. You could have heard a pin drop for about 30 minutes around the squadron.

"Finally our Maintenance Officer came in and said that Maintenance Control had called for the forms on aircraft 153 [F-105D 58-1153]. That was the normal procedure when an airplane is down. That airplane belonged to Bill Meyer [Capt William Michael Meyer, KIA]. He was flying his 40th mission, and this was his third Package 6. He actually was only scheduled as a spare. Sam

## Jack A. Phillips

### F-105 History

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Martin was the original lead, but his aircraft had caught fire during start, so he aborted and Meyer filled in. I am certainly not superstitious, but I have never liked to go to Package 6 as a spare.

"We met John Rowan and the others when they landed. No one had seen him go down. Coming off the target, he just never checked in or joined up. There had been no beeper, which indicates he didn't bail out. John had seen a few SAMs go off behind them as they were going down on their attack run, so he feels he may have taken a direct hit. That is the first man we have lost from our squadron since December 2, 1966, when Monte went down. We have all been feeling that we were way overdue. Actually the Wing was overdue, because we have not lost a man in Package 6 since December 14, 1966, and Takhli has lost about six.

"Sure enough, on the news tonight, Hanoi is claiming that we are dropping bombs in their city again. They have also claimed that they have downed 24 aircraft in the last two days. They have gotten five that we know about. There may be more, but certainly not 24. We also found out from Intelligence that two Navy F-4s strayed into China and were shot down. Tonight on the news, we heard China is claiming they shot down two American jets over their territory; however, the United States is denying it."

Capt Jack A. Phillips from the 34 TFS flew his 46th combat mission into RP-1.

*Clint Murphy, mission log & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

#### 04-May-67

3600

Air Force planes struck two targets in RP-1, North Vietnam.

Bombs from Air Force planes cut a portion of Route 15 at 17-50-30N and 105-48-40E.

The planes destroyed the Ha Cong highway bridge (BE 617-M1342) on Route 110 in RP-1 at 17-47-18N and 106-16-50E.

Capt Jack A. Phillips from the 34 TFS flew his 48th combat mission into NVN.

*Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

#### 05-May-67

1473

Air Force planes struck the Ha Dong army barracks (JCS 31) (BE 617-0110), four miles southwest of Hanoi at coordinates 20-58-51N and 105-47-42E. Twelve strike aircraft carrying 750-pound bombs were scheduled to strike the motor vehicle maintenance area. Four flak suppression aircraft accompanied the strike flights. Only the flak suppression and one strike flight acquired the target and released their 24 750-pound bombs and 16 CBUs. One strike flight was unable to acquire the target due to weather and one flight jettisoned safe due to MiG alerts. (Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967.)

"Intense ground fire awaited Thunderchief pilots of the 388 TFW who struck the Ha Dong Army barracks. Five flights of F-105s hit the area." Two of Korat's pilots were shot down and captured. This target was also struck on 12, 14, and 22 May. After all the strikes in May, "... 107 buildings were destroyed or damaged and up to 35% of the target was left unserviceable." (CHECO).

"Other Korat-based pilots observed an orange fireball that sent smoke towering 1,000 feet skyward as a result of an explosion when their bombs struck a bridge 21 miles southwest of Vinh." (388 TFW history)

Major Marlin R. Blake from the 13 TFS, flying his 88th combat mission, was mission commander

## Jack A. Phillips

### F-105 History

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on the Ha Dong Army barracks strike. He led "Moonglow" flight, four F-105Ds each carrying six 750-pound bombs. Moonglow took off at 1500 and reached the target at 1635. Moonglow's flight lineup was:

- # 1 - Major Marlin R. Blake flying 62-4248
- # 2 - Capt Charles F. "Fred" Wilhelm flying 61-0208
- # 3 - Maj Wray C. Lasswell flying 61-0124
- # 4 - Maj Robert J. Lines flying 62-4361
- Spare 1 - 1Lt Guy H. Morgan in 60-0485
- Spare 2 - Bob B???? in 61-0152

In his mission log, Maj Blake recorded what happened. "Refueled and went to RP-6A. Mission commander of 20 F-105s and 8 F-4s plus some from Takhli. Weather bad in target and caused deviation to planned attack. Lost one plane from Takhli [Capt James R. Shively from the 357 TFS from Stinger flight attacking the Yen Vien RR Classification Yards] and two from [the 469 TFS at] Korat - Lt Col Hughes and Lt Col Larson [from Dagger flight]. My flight hit the target but no one else did. Refueled coming out. Me, Fred Wilhelm, Wray Lasswell, Bob Lines." The target coordinates entered on Maj Blake's mission card were 20-59N and 105-48E. (The Ha Dong Army Barracks and Supply Depot was at 20-58-51N and 105-47-42E).

Moonglow was the third of five F-105 flights from Korat: Cadillac (Iron Hand), Elm, Moonglow, Dagger, and Mumbles. Detroit and Stinger were two F-105 flights from Takhli. Deathstar, Tampa, Plymouth, and Whisper were the F-4 CAP flights. Zipper, Falcon, and Hot Dog were EB-66 ECM support flights.

Capt Jack A. Phillips from the 34 TFS flew his 49th combat mission into NVN.

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1479 & Project CHECO, Rolling Thunder 17 November 1967, pg 19 & 100 Mission Log of Maj. Marlin R. Blake & Project CHECO, Rolling Thunder 17 November 1967, pg 19 & Jack Phillips e-mail 18 Mar 11.*

#### 06-May-67

6793

Capt Jack A. Phillips from the 34 TFS flew his 50th combat mission into North Vietnam. "Pack 6, Mission Commander."

*Jack Phillips Mission Summary via e-mail 18 Mar 11.*

#### 07-May-67

1474

"Five barges were destroyed when (388 TFW) Thunderchief pilots struck 21 miles northwest of Dong Hoi. Maj Jackie E. Moothart said, 'Fire was visible throughout the target area and a large orange secondary explosion went off that sent smoke and flames up to 1,000 feet in the air.' "

"Three bridges were knocked out by a flight of F-105s, 100 miles west-northwest of Vinh. The bridges (one dirt/wood framed and two wood framed) were destroyed."

"Thunderchief pilots severely damaged eight supply-loaded rafts, 68 miles west-northwest of Vinh. A road near the strike was also out in two locations. The target area had been used as a raft construction site, but when the fighter-bomber pilots finished their strike, the construction capability was destroyed."

"A flight of (388 TFW) F-105s ... destroyed the Xom Khe railroad bridge, 22 miles north-northwest of Mu Gia Pass. The rail line was also cut on the north approach."

"Kansas" flight from the 13 TFS destroyed a bridge and ford at coordinates 20-51N and 104-39E.

## Jack A. Phillips

### F-105 History

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The flight consisted of four F-105Ds each carrying two 3,000-pound bombs. They took off at 0630 with a scheduled TOT of 0801. Kansas' flight lineup was:

Kansas 1 - Major Marlin R. Blake flying 60-0464 on his 89th combat mission.  
Kansas 2 - Maj Robert J. Lines flying 61-0208  
Kansas 3 - Col Howard C. "Scrappy" Johnson flying 60-0422  
Kansas 4 - Maj Glen R. Wilson flying 60-4270  
Spare - Capt Charles F. "Fred" Wilhelm in 61-0126

"Refueled and went to RP-5 on Route 6. Dropped ??? ford and bridge. Complete destruction of bridge/ford and all approaches. Some SAM activity but no SAMs. Me, Bob Lines, Col Johnson, Maj Wilhelm, Glen."

Kansas was the third of five F-105 flights from Korat: Sword (Iron Hand), Ace, Kansas, Creep, Devil. Vegas and Atlanta were F-4 CAP flights. A second strike force included five more F-105 flights: Reuben (Iron Hand), Stinger, Acorn (Force Commander), Neptune, Rattler. Ginko and Flat were the F-4 CAP flights.

Capt Jack A. Phillips from the 34 TFS flew his 51st combat mission into NVN. "Pack 6."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1480 & 100 Mission Log of Maj. Marlin R. Blake  
Jack Phillips Mission Summary via e-mail 18 Mar 11.*

#### 08-May-67

1322

The 388 TFW bombed the Hoa Lac airfield (ART 5026) in RP-6 for the second time in a week. "Nine flights of F-105 pilots returned to bombard (the) ... airfield for the fifth time. Flying through what was described as heavy 37/57/85-mm AAA fire, the fighter-bomber pilots concentrated their attacks on the runway, taxiway, and parking revetments. Maj Roy S. Dickey [469 TFS] said, 'The mission went real fine. There was lots of ground fire but our bombs appeared to be darn accurate.'"

"Numerous bomb craters were visible on the runway, taxiway and revetment areas as the flights departed the target. One flight of Thunderchief pilots destroyed two flak sites defending the installation."

Striking this target was Capt Jack A. Phillips' 52nd mission. He was a 34 TFS flight lead. "Had a SAM go 50 feet behind me while on the bomb run, but it did not detonate until about 1,000 feet away (good thing!). Lots of flak, but we tore things up." He was awarded the Silver Star for gallantry (1 OLC). "... Captain Phillips led a flight of four F-105 Thunderchiefs in a successful attack on the highly defended Hoa Lac Airfield, a vital link in the air defense posture of North Vietnam. Despite the almost insurmountable combination of poor weather, intense ground fire and numerous surface to air missiles, Captain Phillips delivered his ordnance with unerring accuracy and completely devastated the target. His timely decisions and coolness while subjected to heavy fire made the mission an outstanding success. ..." (Jack Phillips Mission Summary via e-mail 18 Mar 11 & e-mail 21 Mar 11.)

Maj Dickey received the Distinguished Flying Cross (1st OLC) for this mission. His citation, in part, read: "... Major Dickey, as a member of a flight of F-105 Thunderchiefs, attacked and destroyed MiG support facilities in North Vietnam. In spite of heavy antiaircraft fire and SA-2 surface-to-air missiles, Major Dickey successfully delivered his bombs on the target. ..." (Roy Dickey award citation)

Maj Clarence H. "Klu" Hoggard from the 44 TFS flew F-105D 60-0421 as number 2 in a flight of

## Jack A. Phillips

### F-105 History

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four F-105s striking the airfield. "Had SA-2 missiles launched at us, intense antiaircraft fire and constant MiG threat. We did major damage to the airfield and runway with six 1000-pound bombs on each aircraft." He was awarded the First Oak Leaf Cluster to the Distinguished Flying Cross for this mission. He had received his first DFC on 29 October 1951 as an F-80C pilot during the Korean War.

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

Strike photos from 8 May identified 3 MiGs [that] had been left on the airfield from the 14 that had been identified on 29 April. The MiG-17 with its aft section removed was still there. "Two of the 3 aircraft appear to be undersized MiG-21s, possibly dummies." (CINCPAC briefing)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1480 and 1755 & Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & Klu Hoggard, e-mail to Ron Thurlow, 22 Mar 2001.*

#### 09-May-67

6361

"Thunderchief pilots from Korat RTAFB had to fly through thick cloud cover and overcast skies to strike targets in the North. Ten barges were destroyed after two large secondary explosions were triggered, sending red fireballs and black smoke into the sky when F-105 crews struck 71 miles northeast of Hanoi."

"Black and brown smoke was visible above a truck park, 50 miles northwest of Dong Hoi where heavy damage was caused by 750-pound bombs dropped by other F-105s from the 388 TFW. Two roads leading into the area were out. 'We got two results when we dropped our bombs into the truck park area,' Capt. Robert L. Dentino [469 TFS] said, 'It looked like we also got a petroleum area near the truck park.'"

"Additional Thunderchief pilots cut roads in the Mu Gia Pass, destroyed a wooden bridge 33 miles northwest of Dong Hoi, and blew up another wooden bridge 46 miles northeast of Dien Bien Phu."

