

Donald W. Revers

F-105 History

23-Jun-67

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The eleventh F-105 RTU Class 671R graduated at McConnell AFB KS. The class started on 9 January 1967 with 21 pilots. However, only 17 pilots graduated with the class, which was named "The Reluctant Hog-Herders".

The class deployed for conventional weapons delivery training to George AFB CA between 25 May - 16 June 1967 with the 563 TFS. The squadron commander was Lt Col Joe W. Pickett.

Capt Steven W. Long, Jr. won both Outstanding Pilot and Top Gun awards. Maj Kenneth W. Mays won the Academic award. The other 15 pilots in the class were:

Maj Robert Warren Barnett
Maj James Arlen Clements
Maj Rudolph Edward Fiedor
Maj Crosley James Fitton, Jr.
Maj Billy R. Givens
Maj Robert W. Kennedy
Capt George D. Smith
Maj Robert B. Abernathy

Maj William L. King, Jr.
Maj Donald W. Revers
Maj James L. Taylor - 34 TFS
Maj Raymond Walter Vissotzky
Maj Jay M. Barker
Capt Robert M. Elliot
Maj Donald Myrick Russell

23 TFW History, Jul - Dec 66, USAF microfilm MO554 & Ken Mays, e-mail 4 Mar 2005.

14-Jul-67

6520

After graduating from F-105 RTU at McConnell on 23 June 1967, Maj Donald W. Revers arrived in the 388 TFW, Korat RTAFB, Thailand, and was assigned to the 34 TFS.

Don Revers, e-mail 30 Mar 2010.

11-Aug-67

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For the first time, F-105s from the 355 TFW and the 388 TFW, and F-4Cs from the 8 TFW, struck the Hanoi Rail and Highway bridge (JCS 12) (BE 616-0012). The bridge was on the Northeast rail line (RR 2) at coordinates 21-02-32N and 105-51-59E in RP-6A, North Vietnam. North Vietnam's Paul Doumer bridge was an add-on target to the Rolling Thunder 57 strike package first approved on 20 July. The 19-span bridge, crossing the Red River near downtown Hanoi, was 5,532 feet long and 38 feet wide. It supported two highway lanes and a rail line carrying an average of 26 trains a day.

The bridge was named for Paul Doumer, the French governor of Indo China between 1897 and 1902. In those five years, he exploited the country financially to favor French interests, building railroads and bridges as well as opium dens to transport goods and generate income for his home country. Understandably, the Vietnamese Communists renamed the bridge, calling it the Long Bien Bridge, but the U.S. military continued referring to the target under its French colonial name. ("Vietnam" by Stanley Karnow, pgs 115 - 118.)

"On the morning of August 11, 1967, Seventh Air Force told the F-105 wings at Takhli and Korat, together with the F-4 wing at Ubon, to bomb the Doumer Bridge that very afternoon." After the wings received the frag, the strike was delayed by an hour to allow weapons load crews to reconfigure the planes from 750-pound bombs to 3,000-pound bombs. ("To Hanoi and Back", pg 85.)

Capt Richard E. Guild from the 333 TFS at Takhli recalled details of the bridge's vulnerability used at Takhli in mission planning. "The reason the Doumer is one of the easier, err weaker, err simpler bridges to drop, is because it has single cantilever tresses with non-cantilever (through-thrust) spans between cantilever spans. Hit either end of a non-cantilever through-thrust span, and that span of the bridge drops into the Red River. That knowledge, which I shared with Intel prior to the mission briefing, was one of my contributions to the dropping of the Doumer on 11 Aug 1967." (Dick Guild, e-mail to

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CASBAR, 25 Nov 04.)

The 31-plane strike force from Takhli consisted of a Wild Weasel flight (with call sign "Barracuda"), one flak suppression flight (with call sign "Kingfish"), four bomb flights (with call signs "Bear", "Marlin", "Scotch", and "Shark"), and cover, consisting of one F-4 MiG CAP flight from the 8 TFW.

The Wild Weasel and flak suppression flights preceded the attack on the bridge. The four F-105Fs in the Wild Weasel "Barracuda" flight attacked five AAA and SAM sites. At 0856Z, "Barracuda 3" launched an AGM-45 Shrike missile at a 3 ½-ring Fansong signal at coordinates 21-19N and 105-52E but the SAM site remained active and later fired four SA-2 missiles at the strike force.

At 0858Z, "Barracuda 4" dropped 4 CBU-24s on an active 57-mm AAA site at coordinates 21-21N and 105-34E. The crew did not see their results "... due to evasive maneuvers from numerous defenses encountered in area."

At 0859Z, a plane in the flight dropped two 750-pound bombs on a possible AAA site at coordinates 21-45N and 105-20E. The bombs hit near the site but the flight could not determine bomb damage due to "... evasive maneuvers from defenses in area." The plane returned to Takhli still carrying one AGM-45 missile.

At 0901Z, another plane in the flight fired an AGM-45 missile at a 2 ½ ring Firecan signal near the coordinates 21-07N and 105-54E. The crew was "... unable to determine if signal was damaged due to numerous other signals from same vicinity."

At 0903Z, a plane in the flight fired three AGM-45 missiles at a 3-plus Fansong signal from a SAM site near the coordinates 21-31N and 105-12E. The "... signal went abruptly off (the) air 45 seconds after missile launch." (355 TFW JOPREP JIFFY DOI 4718 OPREP-4/RT/05 in USAF microfilm NO463, frame 251.)

Leading the entire strike force as "Kingfish 1" was Col Robert M. White, the 355 TFW DO, flying with the 357 TFS from Takhli. Col White's element lead, "Kingfish 3", was Capt Theodore G. Moeller from the 357 TFS. "... We were the flak suppression guys. ..." (Ted Moeller, letter to Ron Thurlow, 17 Oct 2001.)

At 0901Z, the four F-105Ds in "Kingfish" dropped sixteen CBU-24s and four CBU-29s on flak sites 7,000 feet east and 7,500 feet northeast of the bridge. The pilots did not see the results of their ordnance due to heavy AAA. While approaching their targets, the pilots saw two MiG-17s take off from Phuc Yen and circle the airfield. These MiGs were soon joined by two more. The pilots lost track of the MiGs among the many flights of F-105s. Two minutes before the target, while flying at 8,000 feet, the flight saw two SA-2s arch over them at 13,000 feet and explode at 20,000 feet in a white fireball. A minute later, they saw another SA-2 launch straight up and explode at 25,000 feet. (355 TFW JOPREP JIFFY DOI 4714 OPREP-4/102 in USAF microfilm NO463, frame 248.)

The strike aircraft from the 355 TFW, "Scotch", "Bear", "Marlin", , and "Shark" flights, used 3,000 pound bombs to drop the number 5 span of the bridge.

At 0902Z, four 355 TFW F-105Ds in "Scotch" flight, followed one minute later by four others in "Bear" flight, dropped 16 M-118 bombs on the bridge. Four bombs hit the center span of the bridge engulfing the structure in smoke. Strike camera film from "Scotch 4" (F-105D 62-4336) confirmed the hits.

Capt Richard E. Guild from the 333 TFS was "Scotch 3". "We were mass-briefed to aim at the third pylon from the eastern shore of the bridge, which was one of two mid-span pylons between cantilever tress spans, i.e., the pylon was supporting two non-cantilevered spans. Bill "Col Mac" McDonald (Bear

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1) was slightly long, Mal Winter (Bear 2) was slightly short, Dick Guild (Scotch 3) saw only those hits before he released, and thinks he got it, as Bob Lindsey (Bear 3) saw the third set hit before he released, and he might also have hit it, and John Piowaty (Bear 4) stated he aimed mid-span and he might have hit it, too. In any case, we aimed to take out the second non-cantilevered span from the eastern shore, and that is what we got, which established Takhli's claim as the 355th TFW 'Bridge Busters.' " (Dick Guild, e-mail to CASBAR, 25 Nov 04.)

