

# Dewey Lee Smith

## F-105 History

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06-Jan-67

229

The seventh F-105 RTU Class 67ER graduated at McConnell AFB KS. The class started on 22 August 1966 with 16 pilots. It was named "The Orphans" since it was assigned to three different fighter squadrons in the 23 TFW. It consisted of 1 Lt Col, 6 Majors, and 9 Captains. The class deployed 16 F-105s for conventional weapons delivery training to George AFB CA between 2 - 17 December 1966 with the 563 TFS, which had been reformed on 3 November 1966. The squadron commander was Lt Col Joe Pickett. The class completed required training on 16 December 66 but delayed graduation until 6 January 1967 due to the holidays.

The class pilots and their SEA squadron assignments were:

Lt Col Obadiah A. Dugan - 357 TFS  
Maj Donald F. Fryauf - 34 TFS  
Maj Wray C. Lasswell - 13 TFS  
Maj Albert J. Lenski - 333 TFS  
Maj James N. McClelland - 34 TFS  
Maj Dewey Lee Smith - 34 TFS  
Maj John R. Whaley - 34 TFS  
Capt James E. Chambers - 421 TFS  
Capt David H. Coats - 13 TFS  
Capt Tony A. Cox - ?  
Capt David W. Forgan - 34 TFS via Ryan's Raider training at Yokota  
Capt Jackie E. Moothart - 13 TFS  
Capt David L. Nichols - 357 TFS  
Capt Robert B. Piper - 421 TFS  
Capt Robert Allan Stewart - 34 TFS via Ryan's Raider training at Yokota  
Capt Thomas T. Walker - 34 TFS via Ryan's Raider training at Yokota

*23 TFW History, Jul - Dec 66, USAF microfilm MO554.*

10-Mar-67

880

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

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

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

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

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

- #1 - Maj John M. Rowan, 469th Operations Officer
- #2 - Maj Ray H. Bryant, 469th Assistant Ops Officer
- #3 - Lt Col Gordon Albert "Swede" Larson, 469th commander
- #4 - Maj Roy S. Dickey flying his 48th mission into NVN.

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

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

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

### "Chevrolet"

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

### "Possum"

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

Maj Smith received the Distinguished Flying Cross "... for extraordinary achievement while participating in aerial flight as an F-105 Pilot near Thai Nguyen, North Vietnam on 10 March 1967. On that date, Major Smith pressed an attack through an extremely intense and deadly anti-aircraft artillery barrage to strike his target with unerring accuracy. His actions exemplify the very highest standards of bravery and professional ability. The professional competence, aerial skill, and devotion to duty displayed by Major Smith reflect great credit upon himself and the United States Air Force." (General Orders: Headquarters, Pacific Air Forces, Special Orders G-768 (1967) on line at <http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=24750>.)

### "Random"

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

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

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

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

On the day he flew as Korat's mission commander, Lt Col Joseph C. Austin assumed command of the 34 TFS replacing Lt Col Richard M. Heyman, Jr. Austin, "Chevrolet 1", "... led the force with a flak suppression flight being first on target. Ingress to target was conducted in defensive box formation at 16,000 feet. Low ceilings prevailed over the entire route, breaking up short of the target area. Preselected flak sites were struck by the CBU flight and strike flights struck assigned targets within the complex. Heavy 37/57-mm fire was encountered as strike aircraft initiated their roll-in and the flak suppression flight dropped a portion directly on the target complex, thus silencing many of the gun emplacements. Bomb damage was extensive, ... although a blast furnace area escaped damage completely. As aircraft egressed the target area, they encountered moderate to heavy 85-mm fire within five miles of the target. This barrage necessitated continuous jinking to slip through the barrage." (388 TFW history)

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

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

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

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

A 388 TFW OPREP 3 described this MiG encounter in more detail. "Random 1 - 4 was on egress route heading 270,

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location 21-55/104-55, altitude 20,000, speed 500 knots, time 0753Z. Flight observed a MiG-21 approaching them from 6 o'clock position heading 270, altitude 18,000 ft. When MiG-21 was approximately 5 miles away, he fired a missile at the flight. Missile appeared to have a white streamer trailing behind it. Flight took evasive tactics by turning approximately 45 degrees, climbing toward the sun. Flight observed missile to approach about 2 miles behind flight, then began to lose momentum and arch toward the ground. Missile impact not observed. MiG did not pursue attack and broke away after missile launch. Flight then continued on egress route." (388 TFW OPREP 3, TWX 101139Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

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

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

### 14-May-67

1481

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

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

- Crab 1 - Maj Robert J. Lines
- Crab 2 - Maj Glen R. Wilson flying F-105D 60-0421.
- Crab 3 - Major Marlin R. Blake flying his 93rd combat mission.
- Crab 4 - Capt Charles F. "Fred" Wilhelm

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

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

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

Maj Clarence H. "Klu" Hoggard from the 44 TFS flew F-105D 60-0434 as number 2 in a flight of four F-105s striking the facility. "SA-2 missiles were launched and heavy antiaircraft fire on the attack. Credited with several buildings burning when we departed the target area." He was awarded the Second Oak Leaf Cluster to the Distinguished Flying Cross for this mission. (Klu Hoggard, e-mail to Ron Thurlow, 22 Mar 2001).

Maj Dewey Lee Smith received the Silver Star for flying this mission. "The President of the United States of America ... takes pleasure in presenting the Silver Star to Major Dewey L. Smith ... United States Air Force, for gallantry in connection with military operations against an opposing armed force as a Tactical Fighter Pilot of the 34th Tactical Fighter Squadron, Korat Royal Thai Air Base, Thailand, in action over North Vietnam, on 14 May 1967. On that date, Major Smith was a member of a flight of F-105s assigned to destroy an extremely heavily defended barracks area. With complete disregard for his own personal safety he flew through intense and accurate anti-aircraft and missile fire to deliver his ordnance directly on target. By his gallantry and devotion to duty, Major Smith has reflected great credit upon himself and the United States Air Force." (General Orders: Headquarters, 7th Air Force, Special order G-994 (May 14, 1967)) on line at <http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=24750>.)

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

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

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

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

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

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

### 02-Jun-67

1492

"Pilots from the 388 TFW struck missile launchers, transporters and revetted areas 18 miles south of Dong Hoi and 16 miles south-southeast of that coastal city. Forward air controllers reported two secondary explosions and one large fire in the area 10 miles south of Dong Hoi. Eight launchers and 11 missile transporters were reported to be in the target area. Three revetments and trenches were destroyed in the locations, 16 miles south-southeast of Dong Hoi."

"Railroad yards and sidings, located on the country's main rail lines northeast of Hanoi were hit in four separate locations, 22 to 50 miles northeast of the capital by F-105s from Korat. Multiple rail cuts were reported in a raid by 388th pilots against the Bac Le complex, 50 miles northeast of Hanoi. The Kep railroad yard, 38 miles northeast of Hanoi was also hit."

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"The Distinguished Flying Cross was presented this week to Capt Richard A. Frederick 469 TFS by Maj Gen Jerry D. Page, 313 Air Division commander.

"Captain Frederick distinguished himself by participating in aerial flight as an F-105 pilot over North Vietnam on June 2, 1967. On that date Captain Frederick struck a major railroad yard in North Vietnam under intensive flak conditions. In spite of intensive fire, he positioned his aircraft perfectly throughout the steep, high-speed dive bomb run." (Sawadee Flyer, Nov 19, 1967, pg 2.)

Maj Dewey Lee Smith, 34 TFS, was awarded the DFC (2nd OLC) for flying this mission. "The President of the United States of America,... takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Distinguished Flying Cross with Combat 'V' to Major Dewey Lee Smith ..., United States Air Force, for heroism while participating in aerial flight as an F-105 Pilot over North Vietnam on 2 June 1967. On that date, Major Smith attacked a highly defended railroad marshalling yard. Disregarding his own personal safety, Major Smith led his force directly to the target and delivered his ordnance under withering fire from hostile forces. The outstanding heroism and selfless devotion to duty displayed by Major Smith reflect great credit upon himself and the United States Air Force." (General Orders: Headquarters, 7th Air Force, Special Orders No. G-1214 (1967) on line at <http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=24750>.)

Maj Robert B. Bennett and Maj Francis D. "Don" Leonard, Jr. from the 13 TFS were awarded Distinguished Flying Crosses for extraordinary achievement for a mission they flew on this day. (7th AF Special Order G-1730 dated 15 October 1967.)

For his 100th combat mission, Maj Marlin R. Blake from the 13 TFS led Capt Kenneth J. Gurry on a mission in RP-1. Each of their F-105Ds carried six 750-pound bombs and two LAU-3 rocket pods.