"Hangover" flight was four F-105Ds each carrying six 750-pound bombs. The four pilots were from the 13 TFS. Hangover took off at 14:25 and reached the target at 15:30 when they struck a bridge and railroad at coordinates 17-55N and 105-55E. The flight lineup was:

Hangover 1 - Maj Robert J. Lines flying 62-4221

Hangover 2 - Maj Glen R. Wilson flying 60-0530

Hangover 3 - Maj Marlin R. Blake flying 61-0068 on his 90th combat mission over North Vietnam.

Hangover 4 - Capt Charles F. "Fred Wilhelm flying 62-4387

Spare - Lt Col Richard F. B. Gimmi, Jr. in 60-0518

"Refueled and went to RP-1 and dropped on a bridge and railroad. No sweat. Bob Lines, Glen Wilson, Me, Fred Wilhelm."

"Hangover" was the third of five F-105 flights from Korat: Cheetah (Iron Hand), Tamale, Hangover, Falstaff, Muskrat. Mallard and Seabird were F-4 CAP flights. A second strike force consisted of five more flights of F-105s and two of F-4s: Elmo (Iron Hand), Pintail (Force Commander), Laredo, Killer, Otter. Chevrolet and Nash were the two F-4 CAP flights.

Capt Jack A. Phillips from the 34 TFS flew his 53rd combat mission. "Lower pack."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1481 & 100 Mission Log of Maj. Marlin R. Blake Jack Phillips Mission Summary via e-mail 18 Mar 11.*

# Jack A. Phillips

## F-105 History

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**10-May-67**

1479

"F-105 pilots from [the 388 TFW at] Korat dropped 750-pound bombs on a railroad line and supply center, 23 miles northeast of Mu Gia Pass, destroying one boxcar, damaging another, cutting the rail line in two locations and inflicting heavy damage on the enemy supplies in the area."

Capt Jack A. Phillips from the 34 TFS flew his 54th combat mission. "Lower pack; destroyed boxcars on siding." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

"A radar van was blown up 30 miles north-northwest of Dong Hoi by other F-105s from Korat. The road was also interdicted."

"Tampa" flight, one F-105F and three F-105Ds from the 13 TFS, bombed a truck park. Tampa took off at 13:40 and was scheduled for a TOT of 14:40. The flight lineup was:

Tampa 1 - Maj Anthony Gardecki flying with Maj Edwin F. Malone as EWO in F-105F 63-8302.  
Tampa 2 - Capt Rowland F. "Frank" Smith, Jr. flying F-105D 59-1760  
Tampa 3 - Major Marlin R. Blake flying 60-0505 on his 91st combat mission.  
Tampa 4 - Maj Robert J. Lines flying 60-0512  
Spare - Maj Glen R. Wilson in 61-0167

"Refueled and Iron Hand in RP-1. No action. Dropped sixteen 500-pound bombs on truck park. No results. Toni Gardeski/ Ed Malone, Frank Smith, Me, Bob Lines."

Tampa was the Iron Hand lead of five F-105 flights from Korat: Tampa (Iron Hand), Stinger, Fosdick (Mission Commander), Lasher, Plymouth. Ballot and Dagger were F-4 CAP for this strike force.

A second F-105 strike force consisted of Flintstone (Iron Hand), Detroit (Force Commander), Barracuda, Rainbow, Elgin. Cadillac and Moonglow were F-4 CAP flights for this second strike force.

Under Hq 7 AF Special Order # G-1161 , Capt Steven J. Savonen, 469 TFS, 388 TFW, received the Air Medal (Sixth OLC) for meritorious achievement on 10 May 1967.

"... Captain Savonen was a member of a flight of F-105 Thunderchiefs assigned to destroy a vital target in North Vietnam. In spite of extremely poor weather, Captain Savonen delivered his ordnance directly on target. ..."

Under the same order, Capt Donald Z. LaRochelle from the 469 TFS also received an Air Medal for a mission today.

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1481 & 100 Mission Log of Maj. Marlin R. Blake Award Citation approved by Hq 7 AF Special Order # G-1161 dated 8 August 1967.*

**12-May-67**

1323

The 388 TFW struck the Ha Dong Army barracks and supply depot (JCS 31) at coordinates 20-58-51N and 105-47-42E. "At the same time the Nguyen Khe (JCS 51) storage area was being hit by other F-105s, Thunderchief pilots from Korat bombed the Ha Dong Army barracks, four miles southwest of the city. Pilots departing the area reported it as 'burning fiercely.' At least four military structures were destroyed as white and brown smoke billowed to 1,500 feet from the impact of 750-pound bombs. The area was (last hit on) May 5."

## Jack A. Phillips

### F-105 History

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Maj Richard E. Moser of the 44 TFS from Korat led the force attacking the Ha Dong complex. He was awarded the Silver Star (1 OLC) for this mission. "Major Moser was the mission commander of a force of twenty F-105s and eight F-4Cs. Due to poor weather en route to the target, Major Moser had to make several flight path adjustments to enable the force to arrive at the target on time. During ingress to the target and in the target area, the force encountered heavy antiaircraft defenses consisting of surface to air missiles, intense concentrations of antiaircraft fire and MiG-21 aircraft. With complete disregard to his own personal safety, Major Moser led the force through these defenses and destroyed his assigned target." (Moser award citation, provided by his son, Rick Moser)

Capt Jack A. Phillips from the 34 TFS flew his 55th combat mission. "Pack 6; rough; Ha Dong Army Barracks (JCS 31.00). ... SAMs everywhere we looked and solid flak. Jack Swanson, my wingman, took a hit, but got the airplane home." Phillips received a Distinguished Flying Cross. (Jack Phillips Mission Summary, e-mails 18 & 21 Mar 11.)

Pilots from the 13 TFS made up "Mocha" flight, four F-105Ds each carrying six 750-pound bombs. They took off at 0740 with a TOT of 0810. Mocha was the last of five F-105 flights from Korat: Bridle (Iron Hand), Cannon, Dolphin, Outlaw, Mocha. Ringo and Gator were F-4 CAP flights. There were five other flights in a second F-105 strike force: Marlin (Iron Hand), Stardust, Volcano, Piaster, Kingdom.

Mocha flight's lineup was:

Mocha 1 - Maj Robert J. Lines flying 61-0190

Mocha 2 - Major Marlin R. Blake flying 61-0205 on his 92nd combat mission.

Mocha 3 - Capt Charles F. "Fred" Wilhelm flying 61-0124

Mocha 4 - Maj Glen R. Wilson flying 62-4361

Spare - Maj Robert B. Bennett in 60-0512

"Refueled and went to RP-1. Dropped on orchard (truck park?). All bombs on target. Bob, Me, Fred, Glen."

"More 388 TFW pilots bombed a SAM site, 68 miles north-northwest of Hanoi. The heavy enemy defenses prevented complete bomb damage assessment, but pilots estimated the site was destroyed. Heavy black smoke was rising to 7,000 feet as the planes left the area."

"A railroad tunnel, 31 miles northwest of Dong Hoi was blocked by impacts of 750-pound bombs dropped by members of the 44 TFS."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1755 & 1482 & 100 Mission Log of Maj. Marlin R. Blake.*

#### 13-May-67

938

In the afternoon, with clearer weather over North Vietnam, the 388 TFW struck the Vinh Yen Army Barracks (North) (JCS 34) in RP-6A at coordinates 21-19-25N and 105-36-21E. The barracks had three areas targeted by the F-105s. Area 1 was the barracks buildings. Area 2, south of the barracks, was being used for storage and support, while Area 4 was another barracks and support area. The attack destroyed or damaged 14 buildings. (Project CHECO Report, Rolling Thunder, 17 Nov 1967, pg 19.)

The Alpha force consisted of three strike flights (with call signs "Muskrat", "Ragtop", and "Tamale") and a flak suppression flight (with call sign "Kimono"). Each of these four flights had four F-105Ds. The mission was supported by an Iron Hand Wild Weasel flight (using call sign "Lincoln") consisting of two F-105Fs and two F-105Ds.



## Jack A. Phillips

### F-105 History

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As the first to attack at 3:20 PM, pilots of "Muskrat" flight dropped twenty-four 750-pound bombs and six 500-pound bombs on Area 1. They encountered heavy but inaccurate white bursts of 37/57-mm AAA two miles from them and saw two SAMs explode without endangering the flight. However, as described in the day's intelligence report, they were menaced by five MiGs.

"As Muskrat flight pulled off (the target) in a defensive fingertip formation, they jinked slightly right and then hard left ... . In the hard left break, two silver MiG-17s ... in trail, made a closing left turn on the flight and passed immediately in front of them. Proximity was so close that Muskrat 2 saw the spoilers on one MiG. Muskrat flight turned hard left into the MiGs to close, lead riveted his attention to line up on the MiGs for firing. Almost simultaneously three silver MiG-17s in an echelon with Muskrat 2 and 3 slightly behind Muskrat 1, ... made a quartering stern attack on Muskrat lead from 4 o'clock high. The first MiG-17 commenced firing across lead's left wing high. Muskrat 2 said, 'Muskrat Lead break hard right'. Lead broke immediately and the rest of the flight followed. The right break caused the MiGs to overshoot. They went over the flight to the south and were not seen again. The first two MiGs - the 'bait', had initiated a hard climb once they had brought the F-105s around behind them. ... No damage incurred or inflicted."

Three minutes after "Muskrat" flight hit Area 1, pilots of "Ragtop" flight dropped twenty-four 750-pound bombs on Area 2. The flight encountered seven more MiGs.

"Lead observed a silver MiG-17 at 5 o'clock level approximately 1500 - 2000 feet behind him during pullout from target. Lead broke right and Ragtop 4 went after the MiG. MiG was firing at lead. Ragtop 4 fired on MiG but no hits observed. MiG broke off to right. Ragtop 4 then started after another MiG-17 that was in a descending left turn. (This) MiG went into steep dive at 4 - 5000 feet and Ragtop 4 broke off. Ragtop 2 (in F-105D 60-0494) observed a silver MiG-17 with a red star at 5000 feet during target pullout. (The) MiG was at 5 o'clock level and approximately 2000 feet from Ragtop 2. Ragtop 2 maneuvered into position and fired 170 rounds at the MiG. No hits were observed. (The) MiG then broke down and left. Ragtop 3 (Maj. Ralph L. Kuster from the 469 TFS in F-105D 61-0069) observed three MiG-17s at 9 o'clock high. All three MiGs overshot Ragtop 3. These MiGs were observed chasing an aircraft that had bottomed out after the strike. Two MiGs were following Ragtop flight down the slide. Pilot comments: MiGs appeared to be aware of target and were waiting for strike force. Well coordinated MiG attacks. One pilot reported this to be the second time he has observed MiGs orbiting a target area."

The mission against the Vinh Yen target was the 56th combat mission to North Vietnam for Capt Jack A. Phillips from the 34 TFS. "Pack 6; Vinh Yen Army barracks and POL storage, 10 miles NW of Hanoi (JCS 34.00); flight lead. ... got jumped by MiGs but couldn't get a good shot although I hosed off a few rounds at a 17. Mo Seaver ... was leading a flight behind me and shot one down. Lots of flak again, but we didn't lose any." Phillips was awarded the Silver Star for gallantry. "...Captain Phillips led a flight of F-105s on a strike against a vital army barracks and training area. Despite numerous hostile aircraft, intense ground fire and multiple surface to air missiles, Captain Phillips calmly directed his flight to a successful attack on the target. ..." (Jack Phillips Mission Summary, e-mail 18 & 21 Mar 11.)

Pilots of "Tamale" flight dropped twenty-four 750-pound bombs on Area 4 and saw three or four strings of bombs hitting directly on the target. The flight carried a total of six QRC-160 ECM pods to jam AAA radar. As they rolled in, Tamale 4 saw black bursts of inaccurate 85-mm AAA. A SAM, launched from the Phuc Yen area, exploded about 30 miles ahead of the flight.

