

James Lenzey Stewart

F-105 History

02-Oct-67

4361

Nineteen pilots graduated from F-105 Course number 111509E at Nellis AFB, Nevada. The pilots began training on 24 April 1967 and were assigned to Class 68-B in the 4526 CCTS under the 4520 CCTW.

Seven of the students had come from overseas bases and all received assignments to Korat or Takhli.

The pilots were:

Col James L. Stewart from Laughlin AFB, Texas. Assigned as the Assistant DO of the 388 TFW at Korat.

Lt Col James J. Butler, Jr. from Edwards AFB, California. Assigned to the 354 TFS at Takhli for his second F-105 combat tour.

Maj Byron E. Black from Hickam AFB, Hawaii. Assigned to the 333 TFS at Takhli. Completed 100 missions on 19 June 1968.

Maj Gerald C. Ehst from Kadena AFB, Okinawa. Assigned to the 354 TFS at Takhli.

Maj Bendel W. McDonald from Albrook AFB, Canal Zone. Assigned to the 357 TFS at Takhli.

Maj John J. Tobin from Maxwell AFB, Alabama. Assigned to the 469 TFS at Korat.

Maj Charles D. Vittitow from Tachikawa AB, Japan. Assigned to the 333 TFS at Takhli.

Completed 100 missions on 10 June 1968.

Capt Thomas H. Edge from Duluth International Airport, Minnesota. Assigned to the 357 TFS at Takhli.

Capt Ralph J. Hornaday, Jr. from Moody AFB, Georgia. Assigned to the 469 TFS at Korat. Died in F-105 accident on 27 March 1968.

Capt William E. Jones from RAF Lakenheath, England. Assigned to the 469 TFS at Korat. KIA in a combat loss on 5 Jan 68.

Capt Harrison H. Klinck from RAF Wethersfield, England. Assigned to the 469 TFS. KIA on 19 November 1967.

Capt Carl W. Lasiter from 3 AF Headquarters, South Ruislip Air Station, England. Assigned to the 34 TFS at Korat. POW on 4 February 1968.

Capt Arthur A. Powell from Vance AFB, Oklahoma. Assigned to the 469 TFS at Korat. Completed 100 missions on 30 June 1968.

Capt Cecil G. Prentis from Craig AFB, Alabama. Arrived in the 333 TFS at Takhli in mid October. Completed 100 missions on 10 May 1968.

Capt William D. Scott, a T-37 and T-41 IP from Webb AFB, Texas. Assigned to the 469 TFS at Korat. Completed 100 missions on 14 May 1968.

Capt George T. A. Tobin, Jr. from Craig AFB, Alabama. Assigned to the 354 TFS at Takhli.

Capt Wayne A. Warner from Naha AB, Okinawa. Assigned to the 357 TFS at Takhli.

Capt Craig M. White from Custer AFS, Michigan. Assigned as a Wild Weasel pilot in the 44 TFS at Korat.

1Lt Dennis W. Jarvi from Fort Lee AFS, Virginia. Assigned to the 469 TFS at Korat. Completed his 100th mission on 14 May 1968.

Before the class started, on 24 April 1967, four pilots originally assigned to this class attended course 111504Z, Familiarization/Currency Training in the T-33 at MacDill AFB under the 4524 CCTS. They were scheduled to reenter F-105 training at Nellis in Class 68-C on 20 July 1967. However, three of the pilots joined McConnell's F-105 RTU Class 68DR that started on 23 June 1967 and graduated on 24 November 1967. These pilots were:

Lt Col Rufus M. "Mike" Monts III from Norton AFB, California.

Lt Col Donald L. Nangle from Space Systems Division, Los Angeles, California.

Capt Lamont H. Pharmer from Albrook AFB, Canal Zone who was assigned to the 34 TFS at Korat after he completed F-105 training. (Monty Pharmer, e-mails 16 and 25 Sep 2006)

Lt Col Vivian S. Van Derhei from Wright-Patterson AFB, Ohio, was the fourth pilot who was

James Lenzey Stewart

F-105 History

dropped from this class at Nellis. He did not complete F-105 training.

This may have been the last F-105 class conducted by the 4526 CCTS. Capt Henry R. Hutson III was an instructor pilot in the 4526th. "I was an IP in the 4526 CCTS from March 1967 until about July 1967 when the 4526th closed out and I moved down to the 4523 CCTS as an attached IP. I flew with them until 22 December 1967... The 4526 CCTS used animal call signs, mine was 'Cobra Hippo'. ... We had a lot of famous fighter pilots in the outfit. ... Neil Eddins ... (former Thunderbirds Leader) was 'Cobra Wolf'; Capain (USN) Harley Hall (former Blue Angle leader) was 'Cobra Cat'."

*Hq 4520 Combat Support Group Special Orders MD-17, 25 April 1967 and MD-20, 10 May 1967 & 15 Apr 86
letter from Col Henry R. Hutson III to Bauke Jan Douma.*

02-Oct-67

3809

At the 388 TFW, "the Deputy Commander for Operations, Colonel Howard C. Johnson, completed 100 missions over North Vietnam as well as his one year tour in Southeast Asia and was replaced by Colonel James E. Bean The Assistant Deputy Commander for Operations continued to be Colonel James L. Stewart."

388 TFW history, Apr - Dec 67, Vol II, USAF microfilm NO584, frame 0030.

25-Nov-67

6712

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

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

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

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

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

James Lenzey Stewart

F-105 History

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

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.
- #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.

13-Dec-67

4853

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

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

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

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

14-Dec-67

3488

From Korat, two pilots from the 44 TFS and seven from the 34 TFS flew in today's strike against the Paul Doumer bridge (JCS 12). The mission was designated RT56A-225 and the target coordinates were 21-02-31N and 105-51-43E. The pilots were:

Maj White flying F-105D 60-0422 and Capt Thomas A. Tobin, Jr. flying 60-0435, both from the 44 TFS.

Two of the pilots from the 34 TFS were: Maj James E. Daniel, Jr. in 59-1759. On 24 April 1968, under SO G-1210, Maj Daniel was awarded his 10th to 16th oak leaf cluster to the Air Medal for missions he flew between 4 Oct 67 - 29 Feb 68.

Capt Sam P. Morgan in 62-4387. On 27 April 1968, under SO G-1244, Capt Morgan was awarded the second oak leaf cluster to the DFC for this mission.

Maj David D. Igelman from the 34 TFS received the DFC (2nd OLC)

Four of the 34 TFS pilots formed "Simmer" flight that took off at 1105. The mission lasted for 3

James Lenzey Stewart

F-105 History

hours 35 minutes. The flight line up was:

#1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4359.

#2 - Maj William M. Blakeslee in 62-4270. On 27 April 1968, under SO G-1250, Maj Blakeslee was awarded the 3rd Oak Leaf Cluster to the Air Medal for this mission.

#3 - Col James L. Stewart, 388 TFW Assistant DO

#4 - Lt Col Nevin G. Christensen in 61-0068. On 27 April 1968, under SO G-1250, Lt Col Christensen was awarded the 4th Oak Leaf Cluster to the Air Medal for this mission.

It was Maj Armstrong's 36th combat mission. "We finally got in on the Doumer Bridge [JCS 12] in downtown Hanoi. We were delayed 5 hours waiting for the weather to clear. When we dropped off of the tankers we could see (coming up the Gulf of Tonkin) that the entire delta was clear. They launched 6 SAMs at us from the Red River south of Hanoi as we headed up but nobody got hit. As we approached the target for a left roll-in, we had swung further to the north than we anticipated. Consequently I wound up rolling-in almost straight ahead with a split 'S' maneuver. I had to maneuver the aircraft quite violently to get lined up and I'm not sure I hit the bridge. I saw two bomb impacts to the south of the bridge when I bombed. My #2, 3, & 4 men all lost me as I pulled off and I went out by myself. There was heavy 85-mm, & 37/57-mm in the target area. Cactus #4 did not come back [Capt James Eldon Sehorn, 469 TFS, POW]. His situation is unknown." (Maj Sam Armstrong's 100 mission combat log, pg 15.)

In his memoirs, Lt Gen Sam Armstrong described additional details of this mission. "On 14 December we bombed the Paul Doumer bridge in Hanoi for the third time in the war. It was back on the 25th of October when we last struck it and when Major Britt had been so tragically killed after leading the mission. The weather was questionable so we delayed our take-off for five hours waiting for clearance. When we got a look at North Vietnam from the Gulf of Tonkin, we could see that the clouds were all gone so this one was for real! Earlier, the tactic was to go further North up the Gulf of Tonkin and head almost due West to parallel 'Little Thud Ridge' and attack the Hanoi area from the Northeast. We had concluded that the shielding by these low mountains was really not very effective so that it was smarter to head directly at the target from the Gulf. So when we headed inbound on a Northwesterly heading, we had about 70 miles to cross before getting to the target. I saw six SA-2s being launched against us but they apparently weren't guided so were not a threat. I must say, however, that watching an SA-2 launch -- knowing what the consequences to you might be -- did get one's attention whether it guided or not.

"I was leading 'Simmer' flight, which was the third flight in the formation. My #2 man was Major Bill Blakeslee who was a poor pilot by day and a drunk by night (he lived in my hootch and was apparently so apprehensive about the next day's mission that he drank himself to sleep each night). #3 was Col. Stewart who was our Assistant Deputy Commander for Operations in the wing. Three weeks later when Col. Jim Bean, the D.O., was shot down this very young colonel was elevated to this important position. But this was his first Pack VIA mission. The #4 man was Lt. Col. Christensen who was a recent arrival in our squadron and this also was his first Pack VIA mission. So I sensed the apprehension of the new guys as the flak started coming up in our midst after the SA-2's subsided so I transmitted: 'Steady Simmer. Steady as she goes'.

"That might have reduced their tension some but we were shortly confronted with a difficult roll-in. We got a MiG warning call before the SA-2's started up so the whole formation had increased speed and swung further North than planned. Rather than a roll-in with about a 20-degree angle to the bridge, we were headed right down it. I transmitted: 'This is going to be steep'. With that I rolled upside down and pulled the nose of the aircraft down to achieve a straight-ahead dive angle. Instead of diving at 45 degrees, I was closer to 60 degrees which felt more like vertical. The bridge was only about 10 feet wide so it wasn't easy to line up directly down it for the bomb run. That's where the 'pendulum effect' becomes a factor. Explanation: The orange bomb sight is projected on the combining glass in the windscreen. The sight is depressed a number of mils depending upon the effect that gravity will have on the ordnance being fired/dropped. In other words, depressing the sight caused the pilot to aim long to compensate for gravity. A mil is defined as a

James Lenzey Stewart

F-105 History

foot drop at a thousand feet. About 20 mils depression was enough for the Gatling gun or rockets fired at long range since they had a velocity above that imparted by the F-105. For gravity bombs, more depression was necessary which was greatly dependent upon dive angle, airspeed and release altitude. Normally this was about 120 mils since we planned for a 45-degree release at 500 knots at 8,000 feet altitude. Since the F-105 had tapes for airspeed and altitude, it was convenient to set the markers respectively at those airspeeds and altitudes. When those markers flashed by - hopefully at the same time - it was the instant to hit the bomb release button. So 120 mils depression of the sight put it much lower than the vector of the aircraft through space. If you were left of the target, you rolled right to put the sight on the target. The 'pendulum effect' meant that you would roll to the point that the velocity vector was aligned but when you rolled wings level, the sight was off to the right. Since this defied common pilot logic, the usual outcome was that the pilot never got properly lined up prior to bomb release. That's what happened to me although I should have known better. So my bombs probably didn't hit that narrow target. Fortunately, some of the other guys had better luck since we did do some damage.

"Meanwhile, I pulled a lot of 'g's' after I released my 3,000-pound bombs and turned left to head towards the Gulf. None of my flight was with me! I don't know what happened to Blakeslee at that moment. Stewart and Christensen were so disoriented that they pulled out straight ahead and flew down the main street of Hanoi supersonically. Eventually we all got back together on the tanker." (Lt Gen Sam Armstrong, chapter in unpublished manuscript titled, "Southeast Asia October 1967 - May 1968", pg 20.)

On 27 April 1968, under SO G-1250, Maj Armstrong was awarded the 3rd oak leaf cluster to the Air Medal for this mission.

National Archives air strike films, archive control number NWDNM(m)-342-USAF-42649C & 388 TFW history, Jan - Mar 68, USAF microfilm NO584, frame 1387.

19-Dec-67

2577

In the morning missions from Korat, for the second day in a row, four F-105Ds in "Crossbow" flight from the 469 TFS, 388 TFW, struck the Hanoi Railroad Classification Yard (JCS 21) at coordinates 21-01-18N and 105-50-39E. Crossbow flight consisted of:

- #1 - Maj Stanley Henry Horne
- #2 - Maj Francis J. "Frank" Byrne
- #3 - Lt Col William N. Reed
- #4 - Capt Dennis W. Jarvi, flying F-105D 60-0435.

Each pilot dropped six 750-pound bombs on the south end of the yard. Capt Jarvi was awarded the Third OLC to the Distinguished Flying Cross. (Dennis Jarvi, undated letter to Ron Thurlow) Maj Byrne was awarded the First Oak Leaf Cluster to the Distinguished Flying Cross. (Francis Byrne, letter to Ron Thurlow, 22 Sep 2001.)

Capt Earl J. Henderson, also from the 469 TFS, was in another flight that attacked the rail yard. It was his 51st combat mission into North Vietnam. His plane carried six 750-lb bombs.

"Short water route to downtown. SAMs started at 3 minutes out. One SAM detonated 50' from me. Heard and felt explosion. Total of 30 SAMs fired. Heavy 85s started as we crossed Hanoi. Steep dive. Good bombs. Intense 37/57 right after pull off. More 85s two minutes later. Worst yet!"

Capt Henderson received the Distinguished Flying Cross (4th OLC) for this mission. "...Captain Henderson was a member of a strike force of twenty-four F-105s assigned to attack an important railroad car repair facility in the vicinity of Hanoi, North Vietnam. Despite extremely heavy and accurate anti-aircraft fire, attacks by over fifteen surface-to-air missiles, and greatly restricted visibility, Captain Henderson ... placed his ordnance on target, causing extensive damage to this vital repair complex. ..." (Earl Henderson, combat diary and award citation.)

James Lenzey Stewart

F-105 History

The 34 TFS also participated in today's morning strike. The four pilots in "Simmer" flight took off at 0600 and flew for 3 hours 20 minutes during the mission. The flight line up was:

- #1 - Maj William M. Blakeslee in his first and only mission that he led during his 100-mission tour.
- #2 - Capt Douglas A. Beyer
- #3 - Col James L. Stewart, 388 TFW Assistant DO
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0134

This was Maj Armstrong's 39th combat mission. "The first airplane I started up this morning was bad so I had to go to another one and got off about 20 minutes late. I went out to the tankers in the Gulf (350 miles) all by myself but got there in time to make the mission. Our target was a railroad yard [JCS 21] between the Doumer Bridge and the Hanoi Railroad Bridge. There were 3 trains stopped there as we had knocked down the bridges on either side. As we approached up the delta, they fired about 16 SAMs at the force. One came as close as 500' to me but most were no threat. The flak, mostly 85-mm, was the heaviest and most accurate that I have seen. It was bursting all around me for a full minute prior to roll-in. We rolled in and I had a real good bomb run. We really tore up the yard and I could see cars already burning as I dove down. We got in and out with nobody lost although 4 guys got minor hits. No MiGs seen." (Armstrong combat log)

Lt Gen Armstrong provided additional details in his memoirs. "Our target was a railroad yard close to the Doumer Bridge. This was a morning mission so it was dark as I started my aircraft. I discovered some serious problems with this aircraft and aborted it. They hurried me to a spare aircraft and that one was okay. But this delay caused me to takeoff several minutes behind the rest of the guys. I proceeded by myself to join everybody on the tanker in the Gulf. They had already refueled and were just about to get topped off before heading for the target. So I took all of my fuel at once as we dropped off the tanker at the 19th parallel and headed for the target some 170 miles away.

"They fired about 16 SA-2's at us on the way in and the 85-mm flak was the most intense I had ever seen. One of the 85-mm batteries fired their 8 barrels and I noted the flak exploding around me at my altitude, 100 feet away in the sequence in which it was fired. I was sitting right in the middle of it!" (Armstrong memoir manuscript)

Maj Sam Armstrong's 100 mission combat log, pg 16 & Lt Gen Sam Armstrong, chapter in unpublished manuscript titled, "Southeast Asia October 1967 - May 1968", pg 22.

20-Dec-67

4854

At 0705, four pilots from the 34 TFS of "Seabird" flight took off from Korat on a mission to bomb a target in northern Laos. The mission lasted 2 hours 40 minutes. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 59-1759
- #2 - Col James L. Stewart, 388 TFW Assistant DO
- #3 - Maj James E. Daniel, Jr., 34 TFS Ops Officer
- #4 - Capt Irving E. LeVine

It was Maj Armstrong's 40th combat mission. "This was planned as a primary Barrel Roll mission for a change. We refueled and went straight to the area which was about 10 miles south of Sam Neua. The FAC put some smoke on suspected troop concentration and we put our bombs right on the area. We had swung up through the spur of North Vietnam that sticks out at 19 ½ N so we had a counter. Otherwise a very uneventful counter."

Maj David C. Dickson, Jr. was another 34 TFS pilot who flew a mission into an area of North Vietnam just above the DMZ. He was in an Iron Hand flight on his 49th mission.

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

James Lenzey Stewart

F-105 History

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 Assist 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 Phoungong 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 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.

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.

James Lenzey Stewart

F-105 History

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

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:

- #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.

03-Jan-68

2229

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

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

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

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

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

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

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

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

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

James Lenzey Stewart

F-105 History

"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 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

James Lenzey Stewart

F-105 History

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.

03-Jan-68

4860

The afternoon strike on 3 January 1968 was frugged against the Van Duong Railroad Spur at 21-28N and 105-53E in North Vietnam. The force consisted of four F-105D strike flights from Korat, two F-4D MIGCAP flights from Ubon, and one IRON HAND flight from Korat made up of two F-105Ds and two F-105Fs. "Nine EB-66s provided stand-off jamming for the strike force from orbits over Laos and the Gulf of Tonkin; three over Laos, six over the Gulf of Tonkin." (Red Baron, pg 340)

Missed radio calls and poor frequency coordination contributed to a MiG-21 shooting down an F-105D.

The F-105 strike aircraft were configured with six M-117 bombs with 450-gallon wing tanks and two QRC-160 jamming pods on the outboard pylons.

"The two [F-4] MiGCAP flights, heading north toward Channel 97, had received MiG calls from DEEP SEA. (NOTE: The strike flights were not receiving the MiG calls because they were on a separate frequency.)" (Red Baron, pg 339)

The Iron Hand flight paralleled the strike force 20 miles to the south at 13,000 feet and 535 knots. In supporting the strike force, the Iron Hand target was the SAM ring around Hanoi. Number 4 in the flight spotted a MiG-21 at his 2 o'clock about 10 miles away. The MiG was heading north at 16,000 to 20,000 feet. Number 4 "... called out the MiG to the flight but, apparently, no one heard him, because the flight continued normal ingress."

The MiG-21 passed in front of the Iron Hand flight, and as it approached the flight's 10 o'clock, number 4 saw the MiG-21 begin a left turn and then disappear. Shortly after, Number 2 saw two MiGs in a climbing right turn approaching from their 7 o'clock. The flight jettisoned their tanks and broke left and down. The MiGs fired three air-to-air missiles at the flight but all missiles missed. The four Iron Hand aircraft chased the MiGs for two minutes until number 4 called out, "Two bogies, 3 o'clock, heading 360 degrees." No one heard his call and so number 4 broke off and headed toward the bogies, which turned out to be F-4s. The flight eventually rejoined over Channel 97. At this point, they noticed that number 3 had fuselage damage to the right of the ventral fin.

"Scuba" flight, and the other three F-105 strike flights, continued heading northeast at 10,000 feet and 450 knots. When they reached the Song Lo near 21-40N and 105-15E, they turned directly east. "Scuba 04", 27-year-old Capt James M. Kroyer from the 469 TFS, spotted three MiG-17s at his 8 o'clock heading southeast at 2,000 - 3,000 feet, apparently heading toward Phuc Yen. "I called out the MiG-17s but apparently no one in my flight heard me." The MiG-17s passed behind the flight without turning to attack.

As "Scuba" flight began a climbing, right turn at 12,000 feet and were preparing to attack the rail siding, Capt Kroyer saw a MiG-21 diving from above. The MiG pulled out at their altitude about 3,000 feet behind "Scuba 03". Capt Kroyer called, "MiG at 6 o'clock, Scuba 3, break right." No one

James Lenzey Stewart

F-105 History

in the flight reacted to the call so Capt Kroyer repeated his warning. Still no one reacted.

The MiG-21 closed to 1,000 to 1,500 feet behind "Scuba 03" and fired an air-to-air missile. Capt Kroyer called again, "Scuba 3, break right". A call from another plane directed, "Scuba 3, break left". Scuba 3 broke left with Capt Kroyer following. The two planes then reversed right. At this point the missile struck Scuba 3 in the ventral fin area. The rest of the flight jettisoned ordnance and began chasing the MiG-21 but soon fell behind. The flight, going at Mach 1.2, flew up Thud Ridge and then turned to head home. On their way out, "Scuba 01" called RESCAP and told them that rescue was impossible because of the location of the downed pilot. "The flight returned to base without further incident." (Red Baron, pp 342 - 343)

The F-105 that the MiG-21 downed was 58-1157 flown by Col James Ellis Bean, "Scuba 03", the 388 TFW Deputy Commander for Operations flying with the 469 TFS. He ejected and became a POW.

Capt Robert W. Ferrel from the 44 TFS was in the flight following Col Bean's. "Bean's shoot down was my first Pack 6 mission. We were coming down Thud Ridge ... when MiG calls were made and in the ensuing melee, I looked up to see an aircraft on fire and spiraling to the ground. I don't recall hearing an emergency beacon and the mission was unsuccessful as all bombs were dumped." (Bob Ferrel, e-mail 14 July 2009.)

"Later the same afternoon, a strike force from Takhli, ingressing via the water route, bombed the Van Duong Railroad Spur", Korat's target earlier.

"Also the same afternoon, two Navy strike forces hit targets in NVN. A force consisting of twelve strike, four flak suppression, six IRON HAND, four MIGCAP, and two TARCAP aircraft struck the Kien An Highway bridge and bypasses at 20-38N and 106-07E and a highway bridge at 20-13N and 106-22E TOT: 1645 - 1649H. SAM and moderate AAA fire was encountered by the force striking the Kein An Highway bridge and bypasses; no MiGs were observed."

Col James L. Stewart, the Assistant DO who usually flew with the 34 TFS, replaced Colonel Bean as Wing Deputy Commander for Operations.

Red Baron II Report, Event 84, pp 337 - 348

12-Jan-68

4863

After dropping their bombs under Sky Spot control, "Hatchet" flight from the 34 TFS strafed a line of trucks in Mu Gia Pass. Their flight took off from Korat at 0635. The flight's line up was:

- #1 - Col James L. Stewart, 388 TFW DO
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4242
- #3 - Maj James E. Daniel, Jr., 34 TFS Ops Officer
- #4 - Capt Douglas A. Beyer

It was Maj Armstrong's 52nd combat mission. "This was a divert to Cricket from the planned Pack VI strike. They joined us up with the two airborne spares for a 6-ship Combat Sky Spot on a target in the north of Mu Gia Pass. We dropped and watched the bombs impact in a wooded area with no explosions from secondaries. Jim Daniels looked down and saw some trucks in the pass. We came back and made some strafe passes on the trucks. Jim went in first and got one to burning. I came in next and set 2 or 3 afire right next to his. We damaged 4 or 5 more. We then saw some 12 more north but couldn't strike them. I fired 783 rounds." The mission lasted 3 hours.

Also under Cricket control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 02" against a road segment in RP-2. "100%. Road cut." It was his 31st combat mission.

Maj Armstrong's 100-mission combat log, pp 21 - 22 & Rufus Dye Mission History log.

James Lenzey Stewart

F-105 History

10-Feb-68

4872

"Pistol" flight from the 34 TFS flew a Sky Spot mission into Laos. The flight took off from Korat at 0700. Its line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0530
- #2 - Col James L. Stewart, 388 TFW DO
- #3 - