

Jacob C. Shuler

F-105 History

18-May-67

232

In the 23 TFW, the tenth F-105 RTU class graduated at McConnell AFB KS. Class 67HRM started on 28 Nov 66 with 21 pilots. It was named "The Spartans" and consisted of 8 Maj's, 8 Capt's, and 5 1Lts. However, two students washed back one class, two students were eliminated, and one was gained from Seymour Johnson AFB when the 4 TFW closed their F-105 RTU course. Nineteen students graduated.

The class began flying on 4 Jan 1967 and deployed 20 F-105 aircraft for conventional weapons delivery training to George AFB CA between 23 Mar - 7 Apr 67 with the 562 TFS. The squadron commander was Lt Col James A. Young. The class was originally scheduled to graduate on 20 April 1967, however, on 29 March 1967, while the class was at George, Hq TAC extended RTU courses for an additional 15 sorties.

The students were:

Maj Franklin A. Billingsley	Capt John E. Nolan
Maj James L. Davis	Capt Russell Edwin Temperley
Maj Richard C. Fontaine	1Lt Jeffery Thomas Ellis
Maj Earl M. Freeman	1Lt Vernon D. Ellis
Maj Jack W. Hart	Maj Alan R. Iverson
Maj Robert R. Huntley	Maj Harold J. "Jim" Steinke, Jr.
Maj Myron L. Savage	Capt Lawrence P. Gould
Capt Clyde L. Falls, Jr.	Capt Jacob C. "Jake" Shuler
Capt David A. Holland	Capt Herbert W. Moore
Capt Irving E. LeVine	

Maj James L. Davis won the Top Gun award and Maj Robert R. Huntley won the Outstanding Pilot plaque. Huntley's previous assignment had been at Aviano AB, Italy, where he ran the command post in the 7227 Combat Support Group. In this job, he scheduled rotational F-100 units to the Maniago air-to-ground bombing range. Previously he had flown F-89s, F-94Bs and F-102s in ADC units.

Both Davis and Huntley left the class early since they were selected to train as Wild Weasel pilots. Huntley recalled, "My instructor pilot, Bob Pielin, told me that I needed to volunteer since I was going to Weasel school whether I volunteered or not." They attended Wild Weasel Class 67WWIII-12 that started on 9 May 1967 at Nellis AFB, NV. Both men were then assigned to the 354 TFS at Takhli. (Bob Huntley telephone interview 20 May 2010)

Capt Clyde L. Falls came from Laredo AFB, TX where he was an Academic Instructor in the 3641 Student Squadron (ATC). After F-105 training, he arrived at Korat on 6 July 1967 and was assigned to the 34 TFS.

Capt LeVine had come from assignments flying B-47s and B-52s in SAC and C-130s in MAC. After his F-105 training, he went to jungle survival school in the Phillipines; "... short course ... no Escape and Evasion." He also was assigned to the 34 TFS at Korat, where he arrived on 14 June 1967.

Capt Jeffrey T. Ellis was a T-37 IP at Laughlin AFB, Texas. He set an academic record for the RTU program with his 99.7% average for the Top Academic Award. After his F-105 training, he was assigned to the 469 TFS.

Capt Ellis and Capt Jacob C. "Jake" Shuler, another T-37 IP from the 3645 Pilot Training Squadron at Laughlin, had initially received orders to RTU Class 67-CRS at Seymour Johnson. (Shuler, then a 1st Lt, received 3646 PTW PCS Order A-1286 dated 27 Sept 1966. Ellis' order # was A-1287.) This class would have been the third F-105 RTU at Seymour. However, the class was cancelled when the 4 TFW was notified in September 1966 that their F-105s were to be replaced by F-4Ds. On 5 October 1966, Shuler's and Ellis' orders were amended (by HQ 3646 Plt Tng Wg SO A-1314) to send them to McConnell's RTU Class 67-GRM. They ended up joining the next class at McConnell 67-HRM.

Capt Shuler had received his wings in December 1963 in UPT Class 64-D at Webb AFB, Big Spring TX. He attended Pilot Instructor Training (PIT) at, Williams AFB AZ, , then served as a T-37 Instructor Pilot in the 3645 Pilot Training Squadron at Laughlin AFB, Del Rio, TX, from May 1964 until receiving his F-105 assignment in September 1966.

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After marrying on June 18th, he moved his wife into a duplex in Del Rio then to on-base housing in August. Upon receipt of his F-105 assignment, he moved his wife to St. Matthews, SC while he attend survival training at Fairchild AFB, WA, then to Wichita, KS for F-105 training at McConnell in December 1966.

While at McConnell, between 6 December 1966 and 17 April 1967, he flew 50 F-105 training sorties. After completing his F-105 upgrade, his assignment to SEA was deferred pending the birth of their child and he returned to Laughlin as a T-37 IP. Their son was born on 13 July 67 and, after moving his wife for the 6th time in 13 months, he reported to McConnell on 25 August for F-105 Category IV refresher training. This time he flew an additional seven F-105 sorties between 25 August and 7 September 1967. With 90.8 hours in the F-105, he then departed for his combat assignment to the 34 TFS.

En route to Korat, between 22 - 27 September 1967, he completed the PACAF Jungle Survival School at Clark AB, Phillipines.

23 TFW History, Jul - Dec 67, USAF microfilm MO554 & Clyde Falls AF Form 11 & Irv LeVine, letter received 16 Apr 10 & Jake Shuler, biographical sketch, via e-mail 19 May 2010, and F-105 mission spreadsheet, and e-mail 5 Jul 2010 forwarding PCS orders.

02-Oct-67

849

Strikes by F-105s from the 388 TFW damaged a highway bridge 80 miles west-north-west of Vinh, North Vietnam.

Also, today, Maj David C. Dickson, Jr. from the 34 TFS flew his 15th combat mission, his sixth into Pack 6, against a target 8 nautical miles NE of Hanoi.

When he completed the PACAF Jungle Survival School at Clark AB, Phillipines, Capt Jacob C. Shuler traveled to Bangkok, Thailand, on 1 October 1967. He spent the night in Room A-7 of the Chao Phya hotel in Bangkok then arrived at Korat where he was assigned to the 34 TFS. (Jake Shuler e-mail 17 May 2010 and hotel receipt.)

Sawadee Flyer, Friday, October 13, 1967, pg 3 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 2 Oct 67.

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 undercast, the visibility was down to a couple of miles. Consequently target acquisition was very poor. I didn't notice too much antiaircraft 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

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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 antiaircraft 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 antiaircraft 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.)

"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 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

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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.

09-Oct-67

4828

In the afternoon, two 2-ship flights from the 34 TFS attacked targets in North Vietnam.

Maj John O. Rollins, flying his 100th mission, led Maj Spence M. "Sam" Armstrong in F-105D 61-0132 on his second combat mission into North Vietnam. "Cambo" flight took off at 15:25 for a mission lasting 1 hour 50 minutes. "2-ship flight fragged against a natural river ford in Laos just west of Vietnam but was unable to go to target due to heavy cloud coverage in eastern Thailand and Vietnam. Instead we received a Combat Sky Spot (CSS) and dropped our 12 bombs together from level flight at 18,000 ft. Target was Mu Gia Pass. Could not see impact because of clouds. Came back to Korat and made low pass in trail and tactical pitchup to honor Maj Rollins completing his 100 missions."

With a takeoff time of 16:00, Capt David L. Burney flying F-105D 61-0126 led "Laredo" flight. It was his 95th mission. "Laredo 02" was Capt Jacob C. Shuler flying his second combat mission in 60-0409. The flight's spare was Capt Robert M. Crane in 60-0428. Their three targets were:

Primary: 19-37N and 103-27E
Secondary: 20-02N and 103-43E
Tertiary: 16-59N and 106-56E

Jake Shuler described the flight in his log. "Proceeded directly to Orange Anchor and refueled with OA 52. 'Rainbow' flight from Takhli was on the tanker when we got there and we were told that all four of us were to orbit with tanker for possible rescap. Before I finished my one gulper, we were notified to go to primary target. Had comm problems with Cricket but finally was turned over to Firefly 17 and 18 (an A-1E and an Air America O-1E). Rainbow flight was already there and the A-1E dropped some 500# bombs to mark the target for them and they got 100% on target, 50% coverage. I still had not acquired the target but Dave had. Firefly 18 told us that he would mark our target with Willie Peter and as he rolled in, I caught sight of him but did not pick up the WP just before Dave rolled in. I rolled in and pickled 9000' above the target. We got 100% on target and 75% coverage and the FAC was pleased. Saw the bomb craters but couldn't see much. We came on home and landed uneventfully.

"Maj James Clements [469 TFS, POW] was shot today by a MiG-21. A chute was seen but no voice contact or beeper. This was the seventh aircraft we have lost since I have been here. Maj Barnett (SAM), Maj Clements (MiG-21), Capt Trautman, Maj Fullum (85), Joe Howard (MiG-21) and his GIB all in Route Pack Six. A Weasel went in in route pack five for unknown reasons and another Weasel ran off the end of runway due to a chute & hook fail and no utility hydraulic pressure. Logged 2+05".

Lt Col Rufus Dye, Jr. flew his 2nd combat mission as "Cleveland 02". His target was a Ba Nam highway segment in RP-1. Due to weather, he dropped his bombs by Sky Spot.

Maj Sam Armstrong's 100 mission combat log, pg 1 & Jake Shuler combat mission spreadsheet and "Mission #2 Narrative" via e-mail 28 July 2010 & Rufus Dye, Mission History log.

11-Oct-67

5838

In a noon takeoff, the 34 TFS commander, Maj George G. Clausen flying F-105D 59-1760, led the two-ship "Dallas" flight. "Dallas 02" was Capt Jacob C. Shuler flying his 3rd combat mission in 62-4269. "Took off at 1200 on a mission that was to take us up to CH 97 and above in order to check out a new CSS system. All we had was three tanks and two AIM-9s. Refueled at OA and I really did poorly. Would you believe 4 disconnects? I was flying with Maj Clausen. When we got to CH 97, we could not get radio contact with Wager so we were "PANTS" and RTBed

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after receiving Route 7 starting at the Fishes Mouth. On the way back we practiced some pod formations and roll ins. We split up and got GCI/GCAs. No sterling performance by me. I had experienced difficulty in RTU mastering refueling with the centerline tank configuration and it had been at least seven months since I had refueled with one. ... Thankfully it was a short lived problem. Logged 2+20." Maj William L. King, Jr. was the flight's spare in 61-0206.

The "new CSS system" (Combat Sky Spot) was the TSQ-81 radar station being installed in a mountain top in Laos, named Lima Site 85, the same location as the Channel 97 TACAN transmitter. The radar station's call sign was "Wager Control". It was not yet operational. The missions they were to control were called "Commando Club".

Maj David C. Dickson, Jr. also from the 34 TFS attacked a target at Dong Hoi in RP-1, North Vietnam. It was his 21st combat mission.

Jake Shuler combat mission spreadsheet and "Mission #3 Narrative" via e-mail 28 July 2010 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 11 Oct 67.

14-Oct-67

1437

The "Xom Trai and Hoa Loan boatyards, 28 and 32 miles west-northwest of Hanoi, were bombed for the first time by USAF F-4 and F-105 aircraft."

F-105s from the 388 TFW struck the Hoa Loan boat yard.

On his 24th combat mission, Maj David C. Dickson, Jr. from the 34 TFS attacked the Vinh Tho boat yard, his 13th mission to Route Pack 6.

Also from the 34 TFS, Capt David L. Burney flying F-105D 60-0464 led "Laredo" flight, a two-ship armed reconnaissance into the lower route packs in North Vietnam. Capt Jacob C. Shuler was "Laredo 02" flying 61-0161 on his 4th combat mission. Their target locations were:

Primary: 20-19N and 104-01E

Secondary: 19-19N and 103-29E

Tertiary: 17-01N and 106-58E

"Took off at 0700 with Dave Burney in the lead again, his 99th mission. Envied him all the way. Refueled on OA 70. One disconnect. Dave said I was pushing him. Will try his technique next time. We were diverted from our primary target due to weather by Cricket and sent to the mouth of fish to contact Firefly 13 and 14. They had just hit a truck park and gotten one secondary explosion. We rolled in and Dave got a road cut. I accidentally cut the stab-aug off on the way down the slide and pickled. During the recovery, I experienced a slight porpoise but no problems. The FAC said I got one secondary explosion and one secondary road cut. To be honest, my bombs landed short of where I aimed. Russ Temperley had joined up with us [Capt Russell Edwin Temperley, 469 TFS]. He had been an unused airborne spare for the gaggle. RTB was normal. Many flights returning from strike and rushed GCI/GCA. I could not get radio contact with GCA final and completed a TACAN approach. During penetration, I exhibited some poor instrument techniques."

Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 5 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Jake Shuler combat mission spreadsheet and "Mission #4 Narrative" via e-mail 28 July 10.

18-Oct-67

5840

At 12:50, the 34 TFS, 388 TFW, launched the two-ship "Cleveland" flight against a target in Mu Gia Pass at coordinates 17-26N and 105-44E in RP-1, North Vietnam. The flight lineup was:

#1 - Maj David C. Dickson, Jr. flying F-105D 61-0194 on his 25th combat mission.

#2 - Capt Jacob C. Shuler flying 60-0445 on his 5th combat mission.

"... This was a non-refueler so we knew that we would be skosh on fuel. We went direct to CH 77 and Cricket turned us over to Nail 65. He was in an O-1 and said he had a creek crossing that he wanted us to hit. I picked him up first

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but then flew directly over him. We swung back to the right and David picked him up and told him to fire the W.P. I spotted the W. P. marker and said so. Dave thought I had acquired the target and said to go ahead and roll in on it. The FAC said to aim about 100 meters to the east and that is about where I hit. ... The FAC told Dave to hit further east but he was already committed and hit slightly west so we didn't do much good. RTB was uneventful."

Their mission lasted 1.7 hours.

Jake Shuler mission spreadsheet and "Mission #5 Narrative" via e-mail 28 July 2010 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 18 Oct 67.

19-Oct-67

4833

Maj Spence M. "Sam" Armstrong, 34 TFS, 388 TFW from Korat, flew his ninth combat mission into North Vietnam.

Mission 9. F-105D 60-0462. Call Sign: "Vegas". Take Off: 0600. Mission Length: 3+45. Flight Lineup:

#1 - King [Maj William J. King]

#2 - Me

#3 - Lefty [Maj Dalton L. Leftwich]

#4 - Klinestiver [Maj Larry R. Klinestiver]

"This was a water route mission against the Bac Le Railroad Yard on the northeast railroad between Hanoi & China (midpoint). Approaching Pack I, we started picking up an undercast cloud deck. Out over the water refueling we were in and out of the weather. Regrouping and turning inbound into NVN, the weather was solid undercast up to about 15,000 feet. The Iron Hand flight went inland about 30 miles and reported all undercast towards the target. The F-4 flight came in from the northwest and confirmed this report, so we made a sweeping left turn dangerously close to Haiphong and came back over the water. We dropped our bombs in Pack I with a Sky Spot control & landed. Uneventful but it was officially a Pack VI mission and a counter."

1Lt Earl J. Henderson, 469 TFS, also attempted to fly into a target in RP-6 but was turned away by weather. Instead, he flew his 29th combat mission into Laos.

"Target: Troops in trenches in southern Laos.

"Armament: 4xCBU-24s 1 CBU-29.

"Originally scheduled Pack VI. Weather aborted just past wart. Refueled and worked with FAC. Dropped CBUs on troop area then strafed down road (530 rounds). FAC said 5 KIA and 5 probable KIA. Very easy mission but long. Almost ran out of gas."

Two pilots from the 34 TFS formed "Hartford" flight that took off at 14:30. The flight lineup was:

#1 - Maj James E. Daniel, Jr.

#2 - Capt Jacob C. Shuler flying 60-0518 on his 6th combat mission.

The planned targets were:

Primary: 19-30N and 103-59E where they were to meet FACs Firefly 15 and 16.

Secondary: 21-04N and 102-36E where they were to meet FACs Firefly 17 and 18.

Both targets were in Laos.

"We each had three tanks and two 500# bombs. Our mission was primarily to work with "Wager A", a MISQ site up north just being tested [Lima Site 85]. We refueled behind OA 67 and I did a little better than the last time with three tanks. We dropped off and had quite a communications problem at first and had to orbit a while. Finally we got "Wager A", us, "Cabana" (an RF-4C taking pictures of the hits) and Fireflies 15, 16 (O-1s who were spotting the hits. Comments from the FAC: 'Has he dropped yet - is that it over there on the hill?' I then took the lead and we went for the second target. We never could raise Firefly 17 & 18 but I got permission from "Wager A" to go ahead and drop.

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As soon as I dropped, I rolled to the right and saw Firefly 17 & 18 flying away from the target. Dropped at 20M, 350 CAS, and 323-degree heading. Saw the bombs hit long. Coming back, we did a little trail acro after I finally figured out what a porpoise meant."

The mission lasted 2.7 hours.

Lt Col Rufus Dye, Jr. from the 388 TFW was another pilot who diverted today due to weather. He flew as "Crossbow 02" in a flight whose original target was in RP-6A. Instead, he dropped in southern Laos, the Ban Laboy complex. "Divert due WX/No BDA - WX". It was his 7th combat mission.

Maj Sam Armstrong's 100 mission combat log, pp 3 - 4 & Earl Henderson, combat diary & Jake Shuler combat mission spreadsheet & Rufus Dye Mission History log.

21-Oct-67

6159

Four F-105 pilots in "Olympia" flight from the 34 TFS, 388 TFW, took off at 05:55 on a bombing mission against a target at location 21-26N and 105-16E 43 NM NW of Hanoi in RP-6A. However, they were diverted to another target to work with a Cricket FAC and Nail 61. Flying time was 2.2 hours. The flight lineup was:

- #1 - Maj James E. Daniel, Jr. flying F-105D 60-0458
- #2 - Capt Jacob C. Shuler flying 62-4242 on his 7th combat mission
- #3 - Capt Lawrence G. Hoppe flying 58-1152 on his 79th combat mission
- #4 - Maj Floyd E. Heinzig flying 61-0161
- Spare - Maj William J. King in 60-0464

Jake Shuler described the mission in his log. "This was my first four ship. We took off at 0555 just day break and refueled behind RA 30. After we dropped off the tanker, we contacted Cricket who told us to contact Nail 61 who was circling above the upper deck. He had another FAC (O-1) below on the target. We finally spotted him and the target and weaved ourselves through the clouds. Larry kept pretty tight to lead forcing me to watch him a lot. We tried for road cuts but all missed. We ended up with 10- to 15-degree dive angle and pickled about 2000' AGL. Glad there was no AAA. I accidentally pickled twice but one bomb hit about 50' from the road. I was way behind and really not used to this type of delivery. Recced Route 7 then RTBd."

1Lt Earl J. Henderson from the 469 TFS flew his 30th combat mission into North Vietnam.

"Target: Bridge pack I.
"Armament: 6x500

"Airborne spare for strike force. Not used, so diverted to pack I. Hit 'papa' tanker first. What a nightmare! FAC marked small bridge and we clobbered it. Saw a couple of muzzle flashes during dive."

Jake Shuler combat mission spreadsheet and "Mission # 7 Narrative" via e-mail 28 July 10 & Larry Hoppe AF Form 5 & Earl Henderson, combat diary.

23-Oct-67

3436

Air Force planes bombed three targets along the Northeast Rail Line (RR 2) in RP-6A.

Struck earlier on 18 October, the Lang Dang railroad storage yard (BE 616-01586) at 21-38-02N and 106-35-11E in the northeast buffer zone was struck again on 23 and 24 October.

Air Force planes also struck the Lang Nac railroad spur (BE 616-03745) at 21-40-40N and 106-36-42E. Pilots estimated the northern and central parts of the spur were cut.

The third target was the Thanh Moi railroad yard (BE 616-01398) at 21-35-57N and 106-32-17E. The 388 TFW last struck this target on 6 October 1967. "Olympia" flight from the 34 TFS attacked the yard. The flight took off at 05:55. Their lineup was:

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#1 - Capt Lawrence G. Hoppe flying F-105D 60-0512 as mission commander on his 80th mission.
#2 - Capt Jacob C. Shuler flying his 8th combat mission in 61-0162.
#3 - Maj Dalton L. Leftwich flying 62-4359
#4 - Maj James L. Taylor flying 59-1743.
Spare - Maj William M. Blakeslee in 62-4248

It was Capt Shuler's first mission to RP-6 and it did not go well for him. "When I arrived at the aircraft, the crew chief advised that cartridge start was inoperative so engine start would be by air cart. I had never done an air cart start in the Thud. I signaled for air and at about 10% RPM brought the throttle forward instantly realizing that I should have hit the ignition button first (the fire from the cartridge provides ignition of the fuel). The result was a loud boom, illumination of the flight line around spot 16, and burning fuel dripping from the tail of aircraft 61-0162. I asked the crew chief if I should shut it down to which he responded 'No sir, I think you are supposed to keep it running.' About that time the Line Chief came running towards the aircraft giving the speedbrake signal and gesturing for me to move the throttle back and forth. When the fire was out I was cleared to go.

"... During the join-up after takeoff, I misjudged my rate of closure on lead ... and had to slide under and beyond him then sheepishly back in to position delaying three & four's join-up. Not a good start to my first trip to Route Pack 6.

"After dropping off the tanker and greening up, I decided to check the 'cage' button in case we jumped any MiGs during target area egress. Stupidly I depressed the 'pickle' button instead and dropped my bombs. ... Reluctantly, I keyed the mic button and said something to the effect, 'Olympia Lead, Olympia 2, I just had an ordinance release'. After checking to see that my bombs hadn't blown any Navy ships out of the water, Larry asked me to show him my belly and when I did he said, 'Yep, you're clean -- tag along'. Feeling totally useless, we pressed on to the target. I thought about hosing off a few seconds of 20 mm going down the chute but figured with the way the mission was going for me, I'd end up shooting Larry down, so I refrained from a 60° strafing pass.

"While post-strike refueling over the Gulf, Larry noticed that I still had one bomb on the MER. After leaving the tanker he asked me to drop the bomb safe but several attempts failed to release it. So the next option was to jettison the ... rack. Lefty Leftwich, flying as Olympia #3, suggested that I zoom up to reduce airspeed before jettisoning the rack. After checking below again, I zoomed and hit the Jettison External Stores button and the ... rack separated from the aircraft."

He had one more screw-up to endure. "After landing, I followed Larry to our parking spots, he was in Spot 15 and I was in Spot 16. ... Still fuming about my horrible performance and not focused on the simple task at hand, parking the aircraft, I failed to realize that we were coming in to the parking area from the east and that the spot numbers were descending. ... Before I could say 'not again', I passed Spot 16 and had to make a misery lap around the parking area. Red faced again, I shut down the engine without incident -- the only thing I did right the entire mission."

He logged 3.7 hours for the flight.

BDA photos from 24 October revealed the yard was unserviceable and nine rail cars were damaged or destroyed. (Report to CINCPAC)

Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967 & Jake Shuler mission spreadsheet and "8th Mission Narrative" via e-mails 27 May and 28 July 2010 & Larry Hoppe AF Form 5.

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.

Jacob C. Shuler

F-105 History

- 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:

- #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 - Maj 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

Jacob C. Shuler

F-105 History

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.

27-Oct-67

1188

Also on Friday, twelve F-105s from the 388 TFW pounded the Hanoi storage area located at the southeast end of the Bac Mai airfield runway (JCS 7) at coordinates 20-59-06N 105-50-35E. As a target, the storage area was designated ART 5434 and BE 610-00698. The airfield itself was not yet an approved target.

Strike crews reported that numerous secondary explosions and fires erupted from the target area. Post-strike photos from 28 October showed a total of 32 buildings destroyed or extensively damaged. (Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967.)

"This was the first time for the complex to be bombed since August 1967."

Six F-105 pilots from the 469 TFS participated in this strike. They were Capt Hal P. Henning in F-105F 62-4439; Col James Ellis Bean, the Wing's Deputy for Operations, in F-105D 62-4359; Lt Col William N. Reed in F-105D 59-1743; Capt Richard A. Frederick flying F-105D 61-0124; Navy exchange officer Lt James Karg in 59-1759; and Capt Russell E. Temperley flying in an Iron Hand support flight in F-105D 61-0126.

Capt Henning was awarded the Air Force Cross for this mission. "The President of the United States of America, authorized by Section 8742, Title 10, United States Code, awards the Air Force Cross to Captain Hal P. Henning for extraordinary heroism in military operations against an opposing armed force as an F-105 pilot in Southeast Asia on 27 October 1967. On that date, Capt Henning was the leader of a force of twenty F-105s assigned to attack an extremely vital military storage area in the vicinity of Hanoi, North Vietnam. En route to the target, his aircraft was extensively damaged by shrapnel from a surface-to-air missile. Without hesitation and with complete disregard for his own safety, Capt Henning continued on to the assigned target with his crippled aircraft. Diving through intense antiaircraft fire, delivering his bombs precisely on target, he was successful in heavily damaging the storage complex. Through his extraordinary heroism, superb airmanship, and aggressiveness, Captain Henning reflected the highest credit upon himself and the United States Air Force." ("Recipients of the Air Force Medal of Honor and Air Force Cross", by Eric R. Caubarreaux, pp 148 - 149.)