Lt Col Mervin M. Taylor from the 34 TFS was one of the pilots on this mission and was probably in this flight. His bombs scored a direct hit. His mission lasted 3 hours 55 minutes and he was

## Jack A. Phillips

### F-105 History

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awarded the Second Oak Leaf Cluster to the Distinguished Flying Cross. (BG Mervin Taylor, letter to Ron Thurlow, 30 May 2000.)

Tamale flight also encountered a MiG. "Just as Tamale Lead (Maj. Maurice E. Seaver from the 44 TFS in F-105D 60-0497) dropped his ordnance on (the target), he observed a camouflaged MiG-17 with a red star pass in front of him. Tamale Lead pulled off the target on a heading of 282 degrees, at about 6 - 7 thousand feet, speed 550 knots, and started to follow the MiG which was turning left. The MiG then turned to the right with Tamale Lead in trail. Tamale Lead got a good long burst of 20-mm cannon into the MiG and shortly thereafter a large ball of flame erupted from the right wing of the MiG near the fuselage. The MiG then broke down and to the right sharply. Tamale Lead couldn't follow so he turned left and climbed to break off the action. Meanwhile, Tamale two (in F-105D 60-0421) coming off the target observed an aircraft on fire. He thought that Tamale Lead had been hit and was on fire. While seeing this, he was turning right as a preplanned post-target jink maneuver and then turned back to the left. As he did so, Tamale Lead came up in front of him. They joined and exited together."

Major Seaver was initially credited with destroying this MiG-17. However, on 5 December 1967, the 7 AF Enemy Aircraft Claims Evaluation Board, withdrew the credit along with the credit they initially approved for three other MiG-kill claims by F-105 pilots. Eventually, three of the four pilots received credit for their claims.

Supporting the three strike flights with flak suppression, the four pilots of "Kimono" flight dropped 16 CBU-24s on a target one mile south of Area 1. Just prior to roll-in, a SAM burst with an orange fireball at 2 o'clock about 300 feet from Kimono 4 but did not disturb the flight's bomb run. This flight encountered several more MiGs.

"Immediately after pull off from the target at an altitude of 6,000 feet, ... a silver MiG-17 pulling several Gs passed between Kimono 1 and 2. (Maj. Harry Pawlik from the 34 TFS was "Kimono 2" in F-105D 58-1169.) As the MiG-17 passed in front of him, Kimono 2, turned to pursue it. As Kimono 2 could see the orange star on the MiG-17, he fired 440 rounds of 20 mm at the MiG-17. It is believed some of these rounds struck the MiG-17. However, no smoke or flame was observed coming from the MiG-17. Gun camera film should present an accurate evaluation of this encounter."

The gun camera film did not confirm the MiG was destroyed and Major Pawlik was not credited with shooting down this MiG-17.

The Wild Weasel "Lincoln" flight, began trolling for SAM radar signals about 10 minutes prior to the strike force reaching the barracks target. (Lincoln 1 was F-105F 63-8302, flying its second sortie of the day.) As they approached the target, a SAM passed 500 to 1,000 feet over the flight but did not detonate. The flight detected four Fansong radar signals and fired two AGM-45 Shrike missiles but the signals did not stop. Two minutes later the flight dropped twelve 500-pound bombs and four CBU-24s on buildings and a parking area with three or four vehicles. There was no noticeable damage to the vehicles, but the bombs did result in a large fire from a building complex with black smoke rising to 10,000 feet. The Fansong signal went off the air 15 to 20 seconds after the flight dropped the CBU-24s. Before heading home, Lincoln flight remained in the area for ten minutes after the strike flights dropped their bombs on the target.

*388 TFW JOPREP/OPREP messages, 13 May 1967 & National Archives Gun and Strike Camera Film List, Control Number NWDNM(m)-342-USAF-41720B & Fairchild Hiller memo, 6 Feb 68, quoting 7 AF letter in 388 TFW history, Jul - Dec 67 frame 1876.*

# Jack A. Phillips

## F-105 History

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14-May-67

1481

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

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

Crab 1 - Maj Robert J. Lines

Crab 2 - Maj Glen R. Wilson flying F-105D 60-0421.

Crab 3 - Major Marlin R. Blake flying his 93rd combat mission.

Crab 4 - Capt Charles F. "Fred" Wilhelm

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

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

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

Maj Clarence H. "Klu" Hoggard from the 44 TFS flew F-105D 60-0434 as number 2 in a flight of four F-105s striking the facility. "SA-2 missiles were launched and heavy antiaircraft fire on the

## Jack A. Phillips

### F-105 History

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attack. Credited with several buildings burning when we departed the target area." He was awarded the Second Oak Leaf Cluster to the Distinguished Flying Cross for this mission. (Klu Hoggard, e-mail to Ron Thurlow, 22 Mar 2001).

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

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

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

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

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

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

#### 16-May-67

1483

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

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

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

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

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

#### 17-May-67

1484

F-105s from the 388 TFW struck AAA sites near the Demilitarized Zone between North and South Vietnam. "Just south of the DMZ's northern boundary, five large secondary explosions were triggered by F-105 pilots after the jets had made bombing runs on an artillery position uncovered at the edge of a small cultivated area in a grove of trees. Two of the secondaries resulted from strafing passes. An orange fireball that rose to 300 feet was also visible."

"FACs also uncovered another camouflaged artillery battery and 57-mm flak site almost two miles

## Jack A. Phillips

### F-105 History

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inside the DMZ, 41 miles southeast of Dong Hoi. F-105 pilots dropped 750-pound bombs on the entrenchment destroying the two AAA sites and triggering one secondary explosion. Complete bomb damage assessment on the artillery pieces was hampered due to the tree canopy covering the weapons."

"A group of F-105s struck a string of artillery positions that had been observed to be firing over the DMZ just prior to the flight's roll-in. ' The FAC said there were six separate positions over the half-mile area,' one pilot said. 'We spread our 750s right down the line, destroying three of them and getting one large secondary with smoke to 500 or 600 feet.' "

Maj Richard E. Moser, 44 TFS, flew on this mission and was awarded the Air Medal (8 OLC). "Major Moser participated in a combat support mission against a hostile field artillery site in North Vietnam which was actively firing into South Vietnam. One bombing pass and two strafing passes were flown under intensive 37-mm antiaircraft fire from the hostile ground forces. The flight succeeded in destroying three of the artillery pieces, damaging the other two, and silencing the battery of guns." (Moser award citation, provided by his son, Rick Moser)

One of the flights that struck gun sites in the DMZ was "Gigolo" from the 13 TFS, two F-105Ds each carrying six 750-pound bombs. The flight took off at 16:05 and reached the target at 17:00. The flight's pilots were:

Gigolo 1 - Major Marlin R. Blake flying 61-0148 on his 95th combat mission.  
Gigolo 2 - Maj Harold E. McKinney flying 60-0449  
Spare - Maj Wray C. Lasswell in 62-4221

"Refueled and went to DMZ. Hit artillery and strafed gun site. Destroyed two guns. Got secondary explosion and started a fire. Hal McKinney."

"Four gun positions were destroyed and a truck park was heavily damaged by other Thunderchief pilots, 28 miles south-southeast of Dong Hoi."

Capt Jack A. Phillips from the 34 TFS flew his 59th mission over NVN. "Lower pack." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

"USN A-6 pilots made a night strike against Kep airfield." (JCS 9.1) (MACV Press Release 15 June 1967 on line at [www.vietnam.ttu.edu/star/images/107/1070204001.pdf](http://www.vietnam.ttu.edu/star/images/107/1070204001.pdf).)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1484 & 100 Mission Log of Maj. Marlin R. Blake*

#### 20-May-67

1325

The 388 TFW dropped 3,000-pound bombs on the Kinh No motor vehicle repair yard (ART 5286), nine miles north of Hanoi in RP-6A, North Vietnam. "Bright orange fires sent heavy black smoke billowing high over the target where at least 10 buildings were destroyed. 'We struck the main truck repair facility and all bombs hit on target,' reported one pilot. 'The fireballs we saw appeared to be either from a gas or chemical storage area.'"

Maj Richard E. Moser from the 44 TFS led the attack against the vehicle yard. He was awarded the Silver Star. "Major Moser was mission commander of a force of F-105 Thunderchiefs assigned the mission of destroying the Kinh-No Motor Vehicle repair complex, a vital link to the infiltration of supplies for the hostile forces in South Vietnam. With obvious disregard for a withering barrage of antiaircraft fire and surface to air missiles, Major Moser led the force through a successful mission which resulted in near total destruction of the target." (Moser award citation, provided by his son, Rick Moser)

## Jack A. Phillips

### F-105 History

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Capt Jack A. Phillips from the 34 TFS flew his 60th mission over NVN. "Pack 6; Kinh No motor vehicle repair complex." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

"Maj Carl W. McKenzie led the last flight over the area and reported, 'We rolled in third on the target and were able to see everyone's bombs hit in the target area. The visibility was clear and I saw bombs hit in the very heart of the center buildings. A large hole appeared in the building in a great gush of yellowish-orange smoke came oozing out.' Heavy enemy anti-aircraft fire was reported in the area."

The attack involved 10 sorties. "Eleven buildings were damaged or destroyed giving less than 16% target destruction." (CHECO)

"F-105 pilots from the 388th set off two large secondary explosions when their bombs knocked out two artillery positions 38 miles southeast of Dong Hoi."

"Two artillery pieces were destroyed when other 388th pilots hit a heavy gun position, 37 miles southeast of Dong Hoi."

Capt Peter B. Lane, 469 TFS, 388 TFW, received an Air Medal (1st OLC) for a mission he flew today.

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1755 and 1486 & Project CHECO, Rolling Thunder 17 November 1967, pg 18 & Award approved by Hq 7 AF Special Order # G-1161 dated 8 August 1967*

#### 21-May-67

1326

"A most productive day was had by 388 TFW [F-105D] pilots who bombed rail yards northeast and northwest of Hanoi and hit rail sidings and supply areas north-northeast of the North Vietnam capital. Bombs were observed to impact directly in the center of the Bac Giang railroad yard (ART 1518) 28 miles northeast of Hanoi, setting off a secondary explosion that erupted into a 500-foot fireball." (388 TFW history)

Capt Jack A. Phillips from the 34 TFS flew his 61st mission over NVN. "Pack 6; Bac Giang Railroad Yard; flight leader." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Four 469 TFS pilots in "Elmo" flight flew this mission. The flight lineup was:

- #1 - Capt James L. Wilson flying 60-0425
- #2 - Maj Frank L. Yow, Jr. flying 60-0428
- #3 - Maj Roy S. Dickey flying 62-4387 on his 88th mission to North Vietnam
- #4 - Maj Jack C. Spillers flying 58-1154
- Spare - Maj Raill D. Lowell in 61-0055

The flight took off at 06:00 and, en route to the target, refueled at 07:15 from KC-135 "Tan Anchor 22". Their TOT was 08:01 and the flight post-strike refueled from "Tan Anchor 37". Roy Dickey recalled the mission. "Elmo Flight's hits ranged from north of the Lake and down the marshalling yard. Rail lines were cut, numerous boxcars were destroyed on the tracks, and buildings along the tracks were destroyed. A POL storage facility was destroyed southwest of the yard." (Roy Dickey, 21 May 1967 Mission Data Card & scrapbook story, "Bac Giang Rail Marshalling Yard".

"Three hundred yards southwest of the yard, the 'biggest instantaneous secondary explosion I've ever seen,' according to Maj Jack C. Spillers [Elmo 04], occurred after a petroleum explosion sent black smoke billowing to 2,000 feet. The smoke column was still rising as pilots left the area."

# Jack A. Phillips

## F-105 History

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(388 TFW history)

"Twelve to 18 boxcars were heavily damaged in the Kep railroad yards, 11 miles up the main line from the Bac Giang area, by other 388th F-105s [from the 13 TFS]." Film from the aft blister camera on one of the F-105s showed the destruction. (CHECO & Video, "F-105 Missions Over North Vietnam", 1967, Film Report FR-816, Produced by the Aerospace Audio Visual Service.)

In a mission designated RT54C-087, Maj John R. Whaley from the 34 TFS struck the Kep rail yard. The target was at location 21-24-48N 106-17-36E. He flew F-105D 61-0219. (Nat'l Archives strike camera film archive control no. NWDNM(m)-342-USAF-41720B.)

"One rail siding was turned into a sea of flame and smoke and another siding was left a shambles, 19 and 26 miles north-northeast of Hanoi ... . In the Ha Gia siding, 19 miles north-northeast of the capital, pilots saw the previous flight's ordnance impact directly on target and caused extensive damage."

"Seven miles further on, four to five consecutive fires raged up and down the length of the Thang Quang marshalling yard. Four multi-storied buildings on the west side of the yards were destroyed as more secondary explosions and fires were set off. 'The place was loaded with boxcars,' reported one pilot. 'There must have been close to 100, all in different shapes and colors, ready to go. I dropped my bombs right down the middle.' The fires instantly covered the area with flame and smoke."

Capt Steven J. Savonen, 469 TFS, 388 TFW, received the Air Medal (Seventh OLC) for meritorious achievement in bombing a rail yard on 21 May 1967.

"...Captain Savonen was assigned to destroy a highly vital rail yard in North Vietnam. He placed his bombs directly on the target and was credited with destroying nearly one hundred explosive-laden boxcars and cutting all three tracks in the rail yard. ..." (Award citation)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1486 - 1487 and 1755 & Project CHECO, Rolling Thunder 17 November 1967, pg 14 & Award Citation approved by Hq 7 AF Special Order # G-1161 date, August 1967.*

### 03-Jun-67

756

On this day, the Air Force flew 56 F-105 missions over North Vietnam. "A flight of F-105 Thunderchiefs pulled off their target ... and shot down two out of three MiG-17s they engaged east-northeast of Hanoi. ... The 388 TFW Thunderchief pilots had just completed a strike against the Bac Giang railroad and highway bridge (JCS 18.23), 27 miles northeast of Hanoi when they sighted and attacked the MiGs. ..." Maj Ralph L. Kuster and Capt Larry D. Wiggins, both from the 469 TFS, were the pilots who shot down the MiG-17s.

"The Bac Giang bridge was damaged on its east approach and the rail line leading to the structure was cut, according to a report by Maj. Gerald J. Robinson, 469th Tactical Fighter Squadron. Moderate damage was also reported to warehouses, storage areas and rail lines in the Bac Giang rail yards where other 388th TFW pilots dropped 750-pound bombs." This Rolling Thunder mission was designated RT56A-030. The bridge was at coordinates 21-16-30N and 106-11E.

Other pilots attacking the bridge included Maj Wray C. Lasswell flying F-105D 61-0219 from the 13 TFS. Maj Donald F. Fryauf flying F-105D 60-0422 and Capt Jack A. Phillips flying F-105D 60-0518 were both from the 34 TFS. (Archives Film)

It was Capt Phillips' 63rd mission over NVN. "Pack 6; flight lead; 4 hours; Bac Giang Railroad &

## Jack A. Phillips

### F-105 History

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Highway Bridge (JCS 18.23). ... Larry Wiggins and Ralph Kuster both shot down MiG 17s; we could see the action from about 5 miles away. Shortly later I had electrical problems and lost the radio, but got home okay." (Jack Phillips Mission Summary, e-mails 18 & 21 Mar 11.)

On the same day, "... Strikes directed against barges and sampans in rivers of the southern panhandle saw F-105 pilots from the 388th and 355th TFWs sink 21 barges and five sampans. Twelve, 40-foot barges were destroyed and three others damaged, 23 miles northwest of Dong Hoi along the Rao Nay river. Pilots (from the 388 TFW) on th(is) strike included Maj. Randall R. Renken, Maj. Jack C. Spillers and Capt Steven J. Savonen, all of the 469th Tactical Fighter Squadron."

Maj John H. Reddock from the 13 TFS, 388 TFW, flying Wild Weasel F-105F 63-8302, struck a target 13 NM SE of Dong Hoi at coordinates 17-15N 106-42E.

Maj Roy S. Dickey from the 469 TFS flew his 100th mission into North Vietnam. During his fourth mission on 4 December 1966, he had shot down a MiG-17. "... My wingman was Pete Lane who was receiving his area checkout [Capt Peter B. Lane]. Our target was a cave about 60 nautical miles northeast of Nakhon Phenom. This was mission #122 because I had 22 non-counters. The airborne FAC told me he had 300 bad guys in the cave and we were to address the opening to the cave. First we strafed it with 20 mm, then hit it with two pods of 2.75 inch rockets, followed by 6x750 pound GP bombs. Two of my bombs hit above the mouth of the cave, two went in, and two immediately before the mouth of the cave for a direct hit. I told the FAC that I didn't know if we got any of the bad guys, but that they might be so deaf that they wouldn't be able to hear themselves fart. I didn't check Pete's accuracy; but since this was his first mission, I am sure his munitions hit the ground. I never did hear the official results."

When he left Korat, Dickey was assigned to the TAC Requirements directorate at HQ USAF in the Pentagon. "My job was to define the avionics in the F-15 Concept Formulation. Our job was to sell the F-15 to HQ USAF, different levels of command, and to Congress. We were successful. I volunteered for another combat tour in the F-105 just to get out of the Pentagon. At least in combat you know who is shooting at you!" (Roy Dickey, e-mail 18 Sept 09.)

*Sawadee Weekly, Saturday, June 10, 1967, pg 4, & National Archives Gun and Strike camera film records, cont No. NWDNM(m)-342-USAF-41331B & 388 TFW history, Apr - Dec 67, USAF microfilm NO 583 frames 1494 and 1495.*

#### 06-Jun-67

1494

In a mission designated RT-56A-0033, "Thunderchief pilots from the 388 TFW strung bombs down the middle of the tracks at the Mo Trang railroad yard, 38 miles north-northeast of Hanoi, causing multiple rail cuts and extensive damage. The pilots estimated between 25 and 50 pieces of rolling stock were destroyed or damaged by their attack." The coordinates of the yard were 21-30-30N and 106-07-50E.

F-105D pilots striking the Mo Trang yard included Maj Richard E. Moser from the 44 TFS flying 61-0069, and Maj Randall R. Renken from the 469 TFS flying 60-0422. F-105D 61-0219 was also involved in the strike on the yard.

Capt Jack A. Phillips from the 34 TFS flew his 64th mission to North Vietnam. "Pack 6; railroad." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Under Hq 7 AF Special Order # G-1413, Capt Steven J. Savonen, 469 TFS, 388 TFW, received the Air Medal (Twelfth OLC) for meritorious achievement for bombing the yard.



## Jack A. Phillips

### F-105 History

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"... Captain Savonen was assigned to destroy the Mo Trang Railroad Classification yard and the Thai Nguyen Iron and Steel Works. While under fire from defending flak sites, Captain Savonen attacked and destroyed the rail yard. ..."

Maj Randall R. Renken received the AM (13th OLC) for his mission today.

Two other 469 TFS pilots received Air Medals for missions today under the same Hq 7th Air Force order. (Award Citation approved by Hq 7 AF Special Order # G-1413 dated 11 September 1967.)

Maj Earl L. Thornton (2nd OLC)  
Capt Aquilla F. Britt (1st OLC)

"One mile away, other 388th pilots hit the Mo Trang railroad bridge causing considerable damage. Multiple rail cuts near the bridge also rendered a 15,000 foot segment of the tracks unserviceable." A pilot from the 34 TFS involved in the bridge strike was Maj Roderick G. Giffin flying F-105D 61-0124,

"Bombs were reported impacting throughout the target area when 388th pilots struck the Bac Giang railroad yard, 50 miles northeast of Hanoi. Pilots estimated eight to 10 pieces of rolling stock were in the southern end of the yard before the attack, but dense smoke prevented any damage assessment. Several fires were left burning in the yard by the striking aircraft and an 85-mm AAA site just west of the yard was destroyed." Capt Larry David Wiggins from the 44 TFS, flying F-105D 62-4316, struck the Bac Giang yard at coordinates 21-16-35N and 106-11-40E.

F-105 pilots from the 388 TFW also struck the nearby Bac Giang railroad and highway bridge (JCS 18.23) at coordinates 21-16-30N and 106-11-18E. Two F-105D pilots on this strike were Capt David C. Carter from the 34 TFS flying 61-0068 and Capt Francis D. Leonard, Jr. from the 13 TFS flying 61-0124. Capt Carter's strike camera film showed a good hit on the bridge. The 34 TFS pilots dropped five 3,000-pound bombs on the bridge's choke points. (Video, "F-105 Missions Over North Vietnam", 1967, Film Report FR-816, Produced by the Aerospace Audio Visual Service.)

Three pilots from the 355 TFW received Distinguished Flying Crosses for extraordinary achievement for missions they flew this day. They were Capt John Gary McGukin and Capt Joseph L. Ritter, Jr. from the 354 TFS and Capt William J. Schaff from the 357 TFS. (7th AF Special Order G-1730 dated 15 October 1967.) Capt Schaff's citation read, in part "... supporting a force of sixteen F-105s, Captain Schaff successfully attacked and destroyed a hostile surface-to-air missile control unit. During his attack he disregarded heavy flak and threats from several hostile surface-to-air missile sites in order to reach a perfect launch position for his radar homing missile."

*388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1496 & NARA records "Air Strike Films, Vietnam, archive control number NWDNM(m)-342-USAFA-41720D.*

**09-Jun-67**

1496

"Concentrating on the rolling stock in the Kep railroad yard, 38 miles northeast of Hanoi, pilots from the 388 TFW set off an unusually large secondary explosion. The initial flash fireball was bright orange and approximately 500 feet in diameter. The fire continued to grow and smoke reached a reported height of 3,000 feet. The strike pilots also caused multiple rail cuts and damaged rolling stock in the yard." The coordinates of the yard were 21-24-48N and 106-17-36E.

On his 30th birthday, Capt Jack A. Phillips from the 34 TFS flew his 66th mission to North

## Jack A. Phillips

### F-105 History

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Vietnam. "Pack 6; rough, Kep railroad yards." Capt David C. Carter was his flight lead. Phillips was awarded an Air Medal. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Two other F-105D pilots striking the Kep yard were Capt Robert W. Johnson from the 34 TFS flying 60-0518 and Capt James E. Chambers from the 44 TFS flying 61-0069.

Other 388th pilots damaged the eastern end of the Bac Giang railroad/highway bridge (JCS 18.23) (BE 616-0479), 28 miles northeast of Hanoi (at coordinates 21-16-28N and 106-11-24E). An enemy flak site in the target area was also silenced during the raid."

"388th pilots triggered a secondary explosion when rockets from their F-105s hit a truck park 43 miles northwest of Dong Hoi."

*388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1497 & NARA records "Air Strike Films, Vietnam, archive control number NWDNM(m)-342-USAF-41720C.*

#### 10-Jun-67

1331

F-105s from the 388 TFW bombed the Mo Trang railroad yard (ART 5162) and bridge, " ... 38 and 39 miles north-northeast of Hanoi. Approximately 25 boxcars, some camouflaged, were observed in the yards. A large secondary explosion was observed in the south end of the yard which sent off a large amount of white smoke. Several other secondaries were observed as the boxcars and their contents blew up. 'As we came off the run, I looked back and could see bombs going through the cars,' said one of the pilots. 'It looked like the yard was full of railroad cars hemmed in by previous raids.'

During the attack, F-105 pilots from the 44 TFS dropped 18 M-117 bombs severing rail lines and triggering numerous secondary explosions. (Video, "F-105 Missions Over North Vietnam", 1967, Film Report FR-816, Produced by the Aerospace Audio Visual Service.)