While approaching the target, flying between 8,000 and 10,000 feet, both flights saw a SAM pass 7 miles away and burst at 10,000 feet in a white donut shape. The flight also saw four MiG-17s from Phuc Yen flying at 8,000 feet. "The MiGs made no attempt to engage." As they got closer to the bridge, the flight encountered 85-mm AAA from Phuc Yen "... picking up in intensity as the flight neared the target." As they rolled in to the target, an 85-mm site on the northern bank of the river continued to fire at the planes. "Bear 4" (Capt. John Piowaty) was hit by shrapnel and landed at Udorn. (355 TFW JOPREP JIFFY DOI 4715 OPREP-4/103 in USAF microfilm NO463, frames 249 and 250.)

"Bear" flight from the 354 TFS, 355 TFW, was led by Squadron Commander, Lt Col Nelson J. McDonald in F-105D 59-1824. "Bear 02" was Capt Malcolm D. Winter on his 26th combat mission flying F-105D 62-4367. "Bear 03" was Maj Robert Lindsey in F-105D 62-4372, and "Bear 04" was Capt John Piowaty in F-105D 60-0415.

After leaving the target area, strike planes went supersonic and overflew the Hanoi Hilton POW prison.

Capt Winter recorded these comments in his mission log. "We were led in by Col. White - his flight was flak suppression. We dropped the bridge. Piowaty took a hit but made it to Udorn. NO LOSSES. It's most gratifying to know I got the bridge. Also the guys in the POW camp (and this by far supersedes anything else) know again that we have not stopped. Their faith will be renewed. This was George Guss' 1st 6A. Quite memorable as MiGs & flak were everywhere. (Stores of George may have gotten MiG with jettison of ordinance & tanks when they were at 6 o'clock)." (Combat mission log of Mal Winter transcribed by his son, Mike Winter.)

In November, after his promotion to Major, Mal Winter was awarded the Distinguished Flying Cross. "In spite of numerous surface-to-air missile launches directed at his flight and intense and accurate anti-aircraft fire, Major Winter conducted a bombing attack which destroyed one span of the bridge and seriously damaged the remaining structure." (Takhli Times, November 24, 1967.)

While exiting the target area, "Bear 04" was hit by 85-mm AAA severely damaging the aft fuselage. Capt Piowaty landed at Udorn. Due to combat damage, his drag chute did not work and the plane ran off the runway. The landing gear snagged the barrier cable blowing the right main tire. The plane was repaired at Udorn and returned to Takhli on 22 August 1967. ("Thud" by Lou Drendel, pgs 30 - 38.)

Capt Piowaty, "Bear 04", recalled more details of the mission. "... Mo (Maj Elmo Cinnard Baker) and Tom Kirk (Lt Col Thomas Henry Kirk, Jr., the 357 TFS Ops Officer) in flights behind me said I got the one span downed. Two were damaged. Funny how many big awards went to guys who missed! Lindsey missed the tanker, going back to Green [refueling track] when the 135s had moved over to Orange for our post strike. Lotzbire got a tiny hole from flak in his windscreen. I got hit in the tail by an 85, but made it to Udorn where a new empennage (from an F, I was told) was emplaced." (John Piowaty, e-mail to Ron Thurlow, 7 Feb 2001.)

"Marlin", the third flight from Takhli, was led by the 357 TFS Squadron Commander, Lt Col Obadiah A. Dugan in F-105D 62-4284. Other 357 TFS pilots were Maj Elmo C. "Mo" Baker, Capt. Bruce J. Lotzbire, flying F-105D 62-4262 as "Marlin 3", and Capt George S. Balog in 61-0181.

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Four minutes from the target, flying at 9,000 feet altitude, the flight spotted four MiG-17s at their 2 o'clock position circling 3,000 feet over Phuc Yen airfield. Three minutes from the target, while flying at 8,000 feet, a SAM exploded 3,000 feet above the flight. The pilots also saw smoke from the ground indicating the launch of another SAM but did not see the missile. During their approach to the target, flying 3 to 4 NM north of Phuc Yen airfield, the flight encountered a fairly accurate light barrage of 85-mm AAA bursting at their altitude of 6,000 feet.

At 0901Z, "Marlin's" four F-105Ds dropped eight M-118 bombs on the bridge. The flight couldn't see their bombs hit the target but did see bombs from a previous flight hit directly on the center of the bridge. While diving on the target, the flight flew through very heavy and accurate 85-mm flak that lasted until they got beyond 5 NM south of the bridge. Pulling out of his bomb run in a left jinking turn, "Marlin 3" (Capt Lotzbire) was struck by shrapnel that punched through the plane's front and right windscreen and landed on the instrument panel. The flak also put a one-inch hole in the right side of the plane's nose. The pilot landed safely at Takhli. His strike camera film showed one of his bombs making a direct hit on the bridge.

Lt Col Dugan was awarded the Silver Star for leading "Marlin" flight. His award citation read, "... Col Dugan led a flight of four Thunderchiefs on a highly significant strike mission that resulted in the destruction of the largest and most important railroad/highway bridge in North Vietnam. Colonel Dugan courageously led his flight through multiple concentrations of surface-to-air missiles, MiG aircraft, and bursting flak to insure that all bombs would impact on the bridge. When his number three man sustained a hit, Colonel Dugan selflessly turned back into the intense flak barrage to provide directions and escort his crippled flight member to safety." (355 TFW JOPREP JIFFY DOI 4713 OPREP-4/101 in USAF microfilm NO463, frame 247 & National Archives Gun and Strike Camera records, archive control no. NWDNM(m)-342-USAF-42718A.)

The fourth strike flight from the 355 TFW was led by Lt Col William C. Norris, commander of the 333 TFS. (Bob White, e-mail to Ron Thurlow, 12 Sep 2001.)

The 8 TFW and 388 TFW, attacking several minutes behind the 355 TFW planes, dropped two highway spans on the northeast side of the bridge. The flak suppression flight dropped CBU's to knock out one 85-mm AAA site. The two F-105Fs and two F-105Ds of the SAM-suppression flight destroyed six SAM sites. During the mission, the 36 strike aircraft dropped 92 tons of bombs.

Lt Col Harry W. Schurr, commander of the 469 TFS at Korat, led the 20 F-105s from the 388 TFW, while Col Robin Olds, Commander of the 8 TFW, led the F-4Cs from Ubon.

Korat's AAA and SAM suppression flight, "Splendid", was led by Lt Col James F. McInerney, Jr., commander of the 13 TFS from Korat, with his EWO Capt Fred W. Shannon. His 388 TFW Iron Hand flight consisted of one other "F" and two F-105Ds. Lt Col Richard F.B. Gimmi, Jr., was "Splendid 02" in an F-105D.

The four lead pilots, Col White from Takhli, Lt Col Schurr, Lt Col McInerney, and his EWO Capt Shannon from Korat, and Col Olds from Ubon, were awarded the Air Force Cross.

Col White's Air Force Cross citation read, in part, "... Colonel White led the entire combat force against a key railroad and highway bridge in the vicinity of Hanoi. In spite of fourteen surface-to-air missile launches, MiG interceptor attacks, and intense anti-aircraft artillery fire, he gallantly led the attack. By being the first aircraft to dive through the dark clouds of bursting flak, Colonel White set an example that inspired the remaining attacking force to destroy the bridge without a single aircraft being lost to the hostile gunners ... ". (Extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.)

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"Penetrating heavy AAA fire and SAMs, the force reported dropping the center section and walking their 3,000-pound bombs down the multi-span bridge. ... A crew member in the Iron Hand flight, Capt Fred Shannon, said, 'we visually acquired a SAM site, eight miles north of Hanoi, and were lining up to roll in on it when another SAM site, 13 miles northwest of Hanoi, fired at us and missed. We attacked both sites, with resulting secondary explosions sending smoke to 3,000 feet. We destroyed both positions as well as their associated equipment."

"Leader of the third element [from Korat] attacking the bridge was Lt Col Harry W. Schurr, 469 TFS. 'Our flight rolled in and all hits appeared to be right in the area and quite a few were right on the bridge. You could see the 3,000-pounders popping like big orange balls as they struck the bridge.'" (388 TFW history, Apr - Dec 67, USAF microfilm NO583 frames 1575 and 1576.)

Col Schurr's aircraft was hit by flak. "Just as I was getting ready to roll in, a 100-mm went off just under me flipping me up-side-down and the smoke made me disappear from my flight for a short while. I had holes all over the belly of my Thud but limited damage." (Harry Schurr, e-mail, 21 July 2003.)

His Air Force Cross citation said he "... distinguished himself by extraordinary heroism in connection with military operations against an opposing armed force as commander of a strike force of twenty F-105 Thunderchiefs against the most heavily defended target in North Vietnam on 11 August 1967. Though intense, accurately directed hostile force had damaged his aircraft prior to reaching the target, Lt Col Schurr, with undaunted determination, indomitable courage, and professional skill, led the strike in a devastating attack against the primary target in the very capital of the adversary. ... One span was destroyed and others heavily damaged. As a result, the flow of war materials into this area was appreciably reduced ... "

The leader of "Splended", the SAM-suppression flight from Korat, Lt Col James E. McInerney, Jr. and his EWO, Capt Fred W. Shannon flying F-105F 63-8295, were also awarded the Air Force Cross "for extraordinary heroism". "... Colonel McInerney suppressed six active surface-to-air missile sites defending a strategic highway and railroad bridge. Despite concentrated barrages of antiaircraft fire and three missiles directed against his flight, Colonel McInerney displayed the highest degree of courageous leadership in destroying two missile sites and forcing the other four into sporadic operation. As the direct result of his actions, the strike force suffered no losses and imposed extensive damage on this vital target" The wording of Capt Shannon's award citation was nearly identical. (Extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.)

Lt Col Richard F.B. Gimmi, Jr., 469 TFS, flying as "Splendid 02" in Korat's Wild Weasel flight, received the Silver Star for this mission. "On 11 August 1967, Colonel Richard F.B. Gimmi, Jr., (then Lt Colonel) distinguished himself by gallantry in action against an enemy force as the pilot of the number two F-105 aircraft in a four aircraft flak suppression flight (call sign, Splendid) over North Vietnam. On that date, Colonel Gimmi, as Splendid Two, helped to suppress six enemy surface-to-air missile (SAM) sites which were defending an important strategic transportation link - the Doumer Bridge over the Red River near Hanoi - against an incoming 388th Tactical Fighter Wing strike force of twenty-four F-105 aircraft carrying two 3,000 pound high explosive bombs each. Despite three surface-to-air missiles launched at Splendid Flight, which were outmaneuvered by aggressive evasive action; the threat of airborne MiG fighters in the target area; and intense antiaircraft artillery fire, which did damage Splendid Two's aircraft, Colonel Gimmi, with undaunted determination and courage, destroyed a SAM radar control center and three surface-to-air missiles. In addition, several other surface-to-air missile sites were forced into sporadic operation which greatly reduced the SAM threat to the F-105 Strike Force. Before returning to its base at Korat, Thailand, Splendid Flight remained in the target area providing continued enemy antiaircraft artillery, SAM and radar suppression until all strike aircraft had entered and departed the target area. The extraordinary performance of each Splendid Flight

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member, individually and as a team, greatly reduced the amount and accuracy of the awesome fire power focused on the Strike Force. Thus, the F-105 strike aircraft were able to drop their bombs with concentrated accuracy inflicting severe and extensive damage to the target without a single loss of USAF aircraft or aircrew. By his gallant actions and devotion to duty, Colonel Gimmi reflected great credit upon himself and the United States Air Force." (Gimmi Silver Star award citation in "Airman. The Life of Richard F. B. Gimmi", by Russell M. Gimmi, iUniverse, Inc., pp 309 - 310.)

Col Olds' Air Force Cross citation read, "... Col Olds led his strike force of eight F-4C aircraft against a key railroad and highway bridge in North Vietnam. Despite intense, accurately directed fire, multiple surface-to-air missile attacks on his force, and continuous harassment by MiG fighters defending the target, Colonel Olds, with undaunted determination, indomitable courage, and professional skill led his force through to help destroy this significant bridge. As a result, the flow of war materials into this area was appreciably reduced. Through his extraordinary heroism, superb airmanship, and aggressive leadership, Colonel Olds reflected the highest credit upon himself and the United States Air Force." ("Recipients of the Medal of Honor and Air Force Cross" by Eric Caubarreux, pg 214.)

Maj William W. Raitt, flying with the 44 TFS, received the Silver Star. "The President of the United States of America, authorized by Act of Congress, July 8, 1918 (amended by act of July 25, 1963), takes pleasure in presenting the Silver Star to Major William W. Raitt (AFSN: FV-3029471), United States Air Force, for gallantry in connection with military operations against an opposing armed force while serving with the 44th Tactical Fighter Squadron, in action on 11 August 1967, over North Vietnam. On that date, Major Raitt led a flight of four F-105 Thunderchiefs against the Hanoi Railroad/Highway Bridge. Major Raitt completely disregarded his own personal safety and flew through heavy 85-mm. flak, evaded four SA-2 surface-to-air missiles and delivered his ordnance precisely on target. By his gallantry and devotion to duty, Major Raitt has reflected great credit upon himself and the United States Air Force." (General Orders: Headquarters, 7th Air Force, Special orders G-2166 (December 4, 1967), on-line at <http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=24674>)

Maj Donald W. Revers from the 34 TFS flew on this mission.

Four pilots on TDY to the 34th made up another of Korat's flights. The lineup was:

- #1 - Maj Robert T. Campbell
- #2 - Capt Rodney A. Skoglund
- #3 - Maj John O. Rollins
- #4 - Capt Lawrence G. Hoppe flying his second sortie of the day and his 41st mission to NVN. He logged 3.0 hours. (Larry Hoppe e-mail 14 June 2010 & AF Form 5.)

In conjunction with the attack on the Doumer Bridge, Wild Weasel pilot Maj George O. Guss from Takhli's 333 TFS (reported to be flying F-105F 63-8320) claimed an unusual MiG kill. "... Maj ... Guss cleared the aircraft wings of ordnance and jettisoned the racks in preparation for a dogfight with a flight of four MiG-17s. A MiG flew straight into the ejected rack and was destroyed." (He was not officially granted a MiG kill.) (USAF Museum Friends Bulletin Vol 3, No. 1, Spring 1980.) "The story about me downing a MiG with ejection racks happened on my first flight over North Vietnam. I was #2 in our flight of two F-105F's when four MiG-17's jumped us. My leader tried to turn with them which was impossible. One of them was firing and he couldn't get enough lead. The other three were beginning to move under me which didn't look good. At that time, I pushed what we called the 'master panic button' that jettisoned everything on the plane - bombs, pylons and rockets - and went for the deck. My leader looked back and saw a ball of fire and thought I had been hit. He swears he saw an airplane go down. All I know is I had a full load and they had a lot of garbage to dodge." (Letter from the late Lt Col George O. Guss, USAF Ret, to Rick Versteeg posted on Thud Ridge Web site.)

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Post-strike bomb damage assessment confirmed the bridge was downed. A gun camera film clip showed one bomb impact directly on the bridge. Film from an aft-looking camera showed smoke from numerous impacts covering portions of the bridge. "...Strike photos showed numerous impacts on or adjacent to the bridge and a large gap where a span had been dropped into the river. Post-strike photos taken shortly after the strike clearly showed the extent of damage. In addition to the downed span, the superstructure of the adjacent span had been heavily damaged and the highway decking destroyed at three locations. The transmission lines crossing the bridge were severed and a fire, probably from a burning vehicle, could be seen. Numerous other vehicles were still on the bridge with several appearing to be damaged. Destruction of JCS 12 effectively denied through traffic to Hanoi on all northern rail lines." (PACAF 16 August 67 Rolling Thunder briefing to CINCPAC for period 24 Jul - 13 Aug 67)

"Since the North Vietnamese could no longer send trains across the Doumer Bridge, they had to transfer cargo to trucks and ferry them across the river, delaying cargo moving west from Haiphong as well as south from China. The efficiency of the northeast railroad was further reduced by attacks on rail yards and bridges in the buffer zone along the Chinese border." ("To Hanoi and Back", pg 85.)

BDA photos on 11 and 12 August showed the bridge having two spans destroyed but the bridge was being bypassed with rail ferries. (PACAF briefing.)

By 3 October 1967, North Vietnam had repaired the bridge. F-105s returned to strike the bridge for the second time on 25 October 1967.

355 TFW History, Jul - Sep 67, USAF microfilm NO463 & "Battle at the Bridge", by Ted R. Sturm, Airman Mag, Dec 69 & National Archives Gun and Strike Camera Film List, Control Number NWDNM(m)-342-USAF-42718A & "The Tail of Two Bridges", pgs 67 - 77.

12-Aug-67

1376

One day after their attacks on the Paul Doumer bridge over the Red River in Hanoi, both the 355 TFW and the 388 TFW struck the railroad and highway bridge over the Canal des Rapides (JCS 13), five miles northeast of Hanoi. This bridge on the Northeast rail line (RR 2), first struck by F-105s on 26 April 1967, carried the only rail line heading northeast from Hanoi as well as highway Route 1A. The bypass rail bridge was also hit.

"The center span of the bridge swings open to allow ship passage on the canal that runs parallel to the Red River. It is the only railroad line extending north from Hanoi and is also the highway bridge for Route 1A."

"Bombs dropped by Air Force tactical fighter-bombers yesterday (August 12) damaged a Hanoi railroad and highway bridge that crossed the Canal des Rapides, 8.5 KM (5 miles) northeast of the heart of the city."

"Morning and afternoon strikes were carried out against the five-span, 738 by 20-foot steel and concrete structure. Pilots flying F-4 Phantoms from the 8 TFW and F-105 Thunderchiefs from the 355 and 388 TFWs reported seeing 750 and 3,000-pound bombs hit the center and northeast sections of the bridge. One approach was also cut."

"It was the second day in a row Air Force pilots were subjected to the heavy enemy defenses over the city. 'The flak was so heavy, you could just about walk on it,' Major Ronald Catton, of Jefferson, Iowa, an F-4 aircraft commander from the 8 TFW said. Clouds, especially on the morning strikes, dust and the presence of SAMs hampered complete bomb damage assessment. 'We had a lot of clouds over the target area, 'Lieutenant Colonel Obie A. Dugan, 42, of Arlington, Va., said, 'but we were able to roll in and I saw the bombs go off along the bridge.' Dugan was a flight leader for F-105s assigned to the [357 TFS,] 355 TFW."

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"Thunderchief pilots were able to successfully drop their ordnance as F-4s from the 8 TFW approached the area. Catton saw his bombs walk across the northeast end of the bridge and two other bombs hit the center of the structure before his flight of F-4s was jumped by three MiGs. 'We were able to shake the first three and rose to 12,000 feet only to be jumped by three more MiGs. They chased us back down again. These spiraling chases went on three different times and after our third go around, we were getting low on fuel and had to leave.' "

"Wing commander, Colonel Robin Olds of Washington, D.C., figured, 'we must have done such a good job yesterday, that they were pretty mad today. We went round and round with the MiGs firing at each other.' No aircraft on either side were downed during the brief dogfights."

"F-105s from the 388 TFW made the final afternoon passes over the bridge. Major Donald W. Revers, 37, of Ironwood, Mich., [from the 34 TFS] said, 'the entire area was so covered with smoke and spray we had trouble seeing the bridge. I'm sure those bombs hit right on the bridge, because that wasn't all water that I saw coming up after the bombs exploded.' "

"Additional 388 TFW Thunderchiefs were credited with silencing three 85-mm AAA sites by the bridge. A SAM site, 21 KM (13 miles) northwest of the city, was also hit by the pilots who reported seeing three large secondary explosions with heavy black smoke rising from the site." (Air Force News release provided by Obie Dugan to Ron Thurlow in letter dated 20 Feb 02).

Lt Col Mervin M. Taylor from the 34 TFS was Deputy Mission Commander. His force encountered MiGs, missiles, and AAA. He flew 3.2 hours and was awarded the First Oak Leaf Cluster to the Silver Star by Hq 7 AF Special Order G1954, dated 9 Nov 67.

During the raids, F-105s destroyed a SAM site 13 miles to the northwest of Hanoi after it had launched all of its missiles. Major William C. Campfield, Jr. was a Wild Weasel pilot with EWO Capt Harold W. Stoll from the 354 TFS, 355 TFW, credited with destroying a SAM site during this mission. Campfield was awarded the Distinguished Flying Cross. " ... Major Campfield was the lead of the surface-to-air missile suppression flight supporting a strike against a vital highway and railroad bridge in a heavily defended hostile area. Despite marginal weather, numerous surface-to-air missile launches, heavy and accurate antiaircraft artillery fire, and impending harassment from nearby hostile interceptor aircraft, the flight successfully disabled one surface-to-air missile site and by their aggressiveness concentrated the area defenses upon themselves enabling the strike force to attack their primary target and egress safely. ... " (Award Citation, 7 AF Special Order G1581, 4 Oct 67 provided by Bill Campfield to Ron Thurlow in 4 Jan 2001 letter.)

One F-105D from the 469 TFS, 388 TFW, was downed by flak and the pilot captured. Capt Thomas E. Norris spent the rest of the war as a POW.

At 0101Z, four 355 TFW F-105Ds in "Wolf" flight dropped 8 M-118 bombs on the Hanoi railroad and highway bridge over the Canal de Rapides (JCS 13) at coordinates 21-04-35N and 105-54-46E (BE 616-00011) in RP-6A, North Vietnam. Clouds directly over the bridge prevented the pilots from seeing the results of the bomb strikes. During their approach to the target, the flight saw three missiles heading for them from the south of Thud Ridge. Two missiles exploded 7,000 feet above them and the third missile passed beneath them without exploding. Three minutes after pulling off their bomb run, the flight evaded three SA-2 SAMs fired at them from a site south of Hanoi and west of the Red River.

Maj Alonzo L. Ferguson from the 354 TFS received the Silver Star for his participation in this mission. " ... Major Ferguson successfully led a major strike force of fighter-bombers which destroyed a vital highway and railroad bridge despite adverse weather, several surface-to-air missile attacks and hostile

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ground fire from numerous sites. ... " (Award citation provided to Ron Thurlow by Alonzo Ferguson.)

Flying a combat mission on this day was Col Robert M. White, 355 TFW Director of Operations, who was awarded the Silver Star. "Led attack force of 20 aircraft, target not specified in citation, but if memory serves me, it was a very large railyard directly across the Red River from Hanoi." (Bob White, e-mail to Ron Thurlow, 12 Sep 2001.)

Major Paul F. Koeltzow from the 34 TFS was awarded the Air Force Cross for extraordinary heroism. " ... Major Koeltzow led his force of twenty aircraft against the most heavily defended target complex in North Vietnam. Hampered by marginal weather, mechanical failures, and heavy and accurate hostile fire, Major Koeltzow led his force to the target, and although his aircraft was damaged by flak at the start of his bomb run, he overcame tremendous obstacles and continued his attack, destroying the target. Despite extensive damage to his aircraft, he engaged a flight of hostile aircraft and thwarted their impending attack on a crippled F-105. ... "

After being assigned to McConnell AFB, Maj Koeltzow was interviewed for an article in the Wichita Eagle where he told his story of the mission. " 'The weather was marginal, and when we encountered rain, three of the planes experienced mechanical failure and had to return to base. Of the 17 remaining planes, 13 of us were headed for the ... railroad bridge near Hanoi while the other four hit a secondary target.'

"The flight of four encountered ground-to-air missiles. The bridge was defended by heavy antiaircraft fire and MiGs. ... 'We were the third flight in on the bridge that day, but after the first two attacks the bridge was still standing.'

"Koeltzow's plane was heavily damaged by flak as he started his bomb run but he pressed the attack and the force succeeded in dropping one span of the bridge.

" 'As we started out of the target area, the wingman from the last flight over the target called that he had MiGs on him. He was critically damaged from flak and couldn't defend himself.'

"Despite damaged to his own plane, which slowed his airspeed considerably, Koeltzow and his flight dropped their wing fuel tanks and turned back to engage the enemy planes."

" 'The MiGs broke for cover when they saw us coming,' Koeltzow said. But the crippled plane they had turned to assist was unable to recover. The pilot [Capt Tom Norris from the 469 TFS] ejected and was captured by the North Vietnamese."

"The price was high; one man missing, one plane down, seven heavily damaged, and three malfunctioned. But the mission was accomplished, a vital supply and communication line for the enemy was destroyed." (23 TFW history, Jan - Jun 68, frame 2024, showing article in the 27 April 68 issue of The Wichita Eagle.)

Strike photography showed the southern half of the main bridge covered by smoke from bomb impacts. Post-strike photography revealed a span near the center of the bridge was down and two spans on the south end of the bridge were extensively damaged. The bypass bridge appeared to be serviceable. BDA photos on 12 August showed the bridge with 2 spans destroyed but the bridge was being bypassed by a rail bridge and rail ferries. (PACAF 16 August 67 Rolling Thunder briefing to CINCPAC for period 24 Jul - 13 Aug 67.)

355 TFW JOPREP JIFFY DOI 4720 OPREP-4/106 in USAF microfilm NO463, frame 252 & BG Mervin Taylor, letter to Ron Thurlow, 30 May 2000 & extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.

Donald W. Revers

F-105 History

13-Aug-67

3359

On 9 August 1967, in response to the Senate Armed Services Committee investigation into the bombing of North Vietnam led by Senator John Stennis, President Johnson had authorized strikes against several targets in the 25-mile deep Chinese buffer zone as add-on targets to Rolling Thunder 57.

On the morning of 13 August, PACAF forces simultaneously struck 3 main rail yards located in the China buffer zone along the Northeast rail line (RR 2). "As an additional harassment factor, time delay bombs were dropped on these three rail yards." (PACAF Briefing)

F-105s from the 388 TFW struck the Lang Son railroad yard east, less than 10 miles from the Chinese border. The Lang Son railroad yard (BE 616-00042) was at 21-50-25N and 106-45-44E. Same-day BDA photos showed the yard was unserviceable with 8 of 30 rail cars damaged or destroyed. Strike photography acquired during the attack on the main Lang Son railroad yard confirmed the pilots' report of multiple rail cuts with direct hits on the center of the yard. Post-strike coverage of the yard showed at least 4 damaged or destroyed rail cars and all 4 though rails interdicted. (388 TFW History)

Three of the F-105D pilots from Korat who flew on this strike were Maj Donald W. Revers from the 34 TFS, Capt Hal P. Henning from the 44 TFS flying F-105D 58-1157 and Capt Irving E. LeVine from the 34 TFS flying F-105D 62-4378. (Nat'l Archives film record)

Irv LeVine recalled this mission. "I was an airborne spare ... and ended up filling in as Green 16, Tail End Charlie. ... Our attack was from a feet-wet, east-to-west heading with a left roll in. Their guns were hammering us and Lead had us sliding and floating further and further north into China ... to get away from the flak. I was soon well into China and since we'd been climbing I was soon out of airspeed. I let the Thud 'float' and gave it time to get it's nose down then chased after everyone else who had gone down the chute ahead of me. I was well behind and watched the yard exploding in front of me. I think it was the only time I attacked a target at a 45-degree angle like we did at McConnell. The Force turned east and the guns followed them. I pulled the trigger back to the first detent [to activate the gun camera] as glorious plumes of white smoke were shooting thousands of feet into the air. I assumed these were [railroad] engines blowing up as I'd seen such in combat films from WW II and Korea. No one shot at me all the way down that slide as they concentrated on the main force. I pickled my bombs and while keeping the camera going, I turned east and caught up with the Force.

"I really wanted a copy of that film but Photo Lab said they had fired it off to Saigon because it showed the hits and devastation we caused and they didn't have it to give me. I forgot to ask if they ever got a copy back from Saigon and so don't have any from that flight." (Irv LeVine, letter received 16 April 10.)

Another of the targets struck was the Lang Son railroad yard NNE (BE 616-M2588) on the Northeast Rail Line (RR 2) in RP-6A at 21-52-07N and 106-45-45E. KA 71 BDA photos showed the yard interdicted and unserviceable and 30 of 40 rail cars damaged or destroyed.

Maj Aquilla F. Britt from the 469 TFS received a Distinguished Flying Cross (3 OLC) for extraordinary achievement for the mission he flew on this day. "... Major Britt was a member of the lead flight in a force of twenty Thunderchiefs assigned to make the first strike against a strategic rail yard in the Chinese border buffer zone. The outstanding manner in which the strike was carried out and the exceptional results obtained were greatly enhanced by his courage and exemplary airmanship. ... " (Citation to Accompany the Award of the Distinguished Flying Cross (Third Oak Leaf Cluster) (Posthumous) to Aquilla F. Britt provided by his son Bryan Britt.)

Air Force planes attacked eight other targets along the Northeast Rail Line (RR 2) in RP-6A. The Lang Son railroad and highway bridge (BE 616-00025) at 21-50-52N and 106-45-42E was struck

Donald W. Revers

F-105 History

on 13 August. BDA photos of 13 August showed the bridge was destroyed and one pier and possible 2 spans were down.

The Lang Son railroad bypass bridge (BE 616-02190) at 21-49-55N and 106-46-00E was struck. BDA photos from 14 August showed the bridge was probably serviceable.

The Na Phuoc railroad yard (BE 616-01372) at 21-45-56N and 106-44-22E was struck on 13 August. BDA photos from 13 August showed the yard was serviceable with serviceable rolling stock still in the yard.

The Bac Le railroad bridge (BE 616-01382) at 21-30-42N and 106-26-01E was struck. Pilots estimated the bridge was damaged.

A train on rail tracks at 21-42-00N and 106-44-00E was struck on 13 August. Pilots reported destroying or damaging 3 cars.

Another 10-car train was attacked at 21-36-00N and 106-32-20E but there was no BDA. A rail segment on the Northeast Rail Line at 21-33-13N and 106-30-15E was struck with no BDA given.

The Lang Giai railroad yard (BE 616-00041) at 21-41-50N and 106-39-58E was struck. BDA photos on 13 August showed the yard was unserviceable with only 2 damaged railcars out of the 52 recognizable in the photos. Pilots striking the Lang Giai railroad yard reported the destruction of 30 to 35 pieces of rolling stock, multiple secondary explosions, and damage to the support facilities. Post-strike photography revealed that all rail lines in the yard had been severed and the storage/transshipment area extensively damaged. Five damaged or destroyed pieces of rolling stock were visible in the yard.

PACAF 16 August 67 Rolling Thunder briefing to CINCPAC for period 24 Jul - 13 Aug 67 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1756 and 1533 & Nat'l Archives record NWDNM(m)-342-USA-42649B.

07-Oct-67

1303

The 388 TFW struck the Kep railroad yard and the Cu Van POL storage area in North Vietnam.

The Kep Railroad yards were targets BE 616-01371, BE 616-01931, and BE 616-01932 (ART 1270) on the Northeast rail line (RR 2) at coordinates 21-24-48N and 106-17-36E in RP-6A.

Maj Wayne E. Fullam, "Pistol 01" from the 469 TFS was shot down on the Kep rail yard strike. He was KIA. Also downed on the Kep mission was the Wild Weasel crew of Capt Joseph C. Howard and EWO Capt George L. Shamblee, "Warhawk 01" from the 44 TFS. Both were rescued but had broken legs.

The Cu Van POL storage area was target BE 616-01747 at coordinates 21-37-40N and 105-43-47E.

The wing's F-105s hit the Cu Van POL complex "... leaving it in flames with smoke billowing more than 5,000 feet in the air." Maj Donald W. Revers from the 34 TFS was mission commander. A 388 TFW press release described the mission. "'Today was a relatively easy mission. I feel that we really did a good job on this one. I feel the force did a tremendous job.' This is how the mission commander, Major Donald W. Revers, 34th TFS, described the attack against the Cu Van petroleum products storage area in North Vietnam by F-105 Thunderchiefs of the 388 TFW.

"He went on to say, 'Upon egress into the target, we had numerous MiG warnings, which posed no immediate threat to the strike force. The weather was a prime factor today. On ingress into the target, we were on top of an overcast until about four minutes of the target. After breaking through the

Donald W. Revers

F-105 History

undercast, the visibility was down to a couple of miles. Consequently target acquisition was very poor. I didn't notice too much anti-aircraft activity as I rolled into the target. As my bombs exploded on the target I noticed numerous secondary explosions and fireballs coming out of the target area. As I egressed from the target area, I had a chance to look back and noticed black, billowing smoke coming out of the petroleum area. The column was raising to about 1000 feet and there were numerous fire balls in the area. This is the first time this target has been hit. On egress from the target, we had little SAM activity. We observed one launching and explode quite a ways from the target area. It did not affect the force in general.'