His flight records show he flew an F-105D for 3.0 hours on this date.

In October or November 1968, the TAC commander, Gen William W. Momyer, presented the award to Capt Henning who, by then, was assigned as an instructor pilot in the 563 TFS at McConnell AFB, Kansas.

Also participating, was a pilot named Wilson (probably Maj Harold D. Wilson) from the 44 TFS who flew F-105D 61-0068.

During the attack, a SAM shot down Capt Temperley, Warhawk 2, from the 469 TFS flying F-105D 61-0126. He became a POW, the fourth Air Force pilot the North Vietnamese captured on this day.

The Wild Weasel crew of Capt Rowland F. Smith, Jr. and EWO Capt David H. Williams from the 44 TFS at Korat flew as Warhawk 1 in F-105F 62-4446. Both pilot and EWO were also awarded the Air Force Cross. Capt Smith's award citation read, in part, "... with his aircraft hit and burning, Captain Smith exhibited the highest order of courage as he continued to fly through intense and accurate antiaircraft fire to attack and destroy a hostile surface-to-air missile complex that was threatening a large F-105 strike force. With his aircraft still in flames, he remained in the target area while initiating rescue efforts for his downed wingman. Captain Smith then flew his crippled aircraft 300 miles to a skillful emergency landing ... ". (Extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.) The wording of the AFC citation for Capt Williams was nearly identical; the only changes reflected his role as EWO.

On 12 August 1968, General William W. Momyer, TAC commander, presented the award to Captain Smith.

Jacob C. Shuler

F-105 History

Four 34 TFS pilots in "Hatchet" flight formed a flak suppression flight for the strike near Bac Mai airfield. The flight left Korat at 14:35 on the mission, which lasted 3.8 hours. The lineup was:

- #1 - Lt Col Robert W. Smith flying F-105D 62-4270
- #2 - Capt Jacob C. Shuler flying 61-0134 on his 10th combat mission.
- #3 - Maj Almer L. "Buddy" Barner, Jr. flying 61-0194
- #4 - Capt Irving E. LeVine flying 58-1157

Over 42 ½ years later, Jake Shuler described how he flew this mission. "My 9th mission on 26 October had partially restored my self-confidence following the total depletion of same during my 8th mission during which I inadvertently released my ordinance over the Gulf of Tonkin on the way to the Thanh Moi Railroad Yard northeast of Hanoi. ... The opportunity to continue the restoration process availed itself on the afternoon of 27 October, my third trip to Route Pack VI (RP-6), but my first trip 'downtown', Hanoi that is.

"I was scheduled to fly on Lt. Col. Bob Smith's wing as Hatchet 2 (Bob was soon to become the 34th TFS Commander upon George Clausen's rotation back to the States). Buddy Barner was to fly as Hatchet 3 with Irv LeVine on his wing as Hatchet 4. Hatchet Flight was to be the flak suppression flight in the Olympia Strike Force, each of us carrying six 750 pound canisters of cluster bomb units (CBU's). The other twelve aircraft in Olympic, Vegas, and Crossbow Flights each carried six 750 pound bombs.

"The flight planning, briefings, 14:10 engine start, 14:35 takeoff, join-up, and pre-strike refueling thankfully went without a hitch. The only thing out of the ordinary was being notified at the mission briefing that Colonel John Flynn, our Vice Wing Commander, had been shot down over Hanoi that morning -- my apprehension factor kicked up a notch.

"The primary target was the Bac Mai Storage Area, which is located on the southern edge of Hanoi and abuts the Bac Mai Airfield to the southeast Hatchet Flight was assigned to drop its CBU's on four gun emplacements adjacent to the Bac Mai runway. ...

"Pre-strike refueling occurred over Thailand and our route to the target took us over Laos with a final heading to the target of 064 degrees and a left roll-in. For a fleeting moment while passing over the mountains of southwestern NVN and looking in the distance at the Red River Valley, I marveled at the beauty of the landscape below, but reality set in abruptly when, about twenty miles out, the tone of a SAM site radar began to buzz in my helmet earphones. At this point, time seemed to speed up exponentially along with my heart and respiration rates. Instincts kicked in and I realized that my only chance to successfully complete this mission was to hang on to Bob Smith's wing. When 85 MM shells starting exploding at our elevation but ahead of the Strike Force, the Force Commander gave the call to plug in the afterburner (AB) and begin a climb. It was amazing to see the 85 MM bursts climb with us but thankfully staying slightly below.

"Soon after encountering the 85 MM flak, SAM launches were called out. In the continuing blur of the moment, I do recall seeing one SAM launch from just south of Hanoi and one SAM passing through the Strike Force formation without exploding. During mission debriefing I was informed that there were more.

"The Strike Force Commander made the call to 'take it down' (one of several tactics designed to defeat the SAM) and Bob Smith responded by 'pushing over'. Almost immediately I heard the call, something to the effect, 'Hatchet Two you are on fire, eject'. The slight negative G's on my aircraft caused fuel to flow from the fuel vent and the flame of the AB ignited the fuel resulting in what was commonly called 'torching'. Even though I was in a highly stressed state of mind, I was able to conclude that I still had a good airplane since I had felt no impacts, there was no fire warning light or any other warning lights for that matter, and there was no smoke or fumes in the cockpit. I elected to stay with the airplane.

"After roll-in and establishing the 60-degree dive angle on Bob's wing, I took my eyes off of his aircraft to acquire a visual on my target. To my amazement and relief, I found my sight reticule right on the northwest end of the runway, which was his target. Pushing forward on the stick slightly my target was easily acquired and I pickled my CBU's at

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F-105 History

9,500 feet simultaneously plugging in AB again and pulling out of the dive and beginning the target egress process.

"The Thud accelerates quite rapidly in AB and soon I could not see out the sides or top of my canopy due to condensation. This situation required me to keep Bob in front of me and jink with him. Even in min-burner I found that I was overtaking him and came out of burner. Buddy Barner, flying not far behind me, saw this and said, 'Keep it in burner two'. When I pressed the mike button to respond 'roger', my larynx was so dry from hyperventilation it stuck together and I think my transmission sounded something like 'RAAAAAAK'.

"On the way to the tankers for post-strike refueling, I was able calm down and reflect somewhat on my performance. Only one major screw-up and that occurred during roll-in. Instead of staying on Bob's left wing as he rolled in to the left, I pulled up slightly then rolled left temporarily losing sight of him. Not good and not pleasing to Bob. So after dropping off of the tanker and on our way back to Korat, we practiced the 4-ship roll-in maneuver, I'm sure much to the consternation of Buddy and Irv. Can't say why I made such a bonehead move since I had performed it right on my 8th mission, albeit without bombs. Thankfully, it was not to happen again during my next 36 missions. Also following this mission I found the ability to remain reasonably calm and more focused with better situational awareness."

Capt Shuler was nominated for the Silver Star but "... I was awarded my one and only DFC." His award nomination read, "Captain Shuler distinguished himself by extraordinary heroism while participating in aerial flight as an F-105 combat strike pilot in SEA on 27 Oct. '67.

"Capt Shuler was number two man in Hatchet flight, which was designated the flak suppression flight of Olympia Force. Olympia Force consisted of five flights of F-105 Thunderchiefs and was ordered to attack the Bac Mai Storage Area at Hanoi. Located on the southern edge of Hanoi and 39 NM north west of Nam Dinh, Bac Mai Storage Area abuts Bac Mai Airfield to the southeast. Tightly packed warehouses, vehicle maintenance buildings make up the largest single facility of its kind in NVN and had never previously been attacked. The target area is heavily defended by numerous surface-to-air missile (SAM) sites and was also ringed by over 2000 antiaircraft batteries of 37, 57, and 85 MM guns that are so dispersed as to give maximum coverage and overlap of fire patterns to the adjacent sites.

"Captain Shuler was ordered to attack designated reveted, hard AAA sites deployed along the southwest perimeter of the runway at Bac Mai Airfield. By effectively suppressing these flak sites, the main strike force was able to follow Hatchet Flight into the target area and successfully destroy it.

"Approximately twenty miles prior to the target area, missiles were sighted in a head on attack on Captain Shuler's aircraft and Hatchet Flight. On 'pushing-over' in a typical SAM evasive maneuver, negative G's caused fuel to dump and it ignited behind Captain Shuler's aircraft, giving the effect of the aircraft being on fire. Told to 'eject' by other aircraft in the force, Captain Shuler coolly assessed the situation. Calmly regaining his position in the flight's protective Pod formation, he determined his aircraft to be sound and that the fire was out, then pressed on to the target. In spite of a steady barrage of missiles and antiaircraft fire, Captain Shuler positioning his aircraft for optimum target acquisition and rolled in. Ignoring the intense and accurate antiaircraft barrage that buffeted his aircraft, Captain Shuler, with total disregard for his personal safety, pressed the attack on the designated gun positions, delivering his ordinance with maximum destructive force, he single handedly succeeded in silencing 9 reveted gun positions.

"Egressing from the target area, Captain Shuler quickly rejoined his flight lead in a formation that would provide maximum protection for the rest of his flight members while maneuvering through continuous heavy 85, 57, and 37 MM barrages. Hatchet Flight turned back into the high threat area to locate the position of a downed pilot for possible rescue. The pilot position was located and voice contact established at which point Hatchet Flight was forced to withdraw because of fuel considerations. Orbiting with the post-strike tankers for possible Res Cap, Hatchet Flight was subsequently RTB'd because of approaching darkness and temporary curtailment of the rescue attempt.

"The outstanding heroism and selfless devotion to duty displayed by Captain Shuler reflect great credit upon himself and the USAF." (Jake Shuler, combat mission spreadsheet & e-mail 5 July 2010)

Capt Shuler also received the Air Medal for the period 7 - 27 October 1967. (Jake Shuler medal citation via e-mail 11 Jan 2011)

Jacob C. Shuler

F-105 History

Capt LeVine, "Hatchet 04", received a Silver Star for the mission. "Captain Irving E. LeVine distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 27 October 1967. On that date, Captain LeVine silenced eight active antiaircraft guns on an airfield near Hanoi, greatly reducing the hazard to the following three flights of the mission force. Disregarding the intense, concentrated flak barrage, interspersed with more than twenty surface-to-air missiles, he accurately bombed the large site, destroying the guns and ammunition supply. By his gallantry and devotion to duty, Captain LeVine has reflected great credit upon himself and the United States Air Force." (Irv LeVine Citation in letter received 16 Apr 10.)

Lt Col Rufus Dye, Jr from the 34 TFS flew his 9th combat mission against the Bac Mai storage complex. He flew as "Crossbow 02" on his 9th combat mission. "4 buildings destroyed/7 damaged/observed 10 SAMs - DFC - Warhawk 2 down (SAM)" (Rufus Dye Mission History log)

Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 5 & National Archives camera list, record number NWDNM(m)-342-USAF-42649B & Thunderchief Worldwide Report Vol IV no 4, December 1968.

29-Oct-67

5842

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

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

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

30-Oct-67

3456

Ten F-105D pilots from the 388 TFW at Korat attacked the Dap Cau railroad bridge (JCS 16) at coordinates 21-23-21N and 106-15-58E in RP-6A, North Vietnam.

The pilots from the 34 TFS were: Capt Irving E. LeVine flying 58-1157, Maj Clyde L. Falls, Jr. flying 61-0152, and Maj Almer L. "Buddy" Barner, Jr. flying 59-1759.

Pilots from the 44 TFS were: Capt Douglas G. Glime flying 61-0162, Capt Wayne Wright flying 59-1760, and Capt Calvin H. Markwood flying 62-4270.

Pilots from the 469 TFS were: Lt Col William N. Reed flying 60-0464, Maj Robert F. Grubb flying 62-4221, Maj William Calvin Diehl, Jr. 62-4359, and a pilot named Wilson flying 61-0208.

"Waco" was a Wild Weasel flight supporting strikes in this area. Their target was SAM site VN780 at location 21-17N and 106-17E. The flight took off at 05:50 and the mission lasted 3.9 hours. The flight's lineup was:

- #1 - Capt Rowland F. "Frank" Smith, Jr. and EWO 1Lt David H. Williams from the 44 TFS in F-105F 63-8302
- #2 - Capt Fred R. Nelson and EWO Capt James T. Wallace from the 44 TFS in F-105F 63-8312
- #3 - Maj Oscar Moise Dardeau, Jr. and EWO Capt Edward William "Tiny" Lehnhoff, Jr. from the 44 TFS in 63-8306
- #4 - Capt Jacob C. Shuler from the 34 TFS flying F-105D 60-0445 on his 12th combat mission.

National Archives camera film archive control number NWDNM(m)-342-USAF-42649C & Jake Shuler combat mission spreadsheet.

31-Oct-67

5843

"Vegas" flight from the 34 TFS launched at 07:40. The lineup for the 2.6-hour flight was:

Jacob C. Shuler

F-105 History

#1 - Maj Clyde L. Falls, Jr. flying F-105D 61-0194
#2 - Capt Jacob C. Shuler flying 62-4361 on his 13th mission.
#3 - 1Lt David B. Waldrop III flying 61-0208
#4 - Capt Irving E. LeVine flying 62-4221
Spare - Maj Almer L. "Buddy" Barner, Jr. in 58-1159

"Flak 21-10N and 102-48E. Orbit 20-10N and 104-15E."

Also from the 34 TFS, Maj David C. Dickson, Jr., flew his 31st combat mission. His bombs closed a cave and produced a secondary explosion.

Jake Shuler combat mission spreadsheet & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 31 Oct 67.

01-Nov-67

6710

At 06:35, the 34 TFS, 388 TFW, launched "Crossbow" flight. The lineup was:

#1 - Maj Dalton L. Leftwich flying 62-4269
#2 - Capt Carl William Lasiter flying 62-4242
#3 - Maj Almer L. "Buddy" Barner, Jr. flying 61-0208
#4 - Capt Jacob C. Shuler flying 62-4221 on his 14th combat mission.

Their targets were:

Primary: Ch 97 280/57
Secondary: 19-20N and 103-50E
Tertiary: 20-10N and 104-15E

The mission lasted 2.6 hours.

Jake Shuler combat mission spreadsheet.

04-Nov-67

4571

"On 4 November, a strike by eight F-105s on a troop concentration southwest of Ban Ban [in the Barrel Roll region of northern Laos] resulted in one secondary explosion with smoke to 500 feet. Strike photography also indicated approximately 200 KBA [Killed By Air]."

"Hatchet" flight from the 34 TFS took off at 06:55. The lineup was:

#1 - Maj Kenneth W. Mays flying F-105D 62-4387
#2 - Maj Clyde L. Falls, Jr. flying 60-0488
#3 - Maj Raymond Walter Vissotzky
#4 - Capt Jacob C. Shuler flying 62-4221 on his 15th combat mission.
Spare - Maj David D. Igelman

"Diverted by Cricket UG 31142134 Firefly 11, 12." 19-11N and 103-24E.

Maj David C. Dickson, Jr., also from the 34 TFS, flew his 33rd combat mission. He struck a target in northeast Laos. "250+". Since this was a "counter" he must have crossed into North Vietnam.

7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 7 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 4 Nov 67 & Jake Shuler combat mission spreadsheet.

06-Nov-67

3464

Jacob C. Shuler

F-105 History

Air Force planes bombed targets along the Northeast Rail Line (RR 2). The targets were:

1). F-105s from the 388 TFW hit the Kep railroad yards (BE 616-01371) (ART 1270) at 21-24-57N and 106-17-46E. BDA photos from 7 November showed all rails in Area 2 were cut. "... Three flak suppression and nine strike F-105s from Korat delivered 12 CBU 24s, three CBU-29s and 46 M117s. Twelve freight cars were struck in the trans-shipment yard, with four reported damaged, and three rail cuts reported. Smoke precluded BDA from the forwarding yard." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

The sequence of the call signs of the flights from Korat were: "Hornet", "Locust", "Fresno", "Dallas", and "Ozark".

The primary target of "Locust" flight from the 34 TFS was the Kep Railroad Yard. Their tertiary target was at 21-33N and 105-51E. The flight took off at 13:50. Its lineup was:

#1 - Lt Col Robert W. Smith flying F-105D 58-1157

#2 - Capt Carl William Lasiter flying 60-5376

#3 - 1Lt David B. Waldrop III flying 62-4361

#4 - Capt Jacob C. Shuler flying 62-4221 on his 16th combat mission. He logged 3.8 hours flying time and received the Air Medal (4th OLC). "Capt Jacob C. Shuler distinguished himself by meritorious achievement while participating in aerial flight over Southeast Asia on 6 November 1967. On that date, he superbly accomplished a highly intricate mission to support Free World forces that were combating aggression. His energetic application of his knowledge and skill were significant factors that contributed greatly to furthering United States goals in Southeast Asia. His professional skill and airmanship reflect great credit upon himself and the United States Air Force." (Jake Shuler mission log spreadsheet and mission card and Award Citation.)

2). The Lang Nac railroad bridge (BE 616-00811) at 21-41-15N and 106-37-20E. BDA photos from 7 November revealed the bridge was still serviceable. Another Lang Nac railroad bridge (BE 616-01181) at 21-41-01N and 106-36-50E. BDA photos from 7 November revealed the bridge was still serviceable. "Smoke precluded BDA for 8 TFW strikes against the two Lang Nac Railroad Bridges." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

3). Thirty MK-36 mines were seeded along the Canal des Rapides bridge (JCS 13). "The Hanoi Railroad Bridge over the Canal des Rapides was the target area for 30 MK-36 Destructors seeded in the canal by a flight of Ubon-based F-4s." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1757.

07-Nov-67

3467

Today's surveillance photography on the Hanoi railroad and highway bridge (JCS 13) on the Northeast Rail Line (RR 2) showed the bridge was now serviceable. The gap at the north end had been closed and all spans were back in place.

Air Force planes bombed two other targets along the Northeast Rail Line (RR 2). They hit the Lang Giai railroad siding (BE 616-G0778) at 21-43-53N and 106-39-59E. There was no BDA. "At the Lang Giai Railroad Yard four rail interdictions, eight damaged freight cars and a large secondary explosion were noted by Korat-based crews after a strike by 12 F-105s. The flak suppression flight reported damage to four AAA sites." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

After F-105s bombed the Lang Giai railroad yard (BE 616-00081) 30 miles north of Kep at 21-41-48N and 106-39-59E, BDA photos indicated the yard was still serviceable and no new rail cars had been damaged or destroyed.

The flight lineup from the 388 TFW was:

Jacob C. Shuler

F-105 History

"Waco" Iron Hand. Refueled from Tan Anchor 22

"Pistol". Refueled from Tan Anchor 20

"Hatchet". Refueled from Tan Anchor 23

"Vegas". Refueled from Tan Anchor 21

"Garage". Refueled from Tan Anchor 24

One F-105D from Korat was lost to AAA on the strike and the pilot, "Pistol 02", Maj William C. Diehl, Jr., 469 TFS, was captured. He later died as a POW.

1Lt Earl J. Henderson, also from the 469th, flew his 36th combat mission on this strike against the Lang Giai rail yard.

"Target: Rail line in the northeast buffer zone.

"Armament: 6x750#

"Clear and a million. Could see 30 miles into China. Very light flak right before roll in but second guy in got it. He bailed out one minute later. Too deep to rescue. 37/57 extremely heavy on egress. Not much of a day off."

"Waco", the Ironhand flight from the 388 TFW supported today's strikes. They left Korat at 05:20. "Waco" flight's lineup was:

#1 - Capt Richard W. Arnold and EWO Capt James F. Bartsch from the 44 TFS flying F-105F 63-8306

#2 - Capt Fred R. Nelson from the 44 TFS flying F-105D 60-0428

#3 - Maj Oscar Moise Dardeau, Jr. and EWO Capt Edward William "Tiny" Lehnhoff, Jr., 44 TFS, flying F-105F 63-8347

#4 - Capt Jacob C. Shuler, 34 TFS, flying F-105D 62-4359 on his 17th combat mission

Spare - Capt Robert M. Crane, 34 TFS, in F-105D 62-4242

The locations of "Waco" flight's targets were:

Primary - 21-42N and 106-40E (Near the Lang Giai railroad yard)

Secondary - 21-12N and 105-52E

Tertiary - 17-23N and 106-36E

Jake Shuler recalled this mission. "This was my second Iron Hand mission and my sixth mission to RP-6. The Pistol Strike Force struck the northeast railroad about 10 miles southwest of Lang Son. This was the furthest north I had been, not that far from China." (Jake Shuler combat mission spreadsheet, mission card, and mission narrative via e-mail 11 Jan 2011.)

Capt Irving E. LeVine from the 34 TFS received a Distinguished Flying Cross (2nd OLC) for the mission he flew this day. "Captain Irving E. LeVine distinguished himself by extraordinary achievement in aerial flight as an F-105 Pilot over North Vietnam on 7 November 1967. On that date, Capt LeVine was personally responsible for suppressing numerous antiaircraft gun positions in support of a fighter bomber force attacking a heavily defended military target in North Vietnam. His unwavering determination and complete disregard for personal safety in penetrating formidable defenses and then returning to the target area in an effort to effect the rescue of a downed pilot, exemplify the highest degree of professional airmanship. The professional competence, aerial skill, and devotion to duty displayed by Captain LeVine reflect great credit upon himself and the United States Air Force." (Citation provided by Irv Levine in letter received 16 April 2010.)

Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967 & Earl Henderson, combat diary.

08-Nov-67

6570

The morning's flight lineup from Korat was:

"Waco" Iron Hand.

"Laredo"

"Hatchet"

Jacob C. Shuler

F-105 History

"Vegas"
"Garage"

The four pilots in "Garage" flight were from the 34 TFS, 388 TFW. The flight took off at 06:30 against their secondary target at location 21-13N and 102-55E. The lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 58-1157
- #2 - Capt Carl William Lasiter flying 60-0458
- #3 - Maj Almer L. "Buddy" Barner, Jr. flying 61-0068
- #4 - Capt Jacob C. "Jake" Shuler flying 61-0208 on his 18th mission. He logged 1.9 hours.

Capt Shuler described this mission. "This was my seventh mission to RP-6. I am pretty sure that this mission was weather aborted as we approached the target, the Hoi Thinh Railroad Yard (Northwest RR), 21-17N and 105-31E. Upon egress from the target area, we were instructed to find and attack targets of opportunity. Clyde (Falls) led Garage Flight to the southwest and Buddy (Barner) achieved separation from the lead element by falling about a half a mile behind Clyde and Carl (Lasiter). I flew a loose formation with Buddy on his right wing relying on him to find us a target. He called rolling in for a road cut and I followed. As we were about half way down the chute, I saw what looked like a SAM coming up towards Buddy from his left and called, 'Garage 3, SAM your 10 o'clock, low'. He acknowledged, but did not have to take evasive action as it was not tracking and went well above his aircraft. During debriefing, I told the intel guy that it definitely was not an SA-2. It was much smaller. Don't know if he believed me or not. Buddy saw it and thanked me for the call."

Also on this day Maj George G. Clausen, 34 TFS commander, nominated Capt Shuler to fill a vacancy on the 7th Air Force Staff starting in February 1968. This action was in response to a 20 October 1967 letter from 7th Air Force (and subsequent letters down the chain of command) directing specific nominations be forwarded to 7th AF.

For family reasons, Capt Shuler volunteered for this reassignment despite the fact that it would keep him in South East Asia for a full year. Since June 1967, his older brother Capt E. G. "Buck" Shuler had been assigned to the 68 TFS in the F-4C RTU at George AFB, CA, with a follow-on assignment to SEA. Jake Shuler recalled that "... [since] it was evident that there would be a significant overlap of our flying combat, Mom simply asked us if there was a way to avoid the situation. [Due to] the fact that Buck was career and I was not, I told Buck that I would mention it to George Clausen, which I did." (Jake Shuler, e-mail 12 May 2010.)

Clausen remembered "... his mentioning his mother's wishes. I asked him what he wanted to do. Our manning was such that we could let him go. He decided to take the assignment so I approved it. To me it was in the best interest of all concerned." (George Clausen, e-mail 21 May 2010.)

Jake Shuler described his mother's concerns. "... Mom had endured 26 months alone with two small sons while Dad was in the Pacific with the 100th Sea Bee Battalion during World War II and was not too keen on having both sons in harm's way at the same time." (Jake Shuler, e-mail 17 May 2010.)

In March 1968, Buck Shuler was assigned to the 558 TFS, Cam Ranh Bay AB, South Vietnam, as an F-4C aircraft commander. (USAF Biography, Lt Gen E.G. "Buck" Shuler, Jr.)

Jake Shuler combat log spreadsheet, mission card, and mission description via e-mail 11 Jan 2011 & letters, "Rotation of Rated Officers" from Hq 7 AF dated 20 Oct 67; 388 TFW/DP, dated 23 Oct 67; & 388 TFW/DO, dated 27 Oct 67.

09-Nov-67

4836

Two days after returning from his first R&R in Japan, Maj Spence M. "Sam" Armstrong from the 34 TFS flew his 17th combat mission over North Vietnam.

His flight's call sign was "Fresno" that took off at 0645. The mission length was 2+00. Their lineup was:

- #1 - Maj Larry R. Klinestiver
- #2 - Maj Armstrong flying F-105D 60-0445

Jacob C. Shuler

F-105 History

#3 - Capt Robert M. Crane

#4 - Maj William J. King

"We went to our 2nd alternate target over in Pack I for some reason. The weather in Pack VI was forecast to be fairly good. We refueled, went directly east and got a CSS from Bravo to the target. The target was a truck park 5 miles inland from Ron Ferry. The target was in the clear but we took a Sky Spot drop and surprisingly enough, covered the target completely. Afterwards, we flew around over there and made a strafing pass on what looked like a truck just off a main road."

Capt Jacob C. Shuler, also from the 34th, flew his 19th mission this day. His mission card shows his flight's call sign was also "Fresno". The takeoff time was 0755 and TOT was 0900. This flight's lineup was:

#1 - Capt Erving E. LeVine flying F-105D 62-4387

#2 - Capt Jacob C. Shuler flying 60-0435

#3 - Capt Clyde L. Falls, Jr. flying 61-0161

#4 - Capt Carl William Lasiter flying 61-0124

"I do not recall any specific details of this mission. The target coordinates, 17-38N and 106-31E, suggests a recon mission in RP-1 near Dong Hoi."

Maj Sam Armstrong's 100 mission combat log, pg 7 & Jake Shuler's mission card and narrative via e-mail 11 Jan 2011.

11-Nov-67

3470

During the period 11 through 15 November, weather was below minimums for strikes in RP-5 and RP-6 with ceilings running from 1,000 to 2,000 feet and one mile visibility with widespread rain.

In RP-1, the emphasis continued to be against truck parks, ferries, fords, and interdiction points. Moving targets were continually being sought out by armed reconnaissance aircraft.

"Locust" flight from the 34 TFS, 388 TFW, used the newly operational Commando Club radar to guide them to their tertiary target at location 21-02N and 105-30E. Their takeoff time was 14:10. The lineup was:

#1 - Maj Almer L. "Buddy" Barner, Jr. flying F-105D 59-1750

#2 - Capt Carl William Lasiter flying 60-0445

#3 - Capt Irving E. LeVine flying 60-0458

#4 - Capt Jacob C. Shuler flying 62-4221 on his 20th combat mission. He logged 3.1 hours.

Spare - F-105D 62-4248

"Although I do not recall any specific details of this mission, it was apparently a Commando Club mission, target coordinates 21-02N and 105-30E, which is the Hoa Loc Airfield (noted on chart as 'Under Construction'), about 15 miles due west of Hanoi."

Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967 & Jake Shuler mission log spreadsheet & e-mail 11 Jan 2011.

23-Nov-67

6166

1Lt Earl J. Henderson, 469 TFS, 388 TFW, flew his 44th combat mission into Laos.

"Target: POL storage area in Laos.

"Armament: 6x750#.

"Led flight on pretty good mission. I had real good bombs but no real results. Came back low level again. We just missed a radio tower. Happy Thanksgiving. R&R to Hawaii tomorrow!"

Pilots from the 34 TFS attacked a target in Route Pack I, North Vietnam. Take off time for "Simmer" flight was 07:10 for a TOT of 09:00. The flight lineup was:

Jacob C. Shuler

F-105 History

- #1 - Capt Hugh W. Davis flying F-105D 62-4270
- #2 - Maj James L. Taylor flying 62-4361
- #3 - Maj Donald W. Hodge flying 61-0132
- #4 - Capt Jacob C. Shuler flying 61-0161 his 21st mission.
- Spare - Capt Clyde L. Falls, Jr.

Jake Shuler recalled, "Although I do not recall any specific details of this mission, it was apparently a secondary target about 10 miles northwest of Dong Hoi in RP-1. The notation 'Mis 11' on the Mission Data Card indicates we joined up with Misty 11, Captain Paul T. Magill, and he led us to the target. Working with the Misty FACs was enjoyable in that the performance of the F-100F was similar to the F-105 and these guys were experienced fighter pilots and knew target areas well."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 15th mission as "Gator 04" against the Ban Laboy ford in southern Laos. "Combat Sky Spot - no BDA weather."

Earl Henderson, combat diary & Jake Shuler, 23 Nov 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

24-Nov-67

6711

The 34 TFS put up a three-ship flight that took off at 07:35 for a TOT of 08:30. The lineup of "Goose" flight was:

- #1 - 1Lt David B. Waldrop III flying F-105D 62-4361
- #2 - Capt Jacob C. Shuler flying 61-0132 on his 22nd mission
- #3 - Maj James L. Taylor flying 60-0488

Jake Shuler, interpreting his mission card, described the mission. "... Reviewing the Mission Chart leads me to believe that this was a Commando Club mission. Note the radials and distances from TACAN Stations CH 89 (Nakom Phanom, Thailand 17-23N and 104-39E) and CH 77 (near Muong Phalane, Laos, at 16-42N and 105-34E)."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 16th mission as "Mallard 03" against three targets. He flew armed recce in RP-1, "No significant sightings"; and bombed a road segment and flak site in southern Laos, "100% secondary explosions (ammo), 100%, 37-mm."

Jake Shuler 24 Nov 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

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

Jacob C. Shuler

F-105 History

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-top maneuvers. Small world."

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

28-Nov-67

5847

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

"Ozark" Iron Hand
"Scuba" refueled from Red Anchor 40
"Locust" refueled from Red Anchor 43
"Bass" refueled from Red Anchor 41
"Gator" refueled from Red Anchor 44

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

#1 - Capt Rowland F. "Frank" Smith, Jr. and EWO 1Lt David H. Williams from the 44 TFS flying F-105F 63-8347
#2 - Capt Jacob C. Shuler, 34 TFS, flying F-105D 61-0086 on his 24th counter
#3 - Maj Robert S. Beale and EWO Capt Paul John Mongillo, 44 TFS, flying F-105F 63-8285
#4 - Capt Harry Guy Paddon, 34 TFS, flying F-105D 59-1750
Spare - Maj Stanley Henry Horne, 469 TFS, in F-105D 62-4248

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

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

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

Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 28 Nov 67 & Jake Shuler combat mission spreadsheet, mission card, and e-mail 11 Jan 2011.

29-Nov-67

4845

Jacob C. Shuler

F-105 History

"Hatchet" flight from the 34 TFS took off at 07:55. They refueled with Tan 23 going to the target and post-strike refueled with Tan 66. Their lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1759
- #2 - Capt Jacob C. Shuler flying 61-0072 on his 25th combat mission.
- #3 - Capt Carl William Lasiter flying 62-4359
- #4 - Capt Irving E. LeVine flying 61-0132

The flight worked with the FAC "Nail 70" against a target at location 21-36N and 106-32E. "75% coverage. 100% on target." Their mission lasted 4.3 hours.

At 14:10, four pilots from the 34 TFS comprising "Scuba" flight took off from Korat on a mission to Laos. The mission lasted 2 hours 50 minutes. The flight line up was:

- #1 - Maj Donald W. Hodge
- #2 - Lt Col Nevin G. Christensen
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0445.
- #4 - Capt Hugh W. Davis

It was Maj Armstrong's 28th combat mission. "The regular afternoon strike was cancelled and we were fortunate to get an add-on flight of four. We went up into Laos just above the Thailand border where we worked with an O-1E FAC. The clouds were thick all about but we were able to roll in on a shallow pass and drop. All of our bombs were on target and the FAC said we destroyed 12 buildings and an area where 200 enemy troops had been reported. After that, we swung into North Vietnam for a road check and counter. It was the first time that my tape recorder worked properly and I was really pleased."

Jake Shuler's mission log spreadsheet & Maj Sam Armstrong's 100 mission combat log, pg 12.

02-Dec-67

4793

The Wild Weasel crew of Capt Robert E. Dorrough, 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]."

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

05-Dec-67

5850

"Gator" flight from the 34 TFS, 388 TFW, took off from Korat at 13:45 for a mission into RP-1 and Laos where they worked with FAC Nail 47. The lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying 58-1157
- #2 - Capt Jacob C. Shuler flying 60-0449 on his 27th combat mission.

Jacob C. Shuler

F-105 History

- #3 - Maj David C. Dickson, Jr. flying 60-0530 on his 44th combat mission
- #4 - Col James L. Stewart, 388 TFW Assistant DO, flying 60-0528.

They attacked trucks in Laos and returned home after 2.3 hours.

Jake Shuler combat mission spreadsheet and mission card via e-mail 11 Jan 2011& Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 5 Dec 67.

07-Dec-67

4796

The 388 TFW launched a four-ship Iron Hand flight against a target at location 21-43N and 105-51E in RP-5. "Bobbin" flight took off at 06:00. Their lineup was:

- #1 - Capt Robert E. Dorrough, Jr. and EWO Maj Clarence S. "Bud" Summers from the 44 TFS flying F-105F 63-8306
- #2 - Capt Irving E. Levine, 34 TFS, flying F-105D 60-0435
- #3 - Capt Fred R. Nelson and EWO Capt James T. Wallace, 44 TFS, flying F-105F 62-4416
- #4 - Capt Jacob C. Shuler, 34 TFS, flying F-105D 61-0162 on his 28th combat mission. He logged 2.7 hours.
- Spare - Maj David D. Igelman, 34 TFS, in F-105D 61-0055

Jake Shuler recalled that he launched two Shrikes at 21-30.5N and 104-33E at Yen Bay in RP-5. Also, "Bob Dorrough, Bobbin Lead, graduated from Webb AFB, TX, UPT Class 63-D, a year ahead of me. His roommate was Rod Omrod. They were suitemates of me and my roommate Roscoe H. 'Ross' Fobair. Ross was in the back seat of the first aircraft (F-4C) shot down by a SAM in SEA, 24 July 1965."

After target weather cancelled their missions during each of the last two days, this was the 80th combat mission for Capt Dorrough and Maj Summers. "Thurs - Flew I.H. with radar mission to Pack 5. Tried some new high altitude tactics for bad weather. They seemed to work okay, but need more evaluation.

"Capt Porter Thompson and Capt Tony Platek finished today. They are the first of our Wild Weasel class to finish - chit hot.

"Only 10 more missions and I'll be 'golden'".

Later today, the flight's spare, Maj Igelman, flew a mission in another flight. He flew F-105D 60-0464 under a mission designated RT56A-218 and struck a target at 20-23N and 104-13E. (Nat'l Archives film record Archive Control # NWDNM(m)-342-USAF-42649C)

Jake Shuler's combat mission spreadsheet and mission card via e-mail 11 Jan 2011 & Bob Dorrough's Combat diary.

10-Dec-67

6713

"Hatchet" flight from the 34 TFS took off at 07:00 for a TOT of 08:05. They refueled from Red Anchor 23 going to and returning from the target. Their flight lineup was:

- #1 - Capt Irving E. LeVine flying F-105D 60-0530
- #2 - Maj William J. King flying 61-0072
- #3 - Capt Jacob C. Shuler flying 62-4361 on his 29th combat mission
- #4 - Maj James E. Daniel, Jr. flying 60-0449

Jake Shuler recalled, "This was the second time working with Misty 11 and with good results, 100% on target & 100% coverage. The target, 17-22N and 106-13E, the Ho Chi Minh Trail in RP-1."

Jake Shuler 10 Dec 67 mission card and e-mail 11 Jan 2011

19-Dec-67

3134

On Tuesday afternoon F-105s from the 355 TFW and 388 TFW and F-4s from Ubon and Udorn struck targets in North Vietnam. "This afternoon sixty-four aircraft, in two forces, were fragged on three targets in Route Package 6A.

Jacob C. Shuler

F-105 History

... Only one of the three fragged targets was successfully struck. Of sixty-four aircraft fragged as two forces, only one force, the one from Takhli, made it to the target.

"This afternoon's effort was supported by six EB-66 aircraft that provided ECM from orbits over the Laos/NVN border and the Gulf of Tonkin, four and two aircraft respectively.

"ALPHA force, composed of four F-105D strike flights ... from Korat, two F-4D strike flights ... from Ubon, an Iron Hand flight (... two F-105Ds and two F-105Fs) also from Korat, and two F-4D MIGCAP flights [call signs "Nash" and "Calico"] from Ubon were fragged on the Viet Tri and Tien Cuong Railroad Yards; they never made it to their targets. Call signs of Korat's strike flights were: "Scuba", "Locust", "Blivet", and "Gator". (Jake Shuler's mission card)

"ALPHA force included four F-105D strike flights from Korat fragged to strike the Viet Tri Railroad Yard (21-18N and 105-26E) and two F-4D strike flights from Ubon fragged to strike the Tien Cuong Railroad Yard (21-22N and 105-18E); never made it to their targets. ALPHA force, in its entirety, including an Iron Hand flight (two F-105Fs and two F-105Ds) also from Korat, and two F-4D MIGCAP flights from Ubon, were attacked by six MiG-21s and four to eight MiG-17s.

"Gator" was the fourth 388 TFW F-105 strike flights fragged against Viet Tri. The pilots, all from the 34 TFS, were:

- # 1 - Maj Donald W. Hodge flying F-105D 60-0462
- #2 - Capt Jacob C. Shuler flying 61-0132 on his 30th combat mission
- #3 - Maj David C. Dickson, Jr. flying 59-1743 on his 48th combat mission, his 27th into RP-6
- #4 - Maj Clyde L. Falls, Jr. flying 61-0086

The flight took off 13:50 and refueled from Red Anchor 44 at 14:40 for a TOT of 15:33. Jake Shuler recalled, "Aside from the chewing out we all received from Bob Smith upon return (for allowing a few MIG's to cause the ALPHA Strike Force to jettison stores and abort the mission), the thing I remember most is the departure of my two wing tanks. As we lined up on our final heading to the target, MiG calls increased in number as did radio chatter causing confusion, at least for me, as to the actual threat to the strike force. When the call came from the Strike Force Commander to abort the mission, Don Hodge, Gator Lead, started accelerating, as did the other flights. By the time Don called for us to jettison stores, we must have been doing close to 600 Kts. I punched the Jettison External Stores button and in my peripheral vision saw the tanks nose dive about 20-degrees and descend about 10' relative to my aircraft, then immediately nose up and do a 180-degree flip barely skimming over the top of my wing tips. I made a mental note never to do that again." (Jake Shuler combat mission card and "Mission #30 Narrative" via e-mails 28 July 2010 and 11 Jan 2011.)

"The force was intercepted by six MiG-21s and four to eight MiG-17s, probably vectored out of Phuc Yen and Gia Lam Airfields, respectively. ...

"BRAVO force, composed of four F-105D strike flights from Takhli, [Wildcat, Bison, Kingfish, and Marlin] ... an Iron Hand flight (... four F-105Fs) [Otter] also from Takhli, and two F-4D MIGCAP flights ... from Udorn fragged on the Dai Loi Railroad Bridge, followed behind ALPHA force. ... The Iron Hand and MIGCAP flights with the BRAVO force engaged MiGs, as the BRAVO strike aircraft continued to their target. ...

"The flights of ALPHA force, then BRAVO force at a later time, departed their respective bases and headed north to the overland refueling tracks, rendezvoused with their tankers, and refueled. From drop-off, ALPHA force set course to the northeast directly toward their targets; BRAVO force continued north to Channel 97. Passing Channel 97, BRAVO force turned to 060 degrees, toward 21-07N and 105-10E. In the 'elbow' of the Black River, south and west of these last coordinates, ALPHA force, followed by elements of BRAVO force, were engaged by MiGs and, hence, egressed the reverse of ingress. The BRAVO strike aircraft and their Iron Hand were the only ones to continue as planned, subsequently egressing via Thud Ridge, Yen Bai, Channel 97, and after post-strike refueling, home.

"The force was later attacked by an estimated six MiG-21s and four to eight MiG-17s. All of the ALPHA strike flights jettisoned stores and, generally, commenced egress. Of ALPHA's many engagements, only [Nash 01] ... met with

Jacob C. Shuler

F-105 History

success ... a one-half MiG-17 kill. Following ALPHA force, elements of BRAVO force, which included [Otter] (Iron Hand) ... [and two of the MIGCAP] flights, engaged the same MiGs." "Nash 01" was an F-4D from Ubon flown by Maj Joseph D. Moore and 1Lt George H. McKinney, Jr. from the 435 TFS.

"As for BRAVO force, its Iron Hand flight (four F-105Fs from Takhli) and its two F-4D MIGCAP flights from Udorn had MiG encounters. However, the four F-105D strike flights from Takhli made it to the target, the Dai Loi Railroad Bridge (21-15N and 105-14E)" (Red Baron report)

The four strike flights of four F-105Ds from the 355 TFW, "Wildcat", "Bison", "Kingfish", and "Marlin", dropped a total of 90 MK-117s and six MK-82s on the Dai Loi railroad bypass bridge (ART 1600) at coordinates 21-15-33N and 105-41-35E in RP-6A, North Vietnam. It was their second alternate target that had been previously struck on 8 and 18 October and on 8 November. Pilots from the 357 TFS flew in all four strikes.

All ordnance impacted in the target area. Heavy haze made BDA difficult but flights estimated moderate to heavy damage to the bridge. "Bison" flight saw a large secondary explosion resulting in fragments trailing white smoke being thrown approximately 200 feet into the air. The last flight to strike the target saw light automatic weapons fire in the target area.

At 0838Z, while at 21-15N and 105-41E, "Marlin 3" saw two SAMs detonate 30 seconds apart approximately 1/2 mile from the flight. The first detonation was behind and below the flight, while the second was at the flight's altitude of 13,000 feet. The pilots couldn't determine the site that fired the missile. At 0842Z, while at 21-25N and 105-30E, on a heading of 320 degrees, "Marlin 3" saw a third SAM detonation approximately 4 nautical miles away at his 7 o'clock position. The SAM burst at 12,000 feet altitude but no aircraft appeared to be in the burst area. (355 TFW JOPREP)

The 355 TFW Wild Weasel "Otter" flight, led by Maj Robert R. Huntley and EWO Capt Ralph W. Stearman from the 354 TFS with other flight members from the 333 TFS and 357 TFS, encountered MiG-17s in supporting this strike. Takhli's Wild Weasels claimed three MiG kills. One kill was credited to Capt Phillip M. Drew and EWO Maj William H. Wheeler, "Otter 03", from the 357 TFS. Maj William M. Dalton and EWO Maj James M. Graham, "Otter 02" from the 333 TFS, 355 TFW, received 1/2 credit for shooting down another MiG-17. This was the other half of the MiG kill credited to the F-4D crew of "Nash 01". However, after two year's investigation, Seventh Air Force's Enemy Aircraft Claims Evaluation Board disallowed the MiG-17 claimed by Huntley and Stearman, "Otter 01".

Red Baron II Event 79 (extracts) pp 266 - 300 & 355 TFW JOPREP JIFFY DOI 5802 OPREP-4/059 in USAF microfilm NO463, frames 1420 and 1585 & 20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band dated 19 Dec 67.

20-Dec-67

6714

The four pilots of "Locust" flight from the 34 TFS left Korat at 14:20 for a TOT of 15:30. They refueled from Red Anchor 43 going to and returning from the target. Their flight lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1743
- #2 - Capt Jacob C. Shuler flying 61-0072 on his 31st combat mission.
- #3 - Maj William M. Blakeslee flying 60-0462
- #4 - Capt Carl William Lasiter flying 60-0428

After studying his mission card many years later, Jake Shuler wrote, "This mission apparently was a Commando Club strike on a target in northeast Laos in the Phou Louang area, 20- 22N and 104-18E. Directions received from Lima Site 85, Channel 97."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 21st mission as "Bass 01" against a target in northern Laos. It was a Commando Club mission against the Ban Hat Heng barracks. "100 % in target area. Entered RP-3 on egress."

Jake Shuler 20 Dec 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

21-Dec-67

4855

Jacob C. Shuler

F-105 History

Four pilots from the 34 TFS of "Scuba" flight took off from Korat at 14:30 on a mission to bomb a target in northern Laos. They refueled from Red Anchor 40. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 59-1759
- #2 - Capt Lawrence R. Klinestiver flying F-105D 62-4248
- #3 - Lt Col Robert W. Smith, 34 TFS Commander flying F-105D 60-0462
- #4 - Capt Jacob C. Shuler flying F-105D 62-4270 on his 32nd mission.
- Spare - Maj Kenneth W. Mays in 60-0449

It was Maj Armstrong's 41st combat mission. "This was to be my first flight as Mission Commander of the strike force. The weather was bad up in Pack VI so we went as individual flights instead up into northern Laos to work with a FAC. We had to wait for about 20 minutes orbiting the target, just penetrating Pack IV for a counter. We finally hit a road segment. All four of us put our bombs squarely on the target. Other than that, an uneventful mission." The flight lasted 2.7 hours.

Jake Shuler described how he remembered the mission. "Due to bad weather over the primary target, we were directed to work with FACs, Firefly 17 & 18, target 120 degrees 20 NM from Channel 97. We may have also worked with Raven FACs 40 & 41 with a time on target of 1510 hours, both targets in northern Laos."

Maj David C. Dickson, Jr. in another flight with the 34 TFS, 388 TFW, flew his 50th combat mission, this one into Laos and Route Pack 2. He struck some trucks.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against a truck park in the Barrel Roll region of Laos. "100%/ 1 large secondary." It was his 22nd combat mission.

Maj Sam Armstrong's 100 mission combat log, pg 17 & Jake Shuler's mission card and e-mail 11 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 21 Dec 67 & Rufus Dye Mission History log.

22-Dec-67

4856

The four pilots in "Cookie" flight were from the 34 TFS. The four-ship took off at 7:05 for a TOT of 08:00. They refueled from Brown Anchor 72. The lineup was:

- #1 - Maj David C. Dickson, Jr. flying F-105D 59-1759 on his 51st combat mission
- #2 - Capt Jacob C. Shuler flying 60-0530 on his 33rd mission
- #3 - Maj James E. Daniel, Jr. flying 60-0462
- #4 - Col James L. Stewart, the 388 TFW DO, flying 62-4270.

The flight met FAC Nail 49 and was over the target from 08:10 to 08:20. Target coordinates were 16-46N and 106-09E. The mission lasted for 2.1 hours. (Jake Shuler combat mission card and e-mail 11 Jan 2011)

On his 42nd combat mission, Maj Spence M. "Sam" Armstrong from the 34 TFS led a two-ship flight that carried Bullpup missiles into southern Laos. Flying F-105D 61-0219, he led "Machette" flight that took off at 07:25 and returned after flying for 2 hours 15 minutes. His wingman, "Machette 2", was Capt Douglas A. Beyer.

"This was a scheduled GAM 83C (Bullpup) missile mission into southern Laos. My airborne guidance system didn't check out after I was airborne so I didn't fire my missiles but brought them back instead. Doug Beyer fired 2 and I chased him on his passes. He thought he over controlled them because they got away and didn't hit very close to the intended target. Afterwards, I strafed a road that the FAC marked for me but couldn't see the results. We were in Pack I for a counter as a result of our attack heading on the target."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 2" against the Ban Phougnong truck park in the Barrel Roll region of Laos. "Commando Club. No BDA - Weather." It was his 23rd combat mission. (Rufus Dye Mission History log.)

Capt Earl J. Henderson, 469 TFS, 388 TFW, was another Korat pilot who bombed a target in Laos. It was his 54th

Jacob C. Shuler

F-105 History

combat mission. "Target: Road cut in southern Laos. Armament: 6x750. Led two-ship airborne spare flight. Right before drop off from main strike force, we broke into flight of F-4Cs that looked like attacking MiGs. Then drug bombs 200 miles south. Got road cut. No flak. Long, boring mission. Sneaked into pack V for counter."

Maj Sam Armstrong's 100 mission combat log, pg 17 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 22 Dec 67 & Earl Henderson, combat diary.

23-Dec-67

6715

The four pilots in "Scuba" flight from the 34 TFS took off at 14:40 and refueled with Red Anchor 40. Their lineup was:

#1 - Capt Vernon D. Ellis flying F-105D 62-4387
#2 - Maj William M. Blakeslee flying 61-0072
#3 - Capt Jacob C. Shuler flying 58-1157
#4 - Capt Douglas A. Beyer flying 61-0132
Spare: Capt Irving E. LeVine in 60-0505

This was Capt Shuler's 34th mission. "This apparently was another Commando Club mission, target coordinates 20-25N and 104-10E, 094 degrees at 25 NM from Channel 97."

Jake Shuler 23 Dec 67 mission card and e-mail 11 Jan 2011.

24-Dec-67

6716

The four pilots in "Oakland" flight from the 34 TFS took off at 06:40 and refueled with Blue Anchor 14. Their lineup was:

#1 - Capt Irving E. LeVine flying F-105D 58-1157
#2 - Capt Jacob C. Shuler flying 61-0132
#3 - Col James L. Stewart, 388 TFW Assistant DO, flying 60-0505
#4 - Capt Robert M. Crane flying 60-0435

The unneeded spare was 60-0462.

It was Jake Shuler's 35th combat mission. "On this mission we worked with Misty 11 who directed us to drop our bombs on a target with coordinates 17-42N and 105-46-30E, the Ho Chi Minh Trail in RP-1."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 3" against guns and a troop area in the Barrel Roll region of Laos. "100%. Two gun positions silenced. Passed through RP-5 on egress." It was his 24th combat mission.

Jake Shuler 24 Dec 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

25-Dec-67

2772

"Christmas day was celebrated with many 354 TFS flights [from the 355 TFW, Takhli] striking targets in Laos. Laos was not included in the one-day truce that covered North and South Vietnam."

At the 388 TFW, Korat, the 44 TFS Wild Weasel crew of Capt Robert E. Dorrrough, Jr. and his EWO Maj Clarence S. "Bud" Summers flew a combat mission into Laos. "Monday - Merry Christmas to Ho Chi. Hit his supply route in early A.M. in Laos. Our flight carried 24 x 750-pound bombs. Sure lit up the sky. Unfortunately this was a non-counter."

Another pilot from Korat, Capt Earl J. Henderson, 469 TFS, also flew a non-counting mission into Laos.

"Merry Christmas!

"Flew non-counter in far southern Laos. Took off at 3:00 AM. Still very dark when we landed. Combat Skyspot mission. Bombs lit up sky."

Jacob C. Shuler

F-105 History

"Pancho" flight from the 34 TFS at Korat launched at 10:05 on a two-hour non-counting mission against a target at location 15-51N and 106-47E. Their lineup was:

- #1 - Maj David C. Dickson, Jr. flying F-105D 59-1759
- #2 - Capt Irving E. LeVine flying 60-0435
- #3 - Maj Clyde L. Falls, Jr. flying 60-0425
- #4 - Capt Jacob C. Shuler flying 61-0132 on his first non-counting combat mission. He had 35 counters to date.

"The reason this was a non-counter was that we were not allowed to bomb NVN on Christmas Day. I believe this was my first and only time working with a Covey FAC, in this case Covey 239 flying an O-2A Covey FACs with 2xx call signs flew primarily in Zone 2 of southern Laos designated 'Tigerhound'. We made contact on UHF frequency 338.8 after flying towards coordinates 15-50.5N and 106-46E. After making visual contact, Dave (Dickson) started a counterclockwise orbit around Covey 239 who was well below us. He explained that our target was a camouflaged 37MM gun emplacement that had been giving him fits. He fired a white phosphorus rocket then called the target's location relative to the white smoke. Dave dropped his bombs (I'm pretty sure we were carrying 500 pounders) and Covey 239 called the target relative to the bomb impact. Successively, Irv (LeVine) and Clyde (Falls) dropped their bombs and after each drop Covey 239 called the relative location of the target to the bomb impact points. So, by the time I rolled in I had a pretty good idea of where the target was, the advantage of being #4 in the formation. Well I was fortunate enough to get a direct hit, probably the only reason I remember this mission in such detail. I'm sure I would have gotten a lot of ribbing if I hadn't come closer than the other three." (Jake Shuler's combat mission spreadsheet & e-mail 11 Jan 2011)

The 34th also launched the five-ship "Gator" flight into Laos. The flight took off at 11:45 and returned after flying for 2 hours 15 minutes. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4387
- #2 - Maj Wintford L. Bazzell, 469 TFS
- #3 - Capt Douglas A. Beyer
- #4 - Capt Vernon D. Ellis
- #5 - Capt Edward L. Jones

This was the first non-counting combat mission that Maj Armstrong had flown since his arrival at Korat in October. "Christmas present. Even though there was a 24-hour truce in effect, we launched a number of strikes against infiltration routes in Laos. We had a 5th man as he was originally in another flight and had to change aircraft. Our target was in Laos, about the same latitude as Hue, South Vietnam, and about 5 miles inside Laos. The weather was supposed to be overcast there so we were set up for a Combat Sky Spot. We dropped via Sky Spot but as we released we looked down and saw our bombs hit very close to the target." (Maj Sam Armstrong's 100-mission combat log.)

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 3" against a road segment in southern Laos. "100%. Two road cuts. One possible secondary." It was his 25th combat mission.

355 TFW history, Oct 67 - Mar 68, USAF microfilm NO463, frame 1573 & Bob Dorrough's combat diary & Earl Henderson, combat diary & Rufus Dye Mission History log.

26-Dec-67

5853

"Locust" flight from the 34 TFS, 388 TFW, attacked targets at Quang Khe in RP-1 at location 17-43N and 106-26E north east of Dong Hoi. The flight took off at 13:50 for a TOT of 15:38. Their mission lasted 2.5 hours. Their lineup was:

- #1 - Maj William M. Blakeslee flying F-105D 60-0530
- #2 - Capt Jacob C. Shuler flying 61-0092 on his 36th counter
- #3 - Capt Carl William Lasiter flying 58-1157
- #4 - Maj Donald W. Hodge flying 60-0428

Jacob C. Shuler

F-105 History

The flight encountered three firing AA gun sites.

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 52nd combat mission into North Vietnam. His target was the Ron Ferry complex near Dong Hoi in RP-1.

On his 26th mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 2" against gun bunkers in RP-1. "100%. Two bunkers destroyed."

Capt Earl J. Henderson, 469 TFS, 388 TFW, also hit a target in RP-1. It was his 55th combat mission into North Vietnam.

"Target: Truck park in pack I.

"Armament: 6x750

"Combat Skyspot mission. After drop, we looked for moving equipment on road. Nothing. Came home."

Jake Shuler's combat mission spreadsheet & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 26 Dec 67 & Earl Henderson, combat diary & Rufus Dye Mission History log.

27-Dec-67

5854

"Simmer" flight from the 34 TFS, 388 TFW, attacked barges at the Ron Ferry complex near Dong Hoi in RP-1 at location 17-37N and 106-17E. The flight took off at 06:40 and their mission lasted 2.3 hours. Their lineup was:

- #1 - Maj William M. Blakeslee flying F-105D 60-0464
 - #2 - Capt Jacob C. Shuler flying 60-0152 on his 37th counter
 - #3 - Maj David C. Dickson, Jr. flying 60-0505 on his 53rd counter
 - #4 - Maj Donald W. Hodge flying 61-0220
- Spare: Lt Col James B. Ross in 58-1157

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against a truck park in RP-1. "100%. Numerous road cuts. One large secondary. Two trucks. Moderate 37/57 mm." It was his 27th combat mission.

Jake Shuler's combat mission spreadsheet & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 27 Dec 67 & Rufus Dye Mission History log.

29-Dec-67

5855

"Crossbow" flight from the 34 TFS, 388 TFW, at Korat launched at 07:30 on a two-hour mission against a target at 19-36N and 103-40E, near Dong Hoi in RP-1. Their lineup was:

- #1 - Maj David C. Dickson, Jr. flying F-105D 62-4361 on his 55th combat mission
- #2 - Capt Jacob C. Shuler flying 60-0152 on his 38th combat mission.
- #3 - Maj Clyde L. Falls, Jr. flying 60-0530
- #4 - Capt Irving E. LeVine flying 61-0072

In reading his mission card many years later, Jake Shuler commented, "On this mission, according to the Mission Data Card, our assigned target was just east of Ban Ban in northern Laos, coordinates 19-36N and 103-40E. Other notations indicate that we may have been diverted to a target at coordinates 16-53N and 106-01-30E, 113 degrees, 90 NM from Channel 89. This target is about 60 NM southwest of Dong Hoi in southern Laos."

Jake Shuler's combat mission card and e-mail 11 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 29 Dec 67.

30-Dec-67

6717

The four pilots in "Rainbow" flight from the 34 TFS took off at 06:15 and refueled with Blue Anchor 15. Their lineup was:

Jacob C. Shuler

F-105 History

- #1 - Col James L. Stewart, 388 TFW Assistant DO, flying F-105D 60-0449
- #2 - Capt Jacob C. Shuler flying 60-0435
- #3 - Lt Col Robert W. Smith, 34 TFS commander, flying 62-4270
- #4 - Capt Hugh W. Davis flying 60-0530

It was Capt Shuler's 39th mission. "This was a Combat Sky Spot mission flown to target coordinates 17-22N and 106-13E, the Ho Chi Minh Trail in southern Laos, about 50 NM due west of Dong Hoi."

Jake Shuler 30 Dec 67 mission card and e-mail 11 Jan 2011.

01-Jan-68

6178

Capt Earl J. Henderson, 469 TFS, 388 TFW, flew a non-counter into Laos.

"Took off at 3:00 AM. Combat Skyspot mission."

Pilots from the 34 TFS also flew a non-counter into Laos. "Pistol" flight took off at 02:20 for a TOT of 03:00. They post-strike refueled from Blue Anchor 20. The flight lineup was:

- #1 - Capt Vernon D. Ellis flying F-105D 58-1150
- #2 - Capt Jacob C. Shuler flying 61-0162
- #3 - Capt Hugh W. Davis flying 58-1172
- #4 - Capt Irving E. LeVine flying 60-0436.

Jake Shuler recalled, "As with Christmas Day, we were not allowed to bomb NVN on New Year's Day. According to the Mission Data Card, we attacked targets at coordinates 16-42N and 106-13E, which is in the vicinity of inactive Tchepone airfield in southern Laos, about 70 NM southwest of Dong Hoi."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 3" against a road segment in the Steel Tiger region of Laos. "100%. Road cut." It was his 29th combat mission.

Earl Henderson, combat diary & Jake Shuler mission card and e-mail 11 Jan 2011. Rufus Dye Mission History log

02-Jan-68

6718

Two F-105 pilots from the 388 TFW formed "Plymouth" flight that took off at 14:50 for a 15:50 TOT. There was no inflight refueling. The lineup was:

- #1 - Maj James R. Bassett from the 44 TFS
- #2 - Capt Jacob C. Shuler from the 34 TFS flying F-105D 62-4242 on his 40th combat mission.

"This mission was originally scheduled to be a four ship formation, call sign Rambler, with Bob Crane as lead and Hugh Davis as two. The Mission Data Card indicates that it was changed to a two-ship formation, call sign Plymouth ..."

The flight's primary target was in RP-1. Its secondary target was in southern Laos (SL), while its tertiary target was in northern Laos (BR).

Under 7th Air Force Special Order G-1017, dated 3 April 68, Capt Shuler was awarded an Air Medal (1st - 3rd OLC) for the period 28 Oct 67 to 2 Jan 68.

Jake Shuler mission card and e-mail 11 Jan 2011.

03-Jan-68

2229

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

Jacob C. Shuler

F-105 History

"Beginning in January 1968, MiG pilots were less prone to flee toward China. Instead, they became more aggressive and frequently returned for a second pass against American strike aircraft. The number of their kills increased and the MiG threat became more significant. U.S. forces therefore scheduled more MIGCAP missions and, at the same time, reduced the size of strike forces to provide better force protection." (Aces)

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

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

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

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

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

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

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

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

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

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

In his memoirs, Lt Gen Armstrong described this mission in more detail. "The next morning, 3 January, was barely clear enough over Pack VIA for Saigon to order us to go primary target which was the Kinh No railroad yard 6 miles North of Hanoi. This time I was flying #2 in the CBU flight. We flew the land route and were going to be making a

Jacob C. Shuler

F-105 History

right hand roll-in so my flight was north of the lead flight and I was on my lead's right wing looking to the north for MiGs. There were several MiG calls so we accelerated and raced them to the SA-2 ring as was our normal tactic hoping that the MiGs would break off short of the SA-2 ring for their own safety. Much to our surprise, they held the SA-2's and flak down this day and let the MiGs follow us right up to roll-in. A MiG-17 pulled up on my right side and fired a missile at Pistol #3. Simmer lead, Lt. Col. Red Evans [Lt Col Robert A. Evans, the 44 TFS commander], spotted the missile launch and called: 'Simmer #3 break right!' Obviously Pistol #3 didn't do anything. The next call from Red was: 'It's okay, he missed you'. Since this all took place on my blind side the first thing I saw was our #4 man, Billy Givens, roll over the top of us. He said he took a shot at the MiG but he certainly didn't hit him.

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

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

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

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

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

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

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

05-Jan-68

3840

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

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

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

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

Jacob C. Shuler

F-105 History

Hand flight. (Jake Shuler's mission data card.)

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

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

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

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

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

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

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

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

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

- #1 - Maj Robert F. Grubb from the 469 TFS flying F-105D 60-0464

Jacob C. Shuler

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- #2 - Maj David D. Igelman from the 34 TFS flying 61-0206
- #3 - Capt William E. Jones from the 469 TFS flying 61-0068
- #4 - Capt Jacob C. Shuler from the 34 TFS flying 60-0511 on his 42nd mission.

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

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

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

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

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

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

"Bob and Dave were ahead of Bill but got a visual on him after making a 360-degree turn ending up behind him. I do recall Bill's transmission indicating that he had locked the slab but had lost oil pressure. Very shortly thereafter Bob was telling Bill to 'get out'. By this time I had turned back to the right and, although I did not see the ejection, I immediately heard his beeper and picked him up in his chute. Moments later I saw the fireball when his aircraft impacted the ground. The time between Bill calling being hit and his ejection was a blur to me then and is certainly not clear in my memory now. Assuming Bill averaged a groundspeed of 550 KTS and traveled 16 NMs, the elapsed time would have been approximately 1 minute 40 seconds. As Sam Armstrong mentioned in his combat log, Bill flew the aircraft on slab lock for about 30 seconds, so he was apparently nursing the aircraft for just over a minute before engaging the slab lock configuration.

"I began circling Bill at a safe distance so as not to draw AAA in his vicinity. Due to that distance, I could not tell what kind of shape he was in. Bob tried several times to raise him on his survival radio without success. On one circle going through a northwest direction, I picked up two aircraft approaching almost head on. I leveled my wings in preparation for a head-on attack and was greatly relieved to find that they were two Thuds and not MiGs. I think [they

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were] an Iron Hand element. Eventually, I rejoined with Bob and Dave and we remained in the area for about 15 minutes then went to the tanker to top off and wait for a possible rescue effort, which, regrettably never materialized.

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

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

05-Jan-68

F-105D 610068 469 TFS 388 TFW Korat Hit by 85-mm AAA while attacking Kep Airfield (JCS 9.1). Crashed in RP-6B, North Vietnam. 21-12N 106-28E Capt William Eugene Jones 469 TFS pilot ejected and was KIA. Call sign: "Crossbow 03". The lineup of Crossbow flight was:

- #1 - Maj Robert F. Grubb from the 469 TFS flying F-105D 60-0464
- #2 - Maj David D. Igelman from the 34 TFS flying 61-0206
- #3 - Capt William E. Jones from the 469 TFS
- #4 - Capt Jacob C. Shuler from the 34 TFS flying 60-0511

The flight left Korat at 05:51 and Capt Jones was hit over the target at 07:50.

"The following is extracted from the statement of Major David D. Igleman, Crossbow 02: ' ... Downed member was hit by AAA at 0048Z in the vicinity of Kep AF. I last saw him in the vicinity of 21-12N and 106-28E. I did see him eject. I did see man-seat separation. I did see a good chute. I did hear a beeper. Weather in the area where member is down was clear, 7 miles viz. Type of terrain is hilly and sparsely populated in the hills, heavy in the valley just to the east. As we were pulling off the tgt, Crossbow 3 called that he was hit. Crossbow 1 told him he had the lead, and Crossbow 1 & 2 made a 360-degree turn to pick up 3. 3 said he was at 15M' and had engaged the slab lock system. As we approached him from the rear, his nose started down. Crossbow 1 called 3 to get his nose up. The aircraft continued nosing over until a vertical spiral was entered. As the aircraft descended, Crossbow 1 called 3 to get out. He called four times, and finally 3 ejected. A good chute and beeper were observed. The beeper continued, and voice contact was attempted by Crossbow 1. No contact. After approximately 15 minutes of orbiting 3's position, we egressed because of bingo fuel.' After the departure of Crossbow flight, another flight, call sign unknown, attempted to make contact with Capt Jones, with negative results." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 4-004).

"Good chute/beeper, MIA." (388 TFW History)

"CROSSBOW 3 was hit by 37/57mm fire while pulling off a run against Kep Airfield in RP-VIA. The aircraft nosed over and the pilot ejected. A good chute was sighted and a strong beeper was heard but voice contact could not be established with the downed pilot. SAR was unsuccessful due to the hostile environment of the down location." (7th AF WAIS)

Capt Jones was born 21 June 1940 in Madison, Kansas. He entered the service from Ft. Worth, Texas. He was declared dead on 19 July 1976. His remains were returned from North Vietnam in 1985. His name appears on the Vietnam War Memorial Wall on panel 33E line 49.

388 TFW History, Jan - Mar 68, USAF microfilm NO584 & 7th Air Force Weekly Air Intelligence Summary (WAIS), 13 Jan 68, AFHRA IRIS # 1015490, pg 16.

10-Jan-68

4862

For the second day, a weather diversion sent "Gator" flight from the 34 TFS into Laos instead of North Vietnam. The flight took off at 15:10. Its lineup was:

- #1 - Lt Col James B. Ross
- #2 - Capt Douglas A. Beyer
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1172

Jacob C. Shuler

F-105 History

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

This was Maj Armstrong's 51st combat mission. "Again the primary target was cancelled due to weather and we wound up doing North Star. We went down into southern Laos outside of Mu Gia Pass and hit a karst and tumbled it down on the road. Cricket cleared us into Pack I to let #4 drop his tanks as they wouldn't feed. I had P-2 flight control system failure on way back and had to land straight-in." The mission lasted 2 hours five minutes.

Capt Jacob C. Shuler, also from the 34 TFS, flew F-105D 60-5381 on his 46th mission into NVN. It was his final combat mission before his reassignment to Hq 7th Air Force in Saigon. Prior to his Hq assignment, he went on an R&R between 12 - 18 January and returned to Korat.

Maj Armstrong's 100-mission combat log, pg 21 & Jake Shuler combat mission spreadsheet.

21-Jan-68

6566

Capt Jacob C. Shuler from the 34 TFS flew to Udorn on Korat's C-47 to retrieve a repaired F-105D that had landed there earlier. The pilot, Capt William A. Thomas, Jr., also from the 34th, had diverted to Udorn and had damaged the plane's bottom speed brake petal on landing.

Capt Shuler logged 1/2 hour for the ferry flight back to Korat. It was his last flight in an F-105.

"From 11 January until 27 January, I was scheduled to fly in the morning or afternoon strike force, but only if the primary target was to be struck. Otherwise, a newly arrived pilot would fly the secondary or tertiary target in my place. The weather for this period of time was bad each day and, except for a short maintenance flight on 21 January, I was not to fly the Thud again."

On 27 January 1968, he went on a two-week leave to the States. When he returned to Korat, he was reassigned to Hq 7th Air Force in Saigon.

Jake Shuler combat mission spreadsheet and e-mail 11 Jan 2011.

27-Jan-68

6719

Capt Jacob C. Shuler from the 34 TFS departed Korat to the U.S. for two weeks of leave before reporting to his assignment at 7th Air Force in Saigon.

"On 27 January 1968, I boarded a Charleston AFB C-141 that was scheduled to fly to Elmendorf AFB then to Charleston AFB. ... Due to below minimums weather at Elmendorf, we diverted to Eielson AFB, Fairbanks, AK. As we taxied in we were advised that the chill factor was -65 degrees below zero, and me with only a tropical flight suit and light flight jacket. Thankfully, the ground crew brought us fur parkas for the short, quick sprint from the aircraft to the crew bus. Also, it was comforting to find that all essential facilities, quarters and Officers Club, were joined by heated corridors. I'm pretty sure we arrived at Eielson the evening of 27 January.

"... We boarded the plane around noon or early afternoon, 28 January, and, as I recall, flew directly to Charleston AFB. In route we learned of the start of the Tet Offensive, but had no idea of what the near term ramifications would be.

"I cannot verbalize the joyous feelings I had arriving that evening, 28 January, and how incredibly awesome to be met by my wife and six month old son. That night we stayed at Happy's sister's apartment (Judy was teaching at Chicora High School). The next day, 29 January, on the way to Happy's parent's home in Calhoun County, I stopped by Base Operations to check on flights back to SEA and was advised that all flights to SEA had 'passenger prohibited cargo' and that, even though I was rated, I was considered a 'passenger'. We went on home but I kept in constant contact with Base Ops, calling several times a day."

Jake Shuler e-mail 11 Jan 2011.

10-Feb-68

6720

Jacob C. Shuler

F-105 History

Capt Jacob C. Shuler from the 34 TFS returned to Korat after two weeks leave in the States.

After "... 12 days, I returned to Charleston AFB from Happy's parent's home; flew to McGuire AFB, NJ where I was told that my chances of getting a flight might be better; returned to Charleston AFB where I boarded a Government Contract flight, Boeing 727, to Yokota Air Base, Japan, via Elmendorf AFB, AK; then another Government Contract flight to Tan Son Nhut AB, SVN via Clark AB, PI.

"I arrived at Tan Son Nhut AB on the afternoon of 10 January and checked with Base Operations for flights to Korat -- there were none scheduled. Reluctantly, I went to a vacant barracks as directed and checked out a cot mattress, no pillow or linens, and put it down next to about twenty others. Thoughts were racing through my head: Could I call Korat and just stay at Tan Son Nhut and report in to my new duty station on the 12th? If so, how would I get my stuff down from Korat? Would I be court martialed if I didn't make it back to Korat on the 11th? Etc., etc.

"I then went to the Officers Club to grab a bite to eat. While sharing 'woes' with several others, I spotted a Korat Thud pilot, I think with the 469th, and asked him 'what the hell he was doing at Tan Son Nhut?' He said he was with some 388th TFW staff guys to brief General Momyer. So I then asked him 'how the hell did he get here?'; he replied 'on the Korat C-47.' Further, he told me it was on the ramp so I immediately checked in my mattress and raced, on foot, to Base Operations and told them that I would be a passenger on the flight back to Korat. The sergeant informed me that I could be on the flight but that the destination was Bangkok, not Korat. Well, at least I would be in the same country. I went to the plane and went to sleep. About an hour later I was awakened by the starting engines.

"Upon arrived at the Bangkok Airport in the early morning hour of 11 February I checked and was assured that a C-130 would be leaving around 10:00 am for Korat. I got transport to the Chao Pia Hotel arriving around 3:30 am, where I found that there were no vacancies. Pleading with the desk clerk, he finally revealed that one of the VIP suites was vacant. I told him that I would sleep on the floor, would use only one towel, would not use any soap as I had my own, would not partake of any booze, and would clean up after myself. Seeing how bedraggled I was, and I'm sure not wanting me to take a sponge bath in the rest room and sleep in the lobby, he gave me the key and, graciously gave me permission to sleep in the bed. There was no doubt how grateful I was -- think I tipped him five bucks. After a quick shower, I hit the sack about 4:00 AM to be awakened around 7:30 AM as I recall -- best three and a half hours of sleep I had had in a long time.

"Transport to the Bangkok Airport and the ride to Korat AB was uneventful. Reporting in at the squadron upon arrival, I felt like Phileas Fogg (David Niven) after his trip around the world in 80 days. Don't think I was quite as cool as he was, however.

"The next day, I boarded another C-130 and flew to Tan Son Nhut AB, SVN, to serve as a Mission Launch Control Officer then Special Projects Officer until 20 September 1968."

Jake Shuler, e-mails 17 May 2010 and 11 Jan 2011.

12-Feb-68

6721

Capt Jacob C. Shuler, having flown 48 F-105 combat missions while assigned to the 34 TFS, reported in to his new assignment at Hq 7th Air Force, Tan Son Nhut AB, Saigon, South Vietnam. He was assigned to the Command and Control Division (DOCC). He remained at Tan Son Nhut until his one year SEA tour was completed on 20 September 1968.

On 17 March 1968, his older brother Buck Shuler arrived at Cam Rahn Bay AB, South Vietnam, where he flew his first F-4C combat mission five days later. By Jake taking a headquarters staff job while his brother flew combat, they satisfied their mother's wish to not have both her sons flying combat at the same time.

However, as Jake recalled, the capitol city of South Vietnam was a dangerous place. "I picked Buck up when he flew into Tan Son Nhut on 16th of March and took [him] to 7th HQ then to my apartment just off base. Before leaving for the apartment, I checked out an M-16 and a 38 revolver for each of us. As we approached the base gate, we could see some ongoing close air support just outside the perimeter of the base. ... The Tet offensive [had] started 28 Jan. That night, we went up on the apartment roof and looked at all the flares around the base and sporadic tracers across the

Jacob C. Shuler

F-105 History

night sky. His advice to me was 'Don't tell Mom'".

After he left Vietnam on 20 September 1968, Jake Shuler flew C-141s and left the active Air Force on 19 October 1970. He served in the Reserves and retired as a Lt Col on 1 June 1992.

Buck Shuler remained in the Air Force, attaining the rank of Lt General. He retired on 1 June 1991.

Jake Shuler, e-mails 17 May 2010 and 11 Jan 2011 & Biographical Sketch of Lt Gen Buck Shuler, USAF Biography.