"Refueled. Went to RP-1 and hit largest SAM site in DMZ. 100% ordnance within 100 meters of impact area. No BDA. Post strike refueled. Joined with Col Nelson (Lt Col Alan G. Nelson, 34 TFS commander) for flyby. Two passes and pitch up. #1 show and reception."

During his combat tour, Maj Blake was awarded three Silver Stars and two Distinguished Flying Crosses. Maj Blake was next assigned to Hq USAF at the Pentagon managing Air Force general purpose force programs.

*388 TFW history, Apr - Dec 67, USAF microfilm NO 583 frame 1494 & 100 Mission Log of Maj. Marlin R. Blake and his biography in River Rats Album, Vol 1.*

### 02-Jun-67

F-105D 610190 34 TFS 388 TFW Korat Hit by 85-mm AAA prior to rolling in on the Kep RR yard (NE). Crashed in RP-6A, North Vietnam. 21-26N 106-19E Maj Dewey Lee Smith. 34 TFS pilot ejected. POW. Released 4 Mar 73. Call sign: "Flapper 04". "An F-105 was hit by ground fire at sixteen thousand feet just before diving on a railyard near Kep." (Hanoi & Back)

"Flapper 1 - 4 ingressed to target 1270 (Kep RR Yard) at 16M, heading 290, 520 knots about 5-second spacing prior to roll in at 0832Z. Nr 4 called he was hit. Nr 3 then proceeded to jettison his 6 X 117 and followed nr 4. Nr 3 saw nr 4 spraying fuel. Nr 4 began to climb into a turn on to heading 135. Nr 2 observed flames coming out of tail pipe of nr 4's aircraft. About 10 seconds after nr 4 called he was hit, he called he was going to bail out. About 0833Z, nr 4 bailed out at 17M heading 135. Nr 2 was only one who observed nr 4 bail out. No chute, seat separation or beeper were seen or heard. ... Tempest flight [from] Ubon saw a fireball. Nr 2 called Red Crown on Channel 15 at 0836Z. Nr 3 called called Ethan Allen at 0839. No SAR launched due to hostile environment. Flight estimates nr 4 down in vicinity 21-26/106-19. Flight had 6 operational QRC-160 pods. Weather over target [was] overcast with bottoms 18 - 24M. Visibility clear to 39 NM." (388 TFW TWX 02120Z Jun 67 OPREP-3/PINNACLE/025 in PACAF DO Read File for 1 - 2 Jun 67, AFHRA Call # K717.312, IRIS # 00518477.)

Major Dewey L. Smith from Louisville, KY flew as Flapper 04 in a flight of four on a strike mission to the Kep RR Yard, NE, in North Vietnam. Other members in the flight were Maj Clarence Kough, Jr., Maj Donald F. Fryauf, and

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Capt Jackie R. Youngblood. The flight took off from Korat at 13:32 and Flapper 4 was shot down at 15:32.

"On ingress to the target, the flight encountered heavy antiaircraft fire. Just prior to roll in, Flapper 4 (Maj Smith) called that he was hit and was turning out. Flapper 2 and 3 followed him. Number 4's aircraft was streaming fuel. Flapper 4 then called that he was bailing out. Flapper 2 saw the canopy on Flapper 4's aircraft jettison at 18 to 19,000. At that time, Flapper 2 went into a cloud layer. When he emerged, he could not see the Number 4 aircraft. A chute was not observed nor a beeper signal heard. The area where Maj Smith went down was heavily populated. The nearest city was Ga Pho. SAR could not be conducted due to location." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-087, , AFHRA Call # K717.6031-3, IRIS # 1028640.)

"FLAPPER 4 was ingressing to the Kep Railroad Yard when he was hit by 85-mm fire. The aircraft began spraying fuel and flames were observed coming from the tail section. The pilot was observed to bail out; however, no chute, seat separation, or beeper were seen or heard. A large fireball was later sighted on the ground which was probably the impact of the aircraft. No SAR was launched due to the hostile environment." (7th AF Intel Summary)

*U.S. Navy CNA Loss/Damage Data Base & "To Hanoi and Back", pg 74 & 7th Air Force Weekly Air Intelligence Summary (WAIS) 02 June - 08 June 67, pg 24, IRIS # 1015462, AFHRA Call # K740.3072.*

### 04-Mar-73

371

On this Sunday, the third group of U.S. POWs was released from Hanoi under "Operation Homecoming". This group of 106 men included 37 F-105 pilots and EWOs shot down between 1 August 1966 (Capt Kenneth Walter North) and 17 July 1967 (Maj H. C. Copeland).

Col Leo K. Thorsness was in this group. He had been shot down and captured during an F-105F Wild Weasel mission on 30 April 1967. He had been a member of the 357 TFS. On 15 October 1973, he was awarded the Medal of Honor for a mission he had flown on 19 April 1967.

Capt Robert Archie Abbott was one of the POWs released this day. He had been shot down on 30 April 1967 on the same mission as Col Thorsness.

Capt John C. Blevins, from the 357 TFS shot down on 9 September 1966, was released in today's group.

Another POW released today was Maj Dewey W. Waddell from the 354 TFS who was shot down on 5 July 1967,

Also released was 1Lt Michael L. Brazelton from the 357th who was shot down on 7 August 1966. "Captain Brazelton's message: 'After spending six and a half years as a prisoner of war in North Vietnam, it is an understatement to say that 'It's good to be home.' The experience that I and my compatriots underwent was, without a doubt, a filthy, frustrating, boring, monotonous, heart-breaking, uncomfortable, and (many times) painful existence.

"The extraordinary praise that has been directed at us since our return is, we feel, undeserved. It seemed obvious that we should have conducted ourselves as we did while prisoners. As military officers and men we did nothing more than what was our duty.

"The tremendous and enthusiastic reception that was part of home-coming has made me super-proud that I am an American. After looking at the face of the enemy for a considerable period of time, there is no doubt in my mind that the United States is the paragon of freedom regardless of imperfections that may exist.

"Those of us who were prisoners during this conflict have as much esteem and respect for our countrymen who supported their POWs as Americans seem to have for us. That support and devotion greatly helped our morale and physical well-being. Without it, many of us would not have returned with the good health, both physical and mental, that we did. And, perhaps, some might not have returned at all.

"When I try to think of the most profound statement possible with which I can express my thoughts, all I can say is: 'It's

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good to be home!" " (<http://www.pownetwork.org/bios/b/b050.htm>)

Lt Col Gordon Albert "Swede" Larson was another F-105 pilot released on 4 March 1973. As the commander of the 469 TFS, he had been shot down on 5 May 1967.

Maj Cowan Glenn Nix was also released on this day. He had been shot down on 1 October 1966 while flying with the 421 TFS.

Maj Dewey Lee Smith was released this day. He had been shot down on 2 June 1967 while flying with the 34 TFS.

Capt Arthur T. "Ted" Ballard, Jr. was released today. He had been shot down as a member of the 13 TFS on 26 September 1966. He retired from the Air Force on 31 July 1975.

Also released was Maj James H. Kasler who had been shot down and captured on 8 August 1966. During his captivity, he was severely and frequently tortured by the North Vietnamese. For his resisting torture and thwarting his captors' attempts at uncovering the leaders of POW resistance, he was awarded the third of the three Air Force Crosses he received during the Vietnam war. "The President of the United States of America, authorized by Title 10, Section 8742, United States Code, takes pleasure in presenting a Second Bronze Oak Leaf Cluster in lieu of a Third Award of the Air Force Cross to Lieutenant Colonel James Helms Kasler (AFSN: O-2221728/24551A), United States Air Force, for extraordinary heroism in military operations against an opposing armed force while a Prisoner of War in North Vietnam from June 1968 through July 1968. During this period, Colonel Kasler accomplished an amazing feat of resistance against the North Vietnamese when they attempted to force him to meet a visiting delegation and appear before television and news cameras. Through personal fortitude and absolute heroism, he completely withstood the most brutal of Vietnamese tortures and caused his captors extreme embarrassment in their failure to gain useful propaganda statements. Through extraordinary heroism, staunch display of courage, and willpower in the face of the enemy, Colonel Kasler reflected the highest credit on himself and the United States Air Force."

Kasler also received the Silver Star and Legion of Merit during the period of his captivity. "The President of the United States of America, authorized by Act of Congress July 9, 1918 (amended by an act of July 25, 1963), takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Silver Star to Colonel James Helms Kasler (AFSN: O-2221728/24551A), United States Air Force, for gallantry in connection with military operations against an opposing armed force as a Prisoner of War in North Vietnam. During the period 15 August 1967 to 20 September 1967, the North Vietnamese were conducting a savage purge throughout the prison camp in which Colonel Kasler was interned, to determine the identity of the leaders of the resistance against them and their camp policies. Colonel Kasler was called out on trumped up charges, had his hands clamped behind his back for 32 days and put through the dreaded rope torture. Colonel Kasler, although very seriously wounded, resisted the Vietnamese through extraordinary willpower and gallantry in a manner which reflected great credit on himself and the United States Air Force."