Capt Jack A. Phillips from the 34 TFS flew his 67th mission to North Vietnam. "Pack 6; mission commander; NE railroad." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

"Other targets for 388 TFW pilots included the Bac Le and Cao Nung rail yards, 50 and 55 miles northeast of Hanoi. All ordnance was on target in the Cao Nung yard, some of which fell upon a 15-car freight train, according to reports. At Bac Le, 10 railroad cars were observed in the area. Multiple rail cuts were observed by other pilots."

Maj Maurice E. Seaver, Jr. from the 44 TFS struck the Mo Trang railroad bridge at coordinates 21-31-03N and 106-07-15E. He flew F-105D 61-0068 on this mission designated RT56A-037.

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1755 & 1497 - 1498 & NARA records "Air Stril Films, Vietnam, archive control number NWDNM(m)-342-USAF-41720C*

#### 12-Jun-67

1332

F-105s from the 388 TFW bombed the Ha Gia railroad bridge (ART 1759) and the Viet Tri railroad yard (ART 5016) 19 and 20 miles north of Hanoi. No rolling stock was seen in the rail yards, but supported facilities and rail lines were damaged."

"The bridge's center section and south end were severely damaged. Capt Robert L. Dentino (469 TFS) said, 'I saw the bombs start on the approach and perform close order drill across the bridge.'"

Maj Robert B. Piper from the 44 TFS led the strike against the Viet Tri railroad yard. He received the First Oak Leaf Cluster to the Silver Star for this mission. " ... Major Piper was the force commander of twenty F-105 Thunderchiefs and eight F-4C aircraft which attacked and destroyed

## Jack A. Phillips

### F-105 History

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the Viet Tri Railroad Yard. Despite intense antiaircraft defenses, Major Piper led the force in an attack which denied the hostile forces the use of this important rail yard. ... "

Years later, Piper wrote, " ... I don't know why I got a Silver Star for that ... mission??? It was pretty routine - an extra long ingress and egress, but we all made it in and out??? The citation makes it sound like we destroyed the railyard, but they kept rebuilding their railyards. We had many missions against that particular yard. Thus, it was heavily defended."

Maj Aquilla F. Britt from the 469 TFS received the Air Medal (11 OLC) for flying the mission against the Viet Tri Yard. "... Maj Britt was assigned to destroy a vital rail yard in North Vietnam. Despite bad weather, Major Britt navigated his aircraft to the target area and placed his bombs directly on their mark. He was credited with completely destroying the rail yard and cutting the main rail line. ..." (Citation to accompany the Award of the Air Medal (Eleventh Oak Leaf Cluster) to Aquilla F. Britt provided by his son Bryan Britt.)

Capt Jack A. Phillips from the 34 TFS flew his 69th mission to North Vietnam. "Pack 6; Viet Tri Railroad Yards west of Hanoi." He received an Air Medal for this mission. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

In a mission designated RT56A-039, Maj John R. Whaley from the 34 TFS struck a target at location 21-19.5N 105-52.75E. He flew F-105D 60-0422. (Nat'l Archives strike camera film control no. NWDNM(m)-342-USAF-41720C.)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1755 and 1498 & Robert B. Piper, letter to Ro Thurlow, undated but around May - July 2000.*

#### 13-Jun-67

5540

F-105s from the 388 TFW attacked Kep railroad yard at coordinates 21-24-48N and 106-17-36E in North Vietnam.

Capt Robert R. Lawler from the 469 TFS was one of Korat's pilots striking the Kep yard. He flew F-105D 61-0068.

Capt Aquila F. Britt, recently transferred from the 34 TFS to the 469 TFS, was awarded the Distinguished Flying Cross for flying a mission against the rail yard. "... Capt Britt attacked an important rail yard on one of the major rail lines in North Vietnam. Direct hits were scored on the rail yard causing several secondary explosions, destroying numerous boxcars, and interdicting the rail line. ..." It was the first of six DFCs Britt received.

Capt Jack A. Phillips from the 34 TFS flew his 70th mission to North Vietnam. "Pack 6; Wild Weasel escort" (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

For the period 22 April to 13 June 1967, Capt Steven J Savonen, 469 TFS, 388 TFW, received four Air Medals (9th through the 11th OLC). (Awards approved by Hq 7 AF Special Order # G-1318 dated 23 August 1967.)

*NARA record "Air Strike Films, Vietnam" archive control number NWDNM(m)-342-USAF-41720B & Citation to accompany the Award of the Distinguished Flying Cross to Aquilla F. Britt provided by his son Bryan Britt.*

#### 14-Jun-67

1501

"Combined efforts by F-105 Thunderchief pilots from the 388 TFW and F-4C Phantom crews from the 366 TFW resulted in heavy damage again being inflicted on the Vu Chua railroad yards, 43 miles northeast of Hanoi (at coordinates 21-26-15N and 106-20-35E). The Thunderchief pilots dropped their bombs along the tracks in the afternoon, and reported the destruction of 10 pieces

## Jack A. Phillips

### F-105 History

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of rolling stock with at least 10 others damaged. Secondary explosions sent off red and orange flames and caused smoke to billow to 1,000 feet."

Pilots from the 13 TFS flew on this strike in which they dropped 70-pound bombs. (Video, "F-105 Missions Over North Vietnam", 1967, Film Report FR-816, Produced by the Aerospace Audio Visual Service.)

"Korat pilots also struck the Cao Nung railroad yards, 55 miles northeast of Hanoi (at coordinates 21-33-20N and 106-29-42E). Pilots reported that secondary explosions with 100-foot fireballs blew up several pieces of rolling stock."

Maj Robert B. Bennett from the 13 TFS was one of the Korat pilots attacking the Cao Nung yards. He flew F-105D 61-0069 and struck at coordinates 21-28-21N and 106-22-58E in the mission designated RT65A-042.

Capt Jack A. Phillips from the 34 TFS flew his 71st mission to North Vietnam. "Lower Pack; flight leader." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1499 & NARA record "Air Strike Films, Vietnam archive control number NWDNM(m)-342-USAF-41720C.*

#### 16-Jun-67

1502

"F-105 pilots from the 388 TFW hit the Giap Nhat POL transshipment area, 19 miles northwest of Dong Hoi, and reported that the entire area appeared to be bombed out."

Capt Jack A. Phillips from the 34 TFS flew his 72nd mission to North Vietnam. "Lower Pack; flight leader."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1499 & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

#### 17-Jun-67

1333

"After a two-day absence, Air Force Thunderchiefs returned to the Hanoi area and continued to successfully strike enemy rail facilities north and northeast of Hanoi. Six railroad yards, a repair area and segments of rail lines came under heavy attacks by [F-105] pilots assigned to the 355 TFW and 388 TFW. Two of North Vietnam's biggest and most often-hit rail yards, Kep and Vu Chua, were lucrative targets for the ... crews. The targets are located 38 and 43 miles northeast of Hanoi."

"A large petroleum explosion, in a loading dock and storage building, was set off in the Kep railroad yards by Korat-based pilots. 'It was the most spectacular thing I've ever seen,' said Maj Frank L. Yow, Jr. [469 TFS] 'I saw my bombs hit right in the middle of the yards and then there was this large secondary explosion. It was something! It kept developing and developing and within two seconds smoke was up to 2,000 feet.' Several boxcars were observed in the yard, but the number destroyed was unknown due to the large fireball that pilots estimated at 500 feet in diameter and the resulting smoke that completely covered the yard and area surrounding the target."

As they did on 26 May 1967, F-105s from the 388 TFW also bombed the Mo Trang and the Huong Vi railroad yards. "Wide spread damage and rail interdictions were observed in the Hung Vi railroad yard (ART 5016), 37 miles northeast of Hanoi. An estimated 20 railroad cars in the yard were observed. Bomb damage could not be made on the number damaged or destroyed. Three large secondary explosions with fireballs 100 to 200 feet in diameter were triggered in the Mo Trang yard (ART 5162). Rail tracks were also cut. Resulting smoke rose to 2,000 feet."

## Jack A. Phillips

### F-105 History

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Capt Jack A. Phillips from the 34 TFS flew his 73rd mission to North Vietnam against the Mo Trang yard. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

"Another rail target for the 388 TFW was the Bac Le yards, 50 miles northeast of Hanoi, where pilots reported all their ordnance was on target. Three to four pieces of rolling stock were either damaged or destroyed."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1499 - 1500 and 1755.*

**19-Jun-67**

1335

F-105s from the 388 TFW bombed the Mo Trang railroad yard (ART 5162) "... 39 miles north-northeast of Hanoi, where the force destroyed a 13-car train. The cars (were) believed to be loaded with munitions as the cars were seen to blow up one after the other, sending white smoke skyward."

"Both approaches were also cut to the Mo Trang railroad bridge in the same area by other 388th pilots."

"The large Vu Chua railroad yard complex was hit in two separate areas by F-105s from Korat. Tracks were cut up in the north end of the yard with smoke billowing to 3,000 feet from the impact of 750-pound bombs. Multiple rail cuts were inflicted in the west end of the yard where a number of cars were observed." The yard was located at 21-26-15N and 106-20-35E northeast of Kep airfield.

Capt Jack A. Phillips from the 34 TFS flew his 74th mission to North Vietnam. He was a flight lead against the Vu Chua Railroad Yards. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Two other Korat F-105D pilots striking the Vu Chua yard were Maj Maurice E. Seaver, Jr. from the 44 TFS flying 61-0069 and Maj Randall R. Renken from the 469 TFS flying 58-1170. The mission was designated RT56A-047.

Also on this day, Lt Col Obadiah A. Dugan, 357 TFS commander from Takhli, led a mission over North Vietnam for which he was awarded the Distinguished Flying Cross. "... As flight leader of four F-105s ... Col Dugan successfully penetrated intense flak defenses to deliver his ordnance precisely on a vital military complex area near Hanoi, destroying three buildings and damaging others. His outstanding leadership and calm direction under heavy fire contributed significantly to the successful accomplishment of this important mission. ... "

On 19 June, the Air Force bombed the Bac Giang Thermal Power Plant (JCS 82.26). This plant may have been the target Lt Col Dugan struck. Reconnaissance photos taken in July revealed the coal preparation building was destroyed and the conveyor damaged. The boiler house received a direct hit. Intelligence estimated it would take the North Vietnamese three to four months to restore the plant's electrical service. "Loss of this thermal power facility has had a dual effect on the North Vietnam economy. It has effectively reduced the country's electric power capacity and caused a complete shutdown of the adjacent Bac Giang chemical fertilizer plant (JCS 79)." (PACAF Rolling Thunder briefing to CINCPAC for period 8 - 23 Jul 67.)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1501 and 1755 & award citation provided by Obie Dugan to Ron Thurlow via letter dated 20 Feb 2002 & NARA record "Air Strike Films, Vietnam" archive control number NWDNM(m)-342-USA-41331C &*

**21-Jun-67**

1337

F-105s from the 388 TFW bombed the Phu Duc classification yard (ART 5104) 45 miles

## Jack A. Phillips

### F-105 History

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northwest of Hanoi and the Viet Tri railroad yard (ART 5016) 31 miles northwest of Hanoi. "They also struck the Tien Cuong railroad yards, 43 miles west-northwest of Hanoi."

"Photographs revealed 18 pieces of rolling stock were derailed or damaged in the Viet Tri complex. At least three rail cars were destroyed. Korat pilots said the northwest end of the yard was interdicted leaving the area with no through track."

"The northern and southern ends of the Phu Duc area were struck. Pilots estimated heavy damage to the yard, containing 30 to 40 rail cars. Tracks were also blown up in the compound."

"A large secondary explosion covered the Tien Cuong railroad yards where the impact of 750-pound bombs caused damage to an unknown number of cars along lines leading into the area."

Three of the Korat pilots on today's strikes were Maj Samuel H. Martin from the 469 TFS flying 61-0219. His target was at coordinates 21-17-56N and 105-26-10E. Maj Maurice E. Seaver, Jr. from the 44 TFS flew F-105D 62-4334 against a target at 21-18N and 105-26E. Maj Harold E. McKinney from the 13 TFS flew F-105D 60-0422 striking a target at 21-20N and 105-22E.