"Major George G. Clausen, commander of the 34th TFS, was also on the mission against the petroleum storage area. 'On our way up today, we were quite a bit hampered by weather. The visibility was rather poor and most of our route was undercast. However, we were able to acquire the target and roll into it. We were the lead flight in and the bombs observed as we pulled off looked like they had several secondary explosions and had done quite a bit of damage. The other flights following us confirmed this and reported other numerous secondary explosions. I think all-in-all today we had a real good mission. The defenses were actually very light today. This is something that has been unusual in the past. Normally we have been met by intense anti-aircraft fire. However, today was a relatively easy mission. We saw numerous fireballs and dense black and grey smoke pouring out of the target after coming off. We also noted some possibility in the distance of some SAMs being launched. However, they were not launched against our force. They were observed bursting some distance away. The smoke was probably as high as 1500 feet above the target area. It's difficult to say how large the fireballs were especially at the speed coming off the target and looking back. However, I'd say the fireballs were 3 - 400 feet in diameter. I feel that this is one that we've really done a good job on.' " (388 TFW pilot interviews, undated draft, via e-mail from Don Revers, 30 March 2010)

Maj Revers was awarded the Silver Star. "Major Donald W. Revers distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 7 October 1967. On that date, Major Revers was the force commander of twenty-four aircraft ordered to strike a heavily defended storage facility located seven miles northwest of Thai Nguyen. In spite of hostile aircraft, severe weather conditions, and intense anti-aircraft fire, Major Revers led his force through a highly successful attack and destroyed the storage facility. By his gallantry and devotion to duty, Major Revers has reflected great credit upon himself and the United States Air Force." (Award Citation via e-mail 30 March 2010.)

Another pilot on the Cu Van strike was Maj David C. Dickson, Jr. from the 34 TFS. It was his 18th combat mission and 9th mission into Route Pack 6. His target was 16 nautical miles from Hanoi. (20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band undated but with "CU Wan" note.)

Maj Raymond W. Vissotzky from the 34 TFS received a DFC for the mission he flew today. "The President of the United States of America ... takes pleasure in presenting a Third Bronze Oak Leaf Cluster in lieu of a Fourth Award of the Distinguished Flying Cross to Major Raymond Walter Vissotzky ... for extraordinary achievement while participating in aerial flight as an F-105 Pilot over North Vietnam on 7 October 1967. On that date, Major Vissotzky was a member of a twenty aircraft strike force, ordered to strike a high priority military target. Despite intense anti-aircraft fire and numerous surface-to-air missiles, Major Vissotzky dropped his ordnance with unerring accuracy which resulted in destruction on the target area. The professional competence, aerial skill and devotion to duty displayed by Major Vissotzky reflect great credit upon himself and the United States Air Force." (<http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=24829>)

"Congratulations were received by the 388 TFW from Gen. William Momyer [7 Air Force Commander] for a highly successful strike ... on the Cu Van POL products storage area in North Vietnam. 'I wish to add my own note of congratulations for the outstanding success in the execution of this mission,' wrote

Donald W. Revers

F-105 History

General Momyer. 'The professional manner in which the mission was carried out reflects outstandingly on the skill of all involved. Pass my 'well done' to all.' "

Maj Aquilla F. Britt from the 469 TFS was awarded an Air Medal (19 OLC) for meritorious achievement for a mission he flew on this day. "... Major Britt led a flight of four aircraft assigned to strike a high priority military target. Major Britt placed his bombs directly on the target area, causing an immediate secondary explosion and fire. ..." (Citation to Accompany the Award of the Air Medal (Nineteenth Oak Leaf Cluster) (Posthumous) to Aquilla F. Britt provided by his son Bryan Britt.)

Five days after arriving at Korat and joining the 34 TFS, Capt Jacob C. Shuler flew his first combat mission in F-105D 62-4269. He was number 2 in the two-ship "Cleveland" flight led by Capt Vernon D. Ellis, Capt Shuler's RTU classmate, who flew 61-0132. They took off at 15:25 against the target at location 17-42N and 105-46E in RP-1. "Flew to Channel 77 and turned toward target, which was the Mu Gia Pass just across border from Laos. Many BANDIT calls on guard channel from up North and hear that someone is down. Advised by Cricket that target is IFR and turned over to Bromo for a join up with Waco Flight for a Combat Sky Spot. We had just joined up at release point and all of us dropped 6 x 750#, two with 24-hr TDs. Return to field is routine and I finally caught up with the A/C. Before entering traffic, Vern has me practice some pod formation and 'roll-ins' as #2. Learned a lot! Pattern smooth and felt good. Problems [with] APR 25 malfunction and excess moisture from air conditioner. Found out later that Joe Howard (my UPT Classmate, Class 64-D, Webb AFB), leading Iron Hand flight, was hit by MiG-21s (6) and punched out over water near Da Nang. He was hit over 'the Wart'. The gaggle pressed on in and the mission commander Maj Fullam is hit by 85 over target and punched out over Little Thud Ridge. Two other birds are on ground at Da Nang with battle damage. They were part of Iron Hand flight." The mission lasted 1.7 hours. The flight's spare was Capt Robert M. Crane in 60-0512. (Jake Shuler's combat mission spreadsheet and "Mission #1 Narrative" via e-mail 28 July 2010.)

Also today, Lt Col Rufus Dye, Jr., flying with the 34 TFS, flew his first combat mission as "Hartford 02". He dropped bombs in the Barrel Roll region of Northern Laos. "Troop artillery concentration. 100% in target area." He then flew a weather recce into RP-3.

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1756 & 388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1697 & Rufus Dye, Mission History log.

26-Oct-67

3445

Air Force planes attacked six targets along the Hanoi-Thai Nguyen Rail Line (RR 5) in RP-6A.

- 1) The Thai Nguyen railroad yard #2 (BE 616-G0777) at 21-33-21N and 105-51-31E. "Pilots reported all ordnance on target."
- 2) The Tung Tu railroad siding (BE 616-M1892) at 21-29-30N and 105-52-59E. Pilots reported all their bombs hit the target with at least one track cut.
- 3) A railroad bridge at 21-26-20N and 105-53-00E. "No BDA."
- 4) A rail segment at 21-27-20N and 105-53-00E. "No BDA."
- 5) A vulnerable rail segment at 21-25-00N and 105-53-00E. "No BDA."
- 6) A railroad segment at 21-30-00N and 105-52-00E. Pilots reported the rail was cut.

The Ha Gia Railroad Bridge was the primary target of "Olympia" and "Crossbow" flights from the 34 TFS, 388 TFW. "Olympia" took off from Korat at 14:05; the mission lasted for 2 hours 50 minutes. Olympia's flight lineup was:

Donald W. Revers

F-105 History

- #1 - Maj Floyd E. Henzig
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0134
- #3 - Maj Donald W. Revers
- #4 - Capt Vernon D. Ellis

This was Maj Armstrong's 13th combat mission to North Vietnam. "We were directed to hit our first alternate target which was the Ha Gia Railroad Bridge, between Hanoi and Thai Nguyen on the north rail line. Coming in via the land route, the clouds were almost completely undercast around the entire route. The target was completely clobbered with clouds as we traversed down 'Thud' Ridge. Skuts Henzig very wisely decided as mission commander, to roll in on the rail line between Ha Gia and Thai Nguyen instead. We cut the rail line in several places which I think is more trouble for them than cutting a bridge in one spot. There was considerable 37/57-mm fire from Thai Nguyen as we pulled off the target. This was the first mission where I had carried two 3,000# bombs. It is a good load to carry. No MiGs seen, only 2 SAMs, and no 85-mm although other guys saw 85-mm fire." (Maj Spence M. Armstrong, combat mission log for period 5 Oct 67 - 14 Apr 68, pg 5.)

In his memoir, Sam Armstrong further described the mission. "... I carried 3,000# bombs for the first time and was impressed how much sleeker the F-105 was with this load as opposed to the 750# bombs carried on the centerline. The target, Ha Gia between Thai Nyugen and Hanoi, was clearly under the clouds so the mission commander wisely directed us to hit the part of the rail line that was clear and we did so nicely. Two SA-2's were fired without effect. (Lt Gen Sam Armstrong, chapter in unpublished memoir titled, "Southeast Asia October 1967 - May 1968", pg 11.)

"Crossbow" flight's lineup against the Ha Gia Railroad Bridge was:

- #1 - Maj Almer L. "Buddy" Barner, Jr.
- #2 - Capt Jacob C. Shuler flying his 9th combat mission
- #3 - Capt Lawrence R. "Larry" Klinestiver
- #4 - Capt Irving E. LeVine

The flight time was 3.2 hours. A draft award justification described the flight's mission. "Major Barner was leader of Crossbow Flight, which was one of five flights in Olympia Force. ... Olympia Force had been ordered to strike the Ha Gia Railroad Bridge located east of Ha Gia and 3 miles south of Thai Nguyen. This rail line is the major link between the huge industrial complex at Thai Nguyen and Hanoi to the south.

"Just after the final turn toward the target, the Ironhand Flight informed the Force Commander that the primary target was overcast and acquisition would be impossible. The force Commander immediately briefed a new attack heading through an opening in the clouds along the rail line to the north of the primary target and south of Thai Nguyen. Quick and decisive action was required making it necessary for Major Barner to reposition his flight for attack while under intense and accurate barrage type flack of 37, 57 MM size.

"The railroad line was visible through a broken deck of clouds but the late afternoon sun reflecting on a thin haze layer made target acquisition extremely difficult. With coolness and precision, [each pilot] maneuvered his aircraft through the flack and clouds to place his 3000 pounders directly on the tracks. Strike photos showed three large cuts on the tracks and attest to the accuracy of [the pilots] while under fire."

Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967 & Jake Shuler mission log spreadsheet and e-mail 5 July 2010.

29-Oct-67

5842

Donald W. Revers

F-105 History

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

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

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

25-Nov-67

6712

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

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

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

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

Jake Shuler recalled details of the mission. "This was apparently a strike force Commando Club mission of which I do not recall any particular details. Although the mission itself was not exciting, the landing pattern was. As Jim King positioned our flight of four on initial, we heard Col. James L. Stewart, 388th TFW Assistant DO, call an engine problem on a long final, but he did not declare an 'emergency'. Being low on fuel, since our mission did not call for post-strike refueling, Jim elected to continue with our pattern and pitched out. As I initiated my turn to final, I saw Col. Stewart about a mile out and, since he had still not declared an 'emergency', and I would have been in a 'minimum fuel' situation if I initiated a 'go around', I continued my turn to final and final approach. Purposefully, I landed on the far right side of the runway allowing plenty of room for Col. Stewart to land on the left side. When I was about half way down the runway on roll-out, I heard Col. Stewart in an irritated tone call 'going around' plus some other choice, harsh words. As he advanced the throttle, a very loud and very abnormal noise emanated from his engine and as he passed me (at an altitude of about 500' and about 500' left of the runway), now about two thirds down the runway, I heard the tower on guard channel (I think it was Doug Beyer on tower duty) call Col. Stewart's call sign and 'eject, eject, eject'. Thankfully, Col. Stewart was able to nurse his plane around in a circling approach and land safely. I think he called an 'emergency' during the circling approach. Needless to say, Bob Smith, [Lt Col Robert W. Smith] our soon to be Squadron Commander had a 'conversation' with our flight prior to our mission debriefing. In hindsight, there is no doubt that I should have gone around and requested a 'closed pattern'. I had enough fuel to do so.

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

Donald W. Revers

F-105 History

top maneuvers. Small world."

Jake Shuler 25 Nov 67 mission card and e-mail 11 Jan 2011

02-Dec-67

4793

"Pilots from the 388 TFW participated in strikes against resupply routes and lines of communication along Mu Gia Pass and in the southern panhandle [of NVN] Dec. 2." (Sawadee Flyer, Vol I, No. 11, Friday, Dec 15, 1967, pg 1.)

The Wild Weasel crew of Capt Robert E. Dorrrough, Jr. from the 44 TFS and EWO Maj Clarence S. "Bud" Summers flew their 78th combat mission over North Vietnam.

"Sat - Finally flew mission #78. We flew with a four-ship strike flight on a radar drop in Pack 6. The weather was really bad, a real MiG day even though we were supported by two F-4 flights. However, the WX must have been too bad for the MiGs; they never took off. Really got painted by the Firecan radars at Yen Bai, and my flight had quite a few 85-mm shells thrown at it. Capt Jim Wright got #100 today [Capt James H. Wright, Jr., 44 TFS]."

Capt Douglas G. Glime from the 44 TFS flew a Rolling Thunder 56A-213 mission today in F-105D 60-0464. His target was at location 20-20-45N 104-19-39E. (National Archives photo archive control no. NWDNM(m)-342-USAF-42649C)

Four pilots from the 34 TFS flew a mission controlled by the Commando Club radar. The radar site use the call sign "Wager" at the primary frequency of 396.2 MHz. "Pistol" flight took off at 06:55 for a TOT of 08:07. They pre-strike and post-strike refueled from Red Anchor 20. Their lineup was:

- #1 - Maj Almer L. "Buddy" Barner, Jr. flying F-105D 60-0462
- #2 - Capt Carl William Lasiter flying 60-0445
- #3 - Maj Donald W. Revers flying 62-4248
- #4 - Capt Jacob C. Shuler flying 61-0132 on his 26th combat mission
- Spare - Capt Irving E. LeVine in 61-0194

Bob Dorrrough's Combat diary & Jake Shuler mission card and e-mail 11 Jan 2011.

10-Dec-67

4851

Two F-105D pilots from the 34 TFS were part of a four-plane Wild Weasel flight from the 44 TFS on an Iron Hand mission into RP-1 and RP-2. The Korat flight's call sign was "Bobbin". It took off at 1615 and flew for 3 hours 5 minutes. The flight line up was:

- #1 - Maj Michael S. Muskat, Wild Weasel pilot from the 44 TFS
- #2 - Maj Donald W. Revers, F-105D pilot from the 34 TFS
- #3 - Maj Richard W. Arnold, Wild Weasel Pilot from the 44 TFS
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0162

It was Maj Armstrong's 32nd combat mission. "I was flying in the Iron Hand flight on the regular strike force. When the Pack VI strike was cancelled for weather, our flight was sent out to Pack I & II to look for GCI, gun laying radar, and SAMs. We hit the coast and went all of the way up to Vinh and back down but couldn't pick up any signals so we went south of Mu Gia Pass and bombed a river ford under F-100 FAC control. The clouds were pretty thick and it was hard to pick up the target. It took 3 passes before I could drop. Couldn't tell what I hit."

Maj Sam Armstrong's 100 mission combat log, pg 13.

12-Dec-67

4601

Fourteen flights of F-105s from Takhli and Korat and F-4s from Ubon targeted Kep Railroad Yards at

Donald W. Revers

F-105 History

21-25N and 106-18E and Kep Air Field (JCS 9.1) at 21-23N and 106-16E in Route Pack 6B.

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

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

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

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

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

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

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

During a Red Baron interview on 25 November 1970, he described his actions. "At first, that MiG looked like an F-4 with a bad paint job. It came up so lazy; most of the MiGs I'd seen had come up very fast, but this one didn't seem to be in any hurry at all until he suddenly snapped up and fired, like the snap-up they do with the F-89. I expected him to go to 35,000 feet and I started to roll right into him, nose down and I didn't think I'd be able to bring my nose up in time. Anyway, I ceased my roll, started up, and he simply made a lazy left bank just like he was on a GCA. At first I thought we were going to collide; I shoved the nose over as far as I could and hosed off the 20-mm rounds. It seemed like a tremendously long fighter. It was silver but not bright silver; there was a gray band of paint behind the cockpit and halfway on the wings and it looked like somebody made a quick attempt to camouflage it. He pulled around (to the right) to parallel my course and I thought if I barrel-rolled to the left I could pull in behind him but my main concern was to help number 4 (who was hit and burning)."