"The President of the United States of America, authorized by Act of Congress, 20 July 1942, takes pleasure in presenting the Legion of Merit to Colonel James Helms Kasler (AFSN: O-2221728/24551A), United States Air Force, for exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as a Prisoner of War in North Vietnam from August 1966 to October 1972. His ceaseless efforts, by a continuous showing of resistance to an enemy who ignored all international agreements on treatment of Prisoners of War, in the extremely adverse conditions of the communist prisons of North Vietnam, demonstrated his professional competence, unwavering devotion, and loyalty to his country. Despite the harsh treatment through his long years of incarceration, he continued to perform his duties in a clearly exceptional manner which reflected great credit upon himself and the United States Air Force."

Col Kasler retired from the Air Force on May 1, 1975. He died 24 April 2014 at age 87.

*"Honor Bound" by Stuart I. Rochester and Frederick Kiley, pg 584 & Air Force Magazine, "Valor In Three Wars", Nov 1986 & <http://www.militarytimes.com/citations-medals-awards/recipient.php?recipientid=3440>.*



# Dewey Lee Smith

## F-105 History

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09-Feb-15

7423

Hi,

"Wanted to let you know that Dad, Colonel (retired) Dewey Lee Smith headed west yesterday evening, 9 February, a little after 600 PM, CST. He died peacefully with his wife, Elaine and son, Russell at his bedside. It meant a lot to him that he got to reconnect with some of his squadron mates through this [34 TFS] website and at the 2005 reunion.

"Best wishes to all, Chip Smith."

"Dewey Smith was born in 1929 in Louisville, Kentucky. He was commissioned a 2d Lt in the U.S. Air Force through the Air Force ROTC program at Western Kentucky State College on January 22, 1953, and went on active duty beginning May 8, 1953.

"Lt Smith next completed pilot training and was awarded his pilot wings at Vance AFB, Oklahoma, in June 1954, followed by B-26 Invader transition training from June to July 1954.

"He then served as a C-46 Commando pilot with the 19th and then the 6461st Troop Carrier Squadrons, and as a Detachment Commander in South Korea from September 1954 to September 1955.

"Lt Smith served as an Adjutant with the 3550th Motor Vehicle Squadron at Moody AFB, Georgia, from November 1955 to July 1956, and then attended Instrument Pilot Instructor School at Moody from July to September 1956.

"His next assignment was as an instructor pilot with the 3550th Combat Crew Training Squadron at Moody AFB from October 1956 to February 1958, followed by service as a Flight Instructor Advisor and Academic Instructor with the 3565th Flying Training Squadron at James Connally AFB, Texas, from February 1958 to June 1961.

"Capt Smith attended the Missile Launch Officer Course at Lowry AFB, Colorado, from June to October 1961, and then Tactical Missile Launch Officer Combat Crew Training at Orlando AFB, Florida, from November 1961 to April 1962. His next assignment was as a Missile Launch Officer and Missile Combat Crew Commander with the 71st Tactical Missile Squadron at Bitburg AB, West Germany, from June 1962 to June 1963, followed by service as an Operations Officer, Assistant Chief of the Operations Plans Division, and then Chief of the Operations Plans Division with the 36th Combat Support Group at Bitburg AB from June 1963 to June 1966.

"Maj Smith next completed F-105 Thunderchief Combat Crew Training in December 1966 before serving as an F-105 pilot with the 34th Tactical Fighter Squadron at Korat Royal Thai AFB, Thailand, from February 1967 until he was forced to eject over North Vietnam and was taken as a Prisoner of War on June 2, 1967.

"After spending 2,103 days in captivity, Col Smith was released during Operation Homecoming on March 4, 1973. He was briefly hospitalized to recover from his injuries at Andrews AFB, Maryland, and then attended Air War College at Maxwell AFB, Alabama, from July to October 1973. His final assignment was as Special Assistant to the Commandant of Air War College from October 1973 until his retirement from the Air Force on February 1, 1974."

*Jack Phillips, e-mail, 10 Feb 15 & <http://www.veterantributes.org/TributeDetail.php?recordID=1432>.*