Capt Jack A. Phillips from the 34 TFS flew his 75th mission into North Vietnam. "Pack 6; Wild Weasel escort." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1503 and 1755 & NARA records Air Strike Films, Vietnam, Nat'l Archives Archive Control Number NWDNM(m)-342-USAF-41720B.*

#### 22-Jun-67

1503

"F-105 Thunderchief pilots from the 388 TFW (again) struck the Tien Cuong railroad yard, 43 miles west-northwest of Hanoi and the Son Tay Army Depot (JCS 63.14) (BE 616-0144), 23 miles west of the capital city (at coordinates 21-06-05N and 105-29-10E)."

"Pilots reported 40 to 50 boxcars were in the Tien Cuong yards. It was estimated rail lines were cut in several places and 10 cars were probably damaged."

"A SAM site, 64 miles north-northwest of Hanoi, was bombed by F-105F Thunderchief crews ... from the 388 TFW. Black smoke rose to 500 feet as a result of a secondary explosion and subsequent fireball."

Also on this day, " ... four F-105s attacked rolling stock 40 miles NW of Hanoi on RR-1. Thirty to fifty pieces of rolling stock were destroyed/damaged." (CHECO).

Two pilots from the 469 TFS involved in strikes in North Vietnam were Capt Robert R. Lawler flying 62-4286 who struck a target at 21-15N and 106-06.5E, and Capt James E. Chambers flying F-105D 61-0068 striking a target at 21-21-30N and 106-15-24E. Their mission was designated RT56A-050.

Capt Jack A. Phillips from the 34 TFS flew his 76th mission to North Vietnam. "Lower pack; Destroyed bridge." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1503 & Project CHECO Report, Rolling Thunder 17 November 1967, pg 29 & NARA records Air Strike Films, Vietnam, Nat'l Archives Archive Control Number NWDNM(m)-342-USAF-41331A.*

#### 23-Jun-67

1504

"Widespread damage was again inflicted on the sprawling Kep railroad yards, 38 miles northeast of Hanoi by F-105 Thunderchief pilots from the 388 TFW. The strike pilots reported seeing 100

## Jack A. Phillips

### F-105 History

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pieces of rolling stock in the yards. Bombs were delivered onto the southwestern half of the area and the center section causing many rail cuts, heavy damage to support facilities, and the destruction of an unknown number of boxcars. One large secondary explosion, resulting in a fireball that had a 500-foot diameter, sent flames spreading over a wide area."

Capt Jack A. Phillips from the 34 TFS flew his 77th mission to North Vietnam. "Pack 6; Bac Giang railroad yards northeast of Hanoi." (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

Maj Donald F. Fryauf from the 34 TFS was one of the pilots striking North Vietnam today. He flew F-105D 61-0132 and attacked a target at 21-19-50N and 106-15-20E. His mission was designated RT56A-051.

"Other 388 TFW pilots set off two secondary explosions when they dropped ordnance on a SAM site, 35 miles north-northwest of Haiphong. The resulting orange fireballs sent up clouds of thick black smoke."

"Storage areas and truck parks just south of Dien Bien Phu were bombed ... by F-105s from the 355 TFW and the 388 TFW. In a storage area, 12 miles south-southwest, two large secondary explosions were set off according to reports by the 355 TFW strike pilots."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1503 and 1504 & NARA records Air Strike Films, Vietnam, Nat'l Archives Archive Control Number NWDNM(m)-342-USAF-41720B.*

#### 24-Jun-67

1505

"Thunderchief pilots from the 388 TFW sank 10 of 20 barges they fired rockets at, along the Rao Nay river, 23 miles northwest of Dong Hoi."

"Other 388 TFW pilots cut highway and rail line approaches to a bridge, 14 miles southwest of Vinh."

Capt Jack A. Phillips from the 34 TFS flew his 78th mission to North Vietnam. "Lower pack; destroyed 3 trucks."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1504 & Jack Phillips Mission Summary via e-m 18 Mar 11.*

#### 25-Jun-67

1506

"F-105 Thunderchief pilots from the 388 TFW hit support complexes west of Hanoi, derailed boxcars north-northeast of Mu Gia Pass, strafed waterborne logistics craft, and hit highway and railroad bridges in the pan handle."

"Two storage buildings were set afire in a support complex, 74 miles west of Hanoi. Eighty-one miles west of the North Vietnamese capital, one secondary explosion sent grey black smoke to 1,000 feet and a 57-mm AAA site was destroyed in another support and supply area."

Capt Jack A. Phillips from the 34 TFS flew his 79th mission to North Vietnam. "Lower pack."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1504 & Jack Phillips Mission Summary via e-m 18 Mar 11.*

#### 03-Jul-67

6536

Capt Jack A. Phillips from the 34 TFS flew his 80th mission to North Vietnam. "Pack 6; battle damage to aircraft; Mo Trang Railroad Yard. ..." Other pilots in his flight were:

Maj Roderick G. Giffin

# Jack A. Phillips

## F-105 History

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Capt Hugh W. Davis  
Capt Robert L. Martin

"I wrote home: 'Had heavy flak and some shrapnel hit my bird and put a hole in the aft section. Was just as I was dive bombing and it knocked my cooling turbine all apart and filled the cockpit with smoke.'" (Jack Phillips e-mail 21 Mar 11)

Capt Phillips received the Silver Star (2 OLC) for gallantry on this mission. "... Captain Phillips attacked and destroyed a firing anti-aircraft battery that had already damaged his F-105 Thunderchief. Despite marginal weather and intense ground fire, Captain Phillips completely disregarded his own personal safety to successfully complete the attack. This greatly reduced the volume of anti-aircraft fire encountered by following flights and measurably contributed to the overall mission's success."

Charles E. Irwin, 34 TFS, participated in the rescue of Capt Dale M. Pichard from the 44 TFS who had been shot down in Mu Gia Pass the afternoon of 2 July 1967. "One of our wing pilots was shot down in Pk 1 in the afternoon of July 2. My flight was scheduled for the strike force for the next morning, but at about midnight, we were called out and diverted to ResCap. We met the tankers at first light and took up a holding pattern in Pk1 waiting to be directed in. We finally were called in to bomb the bad guys climbing the hill to get our guy and then we returned to strafe.

"That was the greatest 4th of July fireworks show I have ever seen. There must have been eight to ten flights bombing and strafing, then the Sandys dropping Willie Petes for the helicopters. Tremendous show."

Capt Pichard was rescued and returned to Korat. The HH-3E pilot and the pilot of a supporting A-1E were awarded the Air Force Cross for their actions.

*Jack Phillips Mission Summary and citation via e-mails 18 Mar & 20 Mar 11 & Chuck Irwin e-mail 6 Apr 10.*

### 04-Jul-67

6794

Capt Jack A. Phillips from the 34 TFS flew his 81st mission into North Vietnam. He received an Air Medal for the mission. "Pack 6; mission commander; NE railroad; briefed Gen Momyer."

*Jack Phillips Mission Summary via e-mail 18 Mar 11.*

### 05-Jul-67

1340

F-105s from the 388 TFW struck the Ban Dat railroad yard (ART 5371).

Also, attacks on the Lang Lau railroad bridge on the Kep/Thai Nguyen rail line destroyed two spans of the main bridge.

Capt Jack A. Phillips from the 34 TFS flew his 82nd mission to North Vietnam. "Pack 6; rough; railroad bridge ...". Other members of his flight were:

Maj George G. Clausen, 34th commander  
Maj Roderick G. Giffin  
Capt Robert L. Martin

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & PACAF Rolling Thunder briefing to CINCPAC for period 8 - 23 Jul 67 & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

### 06-Jul-67

1341

F-105s from the 388 TFW struck the Vu Chua railroad yard (ART 1084).

"Two B-52 bombers were lost in the South China Sea as a result of a mid-air collision over the



## Jack A. Phillips

### F-105 History

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northern part of RVN."

Capt Jack A. Phillips from the 34 TFS flew his 83rd mission into North Vietnam. "Flight lead ..."

Other pilots in his flight were:

Capt Robert L. Martin

Maj Raymond F. Jauregui

Capt Charles E. Irwin

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 8 & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

**07-Jul-67**

1342

F-105s from the 388 TFW bombed Kep airfield (JCS 9.1 BE 616-8438) at coordinates 21-23-37N and 106-16-05E, in RP-6A, North Vietnam.

A strike flight on this mission was from the 34 TFS. The pilots were:

Capt Jack A. Phillips flying his 84th and 85th combat missions

Capt Nicholas J. Donelson

Maj Charles E. Irwin

Maj Paul F. Koeltzow

After the strike on Kep, their flight recycled for a RESCAP. Capt Phillips logged 5 hours 5 minutes of flight time for the total mission. The RESCAP was probably for Marine A-4E pilot Maj Ralph E. Brubaker who had been shot down in the DMZ the day before. He was rescued on 7 July.

Maj Ralph L. Kuster, Jr. from the 469 TFS was awarded the Distinguished Flying Cross for supporting this mission. "Maj Kuster was directed to strike at numerous flak sites surrounding Kep airfield. Undaunted when surrounded by exceptionally heavy ground fire, Maj Kuster in a voluntary act of bravery, relentlessly pressed the attack and silenced the hostile guns."

For a book, Kuster described his mission. "I guess the worst mission I flew would be July 7, 1967, against Kep Airfield, only a week after my shootdown. Usually out of twenty airplanes we put into Route Pack 6, two would be Weasels and two would be flak suppression. We flew flak suppressors in a flight of two, and each airplane pretty much operated independently. We were armed with four CBUs that we could drop individually or in twos. The idea was that when you saw some batteries firing, you dropped the CBUs over the batteries and had the gunners dive into their little foxholes, and the CBUs went off as they came back out. We had a formula for the attacking formation. The goal was to get all sixteen airplanes on and off the target in twenty seconds. The goal of twenty seconds was established as the time it took a gunner to pick out an airplane; track the airplane through the dive, bomb release, and pullout; and then crank the gun back up to vertical and try to select another target. We wanted him not to have a target when he got the gun back to vertical."

"Kep airfield was on the northeast highway from Hanoi to China. Mine was one of the flak-suppression airplanes. We split up and took on the flak on the field. There were two batteries firing: one 85-mm, which consisted of six guns, and one 57-mm battery. Apparently, they got ticked off at me and decided I was going to be their target for the day. I went checking out to the south, jinking right and left, and they did their damndest to shoot me down. I flew along and thought, 'I go to the right. No, I go to the left.' Actually, I had to go left to get out of the area and into the protection of the mountains. I turned back to the left, they'll think I'd turn right, so I turned a little more left. I tried to outguess those batteries, and they were trying to outguess me. And

## Jack A. Phillips

### F-105 History

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they were winning. Boy, they were really getting close with their big rectangular barrages. Those 85s must have been firing one barrage every two seconds. The barrages would overlap, and before one rectangle ran out, they would have another rectangle up there. And they were tracking me with those barrages, back and forth across the sky, until I didn't know which way to turn. You can jink up and fly over a barrage, but you can't fly through the rectangle, because of the fragments in there. They'll tear your airplane apart. You have to kind of dive and roll, the thing I used to do with clouds."

"I finally pulled to the left -- all the time in afterburner, the 85s still tracking me -- and I headed for the other side of Thud Ridge. Then I jinked from one side of the ridge over to the other, back and forth, not to give any gunners a chance to line up on me. When I finally leveled out at altitude, getting ready to join my tanker, I was drenched in sweat. I happened to look at my right hand. There is an area where the glove ends and the sleeve of my flight suit had pulled up. The hairs on my arm were standing straight up. I brushed them down like you brush down the hairs on a dog to get them to lie down. I touched the back of my neck, just below the helmet, and my hairs were standing straight up. That was my worst mission."