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

Donald W. Revers

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

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

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

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

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

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

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

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

"Several days later, I got the pictures of the aircraft. One most noteworthy picture shows a hole in MY vertical stabilizer. The old master sergeant says Sidewinder rolleron. You can understand my doubts about what really occurred that day in December 1967, 35 ½ years ago!"
(http://www.nf104.com/ab/ch_5/iv.html)

Irv LeVine told how he remembered this mission. "We were inbound when an airborne abort was called. We had a solid undercast from the coast inland and it was several thousand feet below us. The sky was basically clear and visibility was 15 to 20 miles or more. Our flight did a right turn and headed for the coast. I saw no flak or SAMs. I was in a gentle right turn, almost level, and busy cleaning up the cockpit. Out of the corner of my right eye I saw an aircraft lazily climb out of the

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F-105 History

undercast a mile or so to my 3 o'clock position and it seemed to be moving rather slow. It was a mottled dark gray and I thought, 'It must be one of ours'. I was startled when it snapped up and fired a missile. The missile hit one of our flight and 70 feet of flame shot rearward from that plane. Radio chatter made me realize it was Doug Beyer's bird that was hit. I didn't know how badly but thought he might not make it to the coast. That fire was really burning and streaming rearward. At the same time I thought the MiG, like so many of the MiGs before him, was now going to grab for altitude and possibly head for China. I hoped to get on his tail and get a shot before he could escape to a much higher altitude. I dumped my bombs and hustled getting my switches to 'Guns Air', lower my seat, get into burner while keeping an eye on the MiG all at the same time. To my surprise, he didn't keep climbing but swung into a 90-degree left turn that would take him across my path but well below me. I came out of burner and shoved the nose of my bird down hard. As he started his turn, my bird's nose was well above the horizon at a 45 to 50-degree angle. The Thud reacted perfectly and I thought we were going to collide. He passed directly across my line of flight and just below me. I pulled the trigger as he shot by but I don't think he even knew I was there. He certainly didn't try to take any evasive action or try to engage me. He reversed to his right leveling off a couple thousand feet above me and appeared to be watching Doug's burning aircraft. I felt confident doing the barrel roll attack and for a moment I considered trying one to get at his 6 o'clock position. I was low at about his 5 o'clock position and we were on approximately the same heading. Guilt took over at the same time and told me my job was to guard Doug's ass as he headed for feet wet. I turned hard to my right and using burner caught up with them. I stayed in a weave pattern behind Doug until we were well out over the water and headed south. He went south to Danang and I RTB'd" (Irv LeVine, letter received 16 April 2010.)

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

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

It was Maj Armstrong's 34th combat mission. "This was the first Pack VI mission for me in 3 weeks. The weather was too bad around Hanoi so we were sent to Kep Airfield, the water route. I was Deputy Force Commander for this force but I lost my DC generator on the tanker and finally got it reset. After that I had to turn off all my navigation equipment to keep it on the line. Don Revers lost his AC generator just before landfall so Sam Morgan wound up leading the force. We were 5 minutes behind Takhli going in. The weather was completely undercast all up the Gulf and inland. Takhli made a weather abort about 15 miles from Kep and we did also a minute later. Consequently, we were all turning through the same airspace. About halfway through the turn back to the coast, we were jumped by MiG-21s. They fired missiles. One hit Hatchet #4, Doug Beyer, but he landed at Danang OK. Some flame shot out of Don Revers' airplane and we thought he was hit but apparently not. What a fiasco. We shouldn't have been sent up there in that weather." (Maj Sam Armstrong's 100 mission combat log, pp 14)

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

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F-105 History

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

13-Dec-67

4853

At 0640, four pilots from the 34 TFS of "Crossbow" flight took off from Korat on a mission to bomb a target in southern Laos. The mission lasted 2 hours 20 minutes. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4270
- #2 - Capt Lawrence G. Hoppe flying his 100th counter. He logged 2.3 hours.
- #3 - Col James L. Stewart, 388 TFW Assistant DO
- #4 - Maj Donald W. Revers

It was Maj Armstrong's 35th combat mission. "Bad weather again in Pack VI. Our flight was sent over to 'Steel Tiger', southern Laos, for FAC control. There were several flights waiting to get on the target so we had to wait. Our target was a storage area along the river south of Mu Gia Pass. We bombed it pretty accurately and had one small secondary explosion to develop from the target. 'Cricket' wouldn't clear us into Pack I for a reconnaissance but fortunately we had swung into North Vietnam while orbiting the target. We logged it as a 'counter' but will have to wait and see if it holds up."

Maj Sam Armstrong's 100 mission combat log, pg 14.

31-Jan-68

5163

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

- Capt Robert M. Crane
- Capt Hugh W. Davis - Flew 100th on 16 Jan 68
- Capt Sam P. Morgan
- Maj Donald W. Revers - Flew 100th on 8 Jan 68

It was Capt Davis' last F-105 flight. He had accumulated 381.4 hours in the airplane. His next assignment was back in the Air Defense Command. "... I went through recurrency training in the F-102 at Perrin AFB from Feb. '68 through May '68, before going to the 526th FIS at Ramstein in June '68. I flew the F-102 there until May 1970." He retired as a Lt Col on 31 January 1980 as the Deputy Director of Plans Group at Nellis AFB and settled in Boulder, Colorado. (Hugh Davis, e-mail 9 Dec 2011 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Lt Col Hugh Warren Davis DD Form 214.)

The 388 TFW provided a public relations announcement on Maj Revers' 100 mission accomplishment. "Major Donald W. Revers, 37, Ironwood, Mich., has added his name to the traditional 100-mission scarf of the 34th Tactical Fighter Squadron.

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

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

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

"Continuing, the major said, 'As I acquired the target and rolled in, the flak became extremely heavy.

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The strike force pressed on and did a tremendous job. The area just erupted and the whole hillside seemed to be devoured in smoke and flames. Smoke rose 5,000 feet in the air.'

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

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

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

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

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

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

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

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

08-Apr-68

3964

"The 388 TFW celebrated its second anniversary at Korat RTAFB with a full round of base activities and special events, including a base parade. ... During these two years, F-105s of the wing flew 39,773 combat sorties of which the majority were over North Vietnam."

Maj Donald W. Revers from the 34 TFS departed Korat for his next assignment at Patrick AFB, FL. He had flown his 100th mission on 8 January 1968 but had remained at Korat to work in the command post and re-write all fighter refueling procedures in SEA. At Patrick, he was assigned to Headquarters, Eastern Test Range, Flight Test Division, where he "worked with NASA during the Apollo and Sky Lab Missions. I flew a highly instrumented A/C the [EC-135N ARIA] that tracked and had com with the command module."

388 TFW history, Apr - Jun 68, Vol I, USAF microfilm NO584, frames 0681 and 0684 & Don Revers, e-mails 30 Mar and 3 April 2010.

23-Dec-12

7220

Col (Ret.) Donald W. Revers, 83, passed away Sunday, December 23, 2012, at his home.

Born in 1929 to Walter and Anna Revers in Ironwood MI. He had one sister, Florance Erickson, Ironwood, MI. He married Mary Frances Fagan, May 5, 1955, in Victoria, TX. He and Mary had four children; Donald Mark Revers, Tina Revers, Cindy Keene, all of Melbourne, FL and Julie Folkening of Iowa Park, TX. He was proud of his 10 grandchildren and 2 great-grandchildren.

He entered the US Air Force 27 December 1950 as an Airman Basic and Retired as a Colonel in 1981. During his Air Force Career he flew over 100 combat missions in Vietnam in his beloved F-105 Thunderchief. He earned five Distinguished Flying Crosses and a Silver Star. He piloted the EC-135N aircraft used to track the launch and recovery of Apollo and Skylab missions, to include the Apollo XI

Donald W. Revers

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mission for the first lunar landing.

There will be a Funeral Mass at St. John the Evangelist Catholic Church, Viera, FL on Thursday, December 27, 2012. The Mass will take place at 10:00. A burial will take place in Victoria, TX at a later date.

In lieu of flowers, the family asks donations be given to the Wounded Warrior Project.

Friends of Don or his family may send memories or messages to his guestbook at www.beckmanwilliamson.com. (Published in FLORIDA TODAY on December 27, 2012)

*Ken May e-mail 28 Dec 2012 forwarding obituary at
<http://www.legacy.com/obituaries/floridatoday/obituary.aspx?pid=161968374#fbLoggedOut>.*