The 13 TFS Wild Weasel crew of Capt Robert E. Dorrrough, Jr. and his EWO Maj Clarence S. "Bud" Summers flew their first combat mission supporting this strike against Kep Air Field. Capt Dorrrough recorded their experience in his diary. "Fri: Our first mission was a "White Knuckler" (W.K.) to Kep Airfield. We were supposed to keep the SAMs down, and we did. In addition, our flight struck a known SAM site with 750s and CBU's. My CBU's hit a 37-mm and scared the hell out of any farmers who might have been nearby. Our Check Point going into the target area was an island called the "elephant's ear". Some high 85-mm and a lot of 37- and 57-mm barrage at about 5,000 ft were around the site we struck. Maj Bill Underwood [13 TFS Wild Weasel pilot Maj William E. Underwood] hit a Firecan (85-mm) on the NE RR; Maj Lefty Frizzel [13 TFS Wild Weasel pilot Maj Frederick N. Frizzell] cut a road with 750#. After G.I.s for 7 days, Bud & I blacked out on our pull out and lost flight for awhile."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Jack Phillips e-mail 18 Mar 11 & "I Always Wanted to Fly -- Hambone 02", pgs 267 and 293 - 295 & Bob Dorrrough's Combat diary.*

**11-Jul-67**

5541

Pilots from the 388 TFW struck the Ha Gia highway bridge (JCS 18.36) at location 21-19-40N and 105-52-28E.

Maj Aquilla F. Britt from the 469 TFS was one of the pilots supporting this strike. He was awarded the Air Medal (8 OLC). "... Maj Britt was a member of a flight of F-105 Thunderchiefs assigned to support a strike on the Ha Gia highway bridge by suppressing or destroying any surface to air missile sites or radar controlled guns threatening the strike force. The flight attacked an occupied surface to air missile site inflicting damage to revetments, support equipment, and causing one secondary explosion. ..."

Capt Jack A. Phillips from the 34 TFS flew his 87th mission into North Vietnam. "Pack 6; ammo dump just a little west of Thai Nguyen. ..." Others in his flight were:

Maj Roderick G. Giffin  
Capt Robert L. Martin  
Maj Dwight Everett Sullivan

*Citation to accompany the Award of the Air Medal (Eighth Oak Leaf Cluster) to Aquilla F. Britt provided by his son Bryan Britt & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

# Jack A. Phillips

## F-105 History

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13-Jul-67

3232

F-105s attacked the Thai Nguyen Thermal Power Plant (JCS 82.16). "Strike pilots reported impacts on the generator hall with a secondary explosion." Strike photos showed bombs impacting on the transformer yard and additional impacts with the generator hall and boiler house partially obscured by smoke. Reconnaissance photos on 19 July indicated the coal treatment building, machine shop, coal receiving building, transformer yard, and a support building were heavily damaged. Intelligence estimated it would require 30 to 60 days for the North Vietnamese to repair the damage to the plant.

Pilots from the 469 TFS flew on this mission one of whom was Maj Aquilla F. Britt. He was awarded the Air Medal (9 OLC) for his meritorious achievement. "... Maj Britt was a member of the lead flight of a force of twenty F-105 Thunderchiefs assigned to attack the Trai Hop Military Barracks in North Vietnam. Finding the primary target hidden by clouds the Thai Nguyen Thermal Power Plant was attacked and delivered a crippling blow without a single loss despite intense and accurate antiaircraft fire. ... "

Four pilots from the 34 TFS also attacked the power plant. For Capt Jack A. Phillips, it was his 88th mission into North Vietnam. He was awarded an Air Medal. Other flight members were:  
Capt David C. Carter  
Maj Donald F. Fryauf  
Capt Rodney A. Skoglund

*PACAF Rolling Thunder briefing to CINCPAC for period 8 - 23 Jul 67 & Citation to Accompany the Award of the Medal (Ninth Oak Leaf Cluster) to Aquilla F. Britt provided by his son Bryan Britt & Jack Phillips Mission Summary via e-mail 18 Mar 11.*

17-Jul-67

3261

USAF aircraft struck four targets along the Northeast rail line (RR 2) in RP-6, North Vietnam.

The Bac Le vulnerable rail segment (BE 616-G0706) at 21-31-19N and 106-26-40E, previously struck on 10 July, was interdicted again on 17 July. Pilots expended a total of 44 M-117s and six MK-82s during 5 sorties against this target.

The Vu Chua railroad yard (BE 616-01401), at 21-28-21N and 106-22-58E, struck on 12 July, was bombed again on 17 July and 19 July in 29 sorties expending a total of 131 M-117s, 12 MK-117s with time delay fuzes, and 6 MK-118s. Five destroyed or damaged pieces of rolling stock were in the yard on the 17 July strike.

The Bac Le railroad yard (BE 616-01383) at 21-30-47N and 106-26-13E, previously bombed on 12 July, was struck again on 17 July by 4 sorties expending 4 MK-82s and 12 M-117s. "Pilots reported one rail cut." Four pilots from the 34 TFS struck this target in RP-6. They were:

- #1 - Capt Jack A. Phillips Mission Commander flying his 90th combat mission over NVN.
- #2 - Capt Lawrence G. Hoppe
- #3 - Maj George G. Clausen 34th squadron commander
- #4 - Maj Robert T. Campbell who had recently arrived in the 34th.

This mission, his 90th, made Capt Phillips "Golden". He flew his next 10 missions between 21 July and 2 August in the lower threat region of Route Pack 1.

In the afternoon, the Kep railroad yards, (BE 616-01371, BE 616-01931, and BE 616-01932) on the Northeast rail line were struck 17 July, 18 July, and 21 July as a single target complex. Thirty-one sorties expended a total of 143 M-117s, 5 M-117s with time-delay fuzes, and 4 MK-82 against

## Jack A. Phillips

### F-105 History

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this complex. A total of 95 pieces of rolling stock were sighted during these strikes with an unknown number destroyed or damaged.

Maj Thomas H. Maus from the 357 TFS flew F-105D 62-4384 against the Kep railroad yard at coordinates 21-24-48N and 106-17-36E. His strike camera film showed bomb impacts on the yard.

*PACAF 27 July 67 Rolling Thunder briefing to CINCPAC for period 8 Jul - 23 Jul 67 & Jack Phillips Mission Summary via e-mail 18 Mar 11 & National Archives Strike Camera Records, Archive Control No. NWDNM(m)-34 USAF-42718A.*

#### 02-Aug-67

3335

Lt Col Mervin M. Taylor from the 34 TFS was mission commander against the steel mill complex NE of Hanoi. (Probably the Thai Nguyen Iron & Steel Complex, (JCS 76.00)). He flew for 2.8 hours and was awarded the Silver Star under Special Order 1581, Hq 7 AF, 4 Oct 67. "Led force of 20 F-105s. ... Opposition - MiGs, Missiles, AAA fire. Bombs center target."

Capt Lawrence G. Hoppe, also from the 34 TFS, flew his 32nd combat mission today for 3.0 hours.

Capt Jack A. Phillips, 34 TFS, flew his 100th combat mission into NVN. He flew his assigned F-105D 59-1760 named "Warlord II". "Lower Pack; tour complete!" Including his "non-counters" to Laos, he had flown a total of 120 combat missions, 41 against targets in Route Pack 6 around Hanoi.

*BG Mervin Taylor, letter 30 May 2000 to Ron Thurlow & Larry Hoppe AF Form 5 & Jack Phillips Mission Summa via e-mail 18 Mar 11.*

#### 31-Aug-67

3825

The 34 TFS history for the month of August 1967, reported that, "... numerous targets were struck by pilots of the squadron in the Chicom Buffer Zone and within the Hanoi restricted area. A marked increase was noted in all modes of defense (AAA, SAMs, MiGs) due primarily to the sensitivity of the targets." Squadron pilots flew 411 combat missions during the month, 407 to North Vietnam and 4 to Laos for a total combat time of 1063:20 hours.

"Combat pilot strength stood at 36 line pilots. During the month of August, four squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Maj Harry Pawlik, Maj Donald F. Fryauf, Capt Jack A. Phillips [on 2 Aug] , and Capt David C. Carter. [Not listed in the squadron history for completing his 100th mission this month was Maj John O. Rollins II.] No losses were suffered during this month and 13 replacements arrived during this period of time. Two officers, Captains Skoglund and Shulmister, that had been on temporary duty with the squadron from Kadena Air Base, Okinawa, returned to their home station."

The 13 pilots arriving in the 34th in August were: Maj William M. Blakeslee, Maj Kenneth W. Mays, Maj Donald Eugene "Digger" Odell, Maj James L. Taylor, Maj David C. Dickson, Jr., Maj William J. King, Maj Raymond Walter Vissotzky, Capt Robert M. Elliot, Capt Robert B. Middleton, Capt Lawrence R. Klinestiver, Capt Douglas A. Boyer, and 1Lt Lee E. Hollingsworth.

The Squadron Commander was Maj George G. Clausen. Maj Roderick Gene Giffin was the Operations Officer and Maj William M. Blakeslee the Executive Officer.

*388 TFW history, Apr Dec 67, Vol II, 34 TFS history, 1 - 31 Aug 1967, microfilm NO584, frame 0080.*

#### 01-Sep-67

6792

Capt Jack A. Phillips, having flown his 100th mission with the 34 TFS on 2 August 1967 at Korat,

# Jack A. Phillips

## F-105 History

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arrived at McConnell AFB KS for his next assignment. He became an F-105 RTU instructor pilot with the 560 TFS.

*Jack Phillips, e-mail 18 March 2011.*

**11-Nov-67**

989

During a one-hour visit to McConnell AFB, Kansas, President Lyndon B. Johnson presented Silver Star medals to eleven F-105 pilots who had completed 100 missions over North Vietnam. Receiving the awards were: Capt Jack A. Phillips (Silver Star with two Oak Leaf clusters); Captain Winfield Scott Harpe, Major Richard E. Moser, and Captain Howard L. Bodenhamer (Silver Star with one Oak Leaf cluster); Majors Earl L. Thornton, William E. Augsburger, Robert B. Bennett, Bobby L. Martin, William Campfield, Jr., Paul F. Koeltzow and Captain Jackie D. Stokes.

Capt Jack A. Phillips, an IP with the 560 TFS, recalled "This [award ceremony] was neat since I was born in Wichita and raised on a farm about 12 miles from McConnell, so my mother got to attend and meet all those important folks." (Jack Phillips, e-mail 18 Mar 11)

"After the President gave Captain Bodenhamer his decoration, the pilot received a personal gift -- the President's own Silver Star lapel pin which had been worn since World War II." After the awards ceremony, Maj Robert V. Baird presented an inscribed Thunderchief model to President Johnson on behalf of the 100 Mission Pilot's Club.

Secretary of Defense, Robert McNamara, and the president's pet dog Suki, accompanied the President in Air Force One. They were met by General John P. McConnell, Air Force Chief of Staff, and Colonel Robert L. Cardenas, 835 Air Division Commander. In his address to the crowd that included wives of men still in Vietnam, the President said, "I give you the deep gratitude and the pride this nation feels in all of you. ... You hold in your hands the power to destroy any adversary on earth. And yet you are fighting a limited war with restraint, with skill, and with judgment and compassion. Together, we will persevere in making the skies over Vietnam an arena which history will honor as the place where freedom found a new life and peace was finally won."

*23 TFW History, 1 Jul - 31 Dec 65, USAF microfilm MO554 & Republic Aviation Thunderchief Report, Vol III, No Nov 1967 & National Archives motion picture film shot list control No. NWDNM(m)-342-USAF-43634.*

**23-Jan-68**

**27-Mar-68**

25

North Korea captured the Navy intelligence ship USS Pueblo off the coast of North Korea. In reaction, F-105s were sent to Osan AB, South Korea, as part of the overall build up of U.S. forces in Korea named "Operation Firefly".

Under "Operation Combat Fox" (USAF OPLAN 4-68), the 18 TFW, Kadena AB, Okinawa, initially sent two F-105s from the 12 TFS during the afternoon of 23 Jan 68. Maj John C. Wright was the 18th's task force commander for deploying F-105s to Osan. On 24 January 1968, the 18th ordered sixteen munitions load crew members to Osan for 30 days TDY, a period that was extended to 89 days then to 179 days. The 23 TFW sent pilots from McConnell AFB, KS, and F-105F Wild Weasels left Nellis AFB, NV, for Osan.

During the 12 TFS's deployment to Osan, the F-105s began flying missions in which they carried their maximum load of 16 M-117 750-pound bombs that the planes dropped on the DMZ. The squadron flew four of these missions each day, 2 in the morning and 2 in the afternoon. The missions lasted only 30 minutes and the planes returned to Osan without air-to-air refueling. The missions were to show the North Koreans the devastating effects of the F-105 carrying this many bombs. The bombing sorties were eventually interspersed with AGM-12C Bullpup missions in which the missiles were fired at caves and other landmarks in the DMZ. (John Coon, former

# Jack A. Phillips

## F-105 History

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weapons loader, phone interview, 12 Oct 04.)

Under "Coronet Wasp", the 318 FIS deployed F-106s from McChord AFB WA, to Osan AB, Korea. Also, under "Coronet Wasp", F-102s were based at Kimpo AB and Suwon AB, Korea.

" ... COMBAT FOX was [also] the nickname of the TDY movement of the 558 TFS (F-4 Phantom jet fighters) from Cam Rahn Bay to Kunsan, ROK. Concurrent with this move was the movement of the 355 TFS (F-100 Super Sabres) from Myrtle Beach AFB, S.C. to Phu Cat AB."

Between 26 - 28 January 1968, the 4531 TFW at Homestead AFB, Florida, also deployed 500 men and 20 F-4Ds to Kunsan under "Operation Combat Fox". (History of the 4531 TFW, Jan - Jun 68, USAF microfilm PO155, frame 0895.)

On 29 January 1968, the 23 TFW at McConnell deployed five of their seven F-105F Wild Weasel aircraft to Osan AB, Korea. Thirteen instructor and staff pilots also deployed to Osan flying as passengers via MAC airlift aircraft from McCord AFB, Washington. When they arrived at Osan, they were assigned to the 12 TFS. These pilots were:

Maj Vernon D. Hesterman - 23 TFW  
Maj Gayle D. Williams, Jr. - 4519 CCTS  
Capt Robert H. Allen - 562 TFS  
Capt Thomas W. Gallagher, Jr. - 23 TFW  
Capt Robert V. Hannah, Jr. - 563 TFS  
Capt Douglas G. Lauck - 562 TFS  
Capt Philip C. Montagano - 560 TFS  
Capt Jack A. Phillips - 560 TFS  
Capt John W. Redmond - 561 TFS  
Capt Stanley S. Rynear - 561 TFS  
Capt John C. Russell - 563 TFS  
Capt Ralph M. Sires - 23 TFW  
Capt Russell L. Violett - 23 TFW  
(23 TFW SO T-282, dated 29 Jan 1968.)

Jack Phillips recalled his stay at Osan. "... We did sit alert with nukes on board several times and made detailed plans to drop them. One time it got down to cockpit alert and they blocked the taxiways with fire trucks to make sure we didn't go on our own. After the initial excitement and combat preparations for a couple of weeks it became apparent that the US was not going to do anything. So we flew a little, but not much since we had too many guys for the number of birds available. Got to paint the quarters though and watch a few movies. My room mate during this event was Roland Smith (Smitty) [Capt Rowland F. "Frank" Smith, Jr.] who was a good friend, also from McConnell. ..." (Jack Phillips, e-mail 21 Mar 2011.)

*23 TFW Unit History, 1/6/64 - 1/6/68, Microfilm MO554 & 18 TFW Special Order T-11 & National Archives motion picture film shot list control Nos. NWDNM(m)-342-USAF-48481 & 47900C & Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 10.*

### 31-Jan-68

2915

(Approximate date) The 12 TFS, 18 TFW, published a crew roster of 64 names that included "Whisky" Flight, the Wild Weasel crews from Nellis that deployed on TDY to Osan due to the USS Pueblo crisis. Two of the crews were Maj Harrison W. Matthews and EWO Maj David Brog, and Maj John J. Revak and Maj Stanley E. Goldstein, whose Wild Weasel training at Nellis had been curtailed due to the deployment to Osan.

## Jack A. Phillips

### F-105 History

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Other pilots on the roster included:

Capt Lawrence G. Hoppe was a pilot in Lima Flight.  
1Lt James Benton West was a pilot in Kilo Flight.  
Col William L. Janssen was an attached 12 TFS pilot.  
Capt Jack A. Phillips - 12 TFS. Nympho Flight pilot.  
Maj Anatole "Tony" Semenov, Jr. 12 TFS. Juliet Flight Flt Cmdr

Capt Robert D. Pielin was listed as Asst Flt Commander of "Metro" Flight. Captains Douglas G. Lauck and Stanley S. Rynear were listed as pilots in "Nympho" Flight. Capt Clifford H. "Ted" Rees, Jr. was an Assistant Flight Commander in Nympho Flight. Lauck and Pielin were F-105D instructor pilots with the 562 TFS at McConnell while Rynear was an instructor pilot with the 561 TFS. Rees was a 100-mission pilot assigned to the 23 TFW. All four had been deployed from McConnell on TDY to Osan.

*12 TFS Roster from John J. Revak.*

**15-Feb-68**

2354

(Approximate date) "At a special presentation ceremony last month at McConnell Air Force Base in Kansas, 55 Thunderchief pilots were awarded special certificates by Republic for completing 100 missions over North Vietnam."

"Air Force Cross Awarded To Thunderchief Pilot -- The Air Force's highest award for heroism was recently awarded to Lieutenant Colonel Harry Schurr, a 100-mission F-105 pilot who is now stationed at McConnell Air Force Base. The decoration was presented to the pilot by Lieutenant General Albert P. Clark, vice commander of the Tactical Air Command. Lt Col Schurr was cited for extraordinary heroism while leading a strike force of 20 Thunderchiefs over North Vietnam. Although his aircraft had been heavily damaged by enemy anti-aircraft fire, Schurr successfully destroyed a key railroad and highway bridge. He is now assigned to the Kansas base as commander of the 4519th Combat Crew Training Squadron." He previously commanded the 469 TFS at Korat. He was one of three F-105 pilots and one Wild Weasel EWO, along with F-4C pilot Col Robin Olds, who received the Air Force Cross for the successful attack on Hanoi's Paul Doumer Bridge on 11 August 1967.

Capt Bruce J. Lotzbire, an F-105 instructor pilot at McConnell, was among those who received Republic Aviation's 100-mission certificates. He had flown 100 missions while assigned to the 357 TFS at Takhli between April and October 1967. He remained as an instructor pilot at McConnell until December 1971. After 33 years in the Air Force, he retired as a Major General on 1 June 1995.

Capt Howard L. Bodenhamer, also assigned to McConnell, was one of the pilots who received a certificate. He had completed 100 missions in August 1967 while flying with the 354 TFS at Takhli.

Lt Col Gerald F. "Jerry" Fitzgerald, was one of the 55 pilots who received his 100-mission certificate. Previously he had commanded the 13 TFS at Korat, RTAFB, Thailand.

Capt Donald O. Austin was one of the pilots who received a 100-mission certificate. He was a former 34 TFS pilot who had flown from Korat but was now assigned to the 561 TFS as an F-105 RTU instructor pilot.

Maj Edward C. Jones, who had flown with the 34 TFS, received a 100-mission certificate.

## Jack A. Phillips F-105 History

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Capt Steven J. Savonen, an instructor pilot in the 562 TFS, also received his 100-mission certificate. He had been assigned to the 469 TFS at Korat.

Capt Richard L. O'Connor was one of the pilots receiving a 100-mission certificate.

Lt Col William E. Augsburger was a former 34 TFS pilot who received a 100-mission certificate.

Maj Bobby L. Martin, the first Wild Weasel pilot to have flown 100 missions, received a 100-mission certificate. He had been assigned to the 354 TFS at Takhli but had flown missions with the 13 TFS from Korat.

Capt Jack A. Phillips, an IP with the 560 TFS, flew his 100th mission with the 34 TFS on 2 August 1967.

Capt Robert L. Martin, who flew his 100th with the 34 TFS, received his Republic 100-mission Certificate at McConnell.

Maj Paul F. Koeltzow received his 100-mission certificate.

Capt Jackie R. Youngblood was a former 34 TFS pilot who received his Republic 100-mission Certificate at McConnell.

*Thunderchief World Wide Report, Vol III, No 7, March, 1968 & Gen Lotzbire's biography on  
[www.af.mil/news/biographies/lotzbire\\_bj.html](http://www.af.mil/news/biographies/lotzbire_bj.html).*

### 19-Jun-68

703

The 4519 CCTS at the 23 TFW, McConnell AFB KS absorbed the 560 TFS and assumed its RTU role when the 560th went unequipped pending transfer of the unit designation to Homestead AFB, Florida. Lt Col Harry W. Schurr was commander of the 4519th.

Capt Jack A. Phillips was one of the F-105 Instructor Pilots in the 560 TFS who transitioned to the 4519th.

*23 TFW History, Jan - Jun 68, USAF microfilm MO554 & Jack Phillips, e-mail 18 Mar 11.*

### 23-Jul-69

200

F-105 RTU class 69HR, the "Crotch Shots", graduated 21 students in course 111106B at the 23 TFW, McConnell AFB KS. The class was composed entirely of UPT graduates. Training started on 17 January 1969 and the class consisted of one Captain and twenty 1st Lieutenants assigned to the 4519 CCTS commanded by Lt Col Harry W. Schurr.

They deployed 23 F-105s to George AFB CA for weapons delivery training between 16 April and 6 May 1969. The outstanding graduate was 1Lt Lloyd E. Dejong. "1Lt Howard G. Tart, Jr. slipped to Class 70AR for medical reasons."

The graduates were:

Capt John C. Giffen	1Lt Robert G. Downs	1Lt Timothy A. Peters	1Lt Donald R. Taylor
1Lt Charles E. Adams	1Lt Robert B. Goodman	1Lt Robert L. Roark	1Lt Emerson B. Taylor
1Lt Frank P. Bernard	1Lt James B. Libertore	1Lt Thomas G. Ryan	1Lt Frederick J. Zher, Jr.
1Lt Timothy J. Breen	1Lt Robert G. Ludwig	1Lt Phillip E. Sanders	
1Lt Bruce N. Cox	1Lt David S. Mettler	1Lt Allan V. Shukle	
1Lt Lloyd E. DeJong	1Lt Douglas R. Perl	1Lt Howard G. Tart, Jr.	



## **Jack A. Phillips**

### **F-105 History**

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Maj Jack A. Phillips, an IP with the 4519th, flew his last F-105 sortie in July 1969. He had accumulated 1296.8 hours in the airplane. He was next assigned to Air Command and Staff College at Maxwell AFB AL. His subsequent assignment was to MacDill AFB in Strike Command. In November and December 1974 he checked out in the F-4 at George AFB. On 17 January 1975, he returned to the 34 TFS at Korat where he became Operations Officer. In December 1975, he "... led the squadron back to the States; when we made landfall, half of the [F-4E] aircraft went to Hill AFB and the others to Holloman AFB (where I landed in my last AF flight)." His final assignment in January 1976 was to TAC Hq, Langley AFB VA as Chief of Flight Simulation. "When given an assignment to the Pentagon in mid 1977, I declined and retired [as a Lt Col] 1 December 1977 (used my 4+ years enlisted time to make the necessary 20 ...)."

*23 TFW History, Jul - Sep 1969, USAF microfilm MO555, frames 0693 and 0705 & F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma & Jack Phillips, e-mail 18 Mar 11.*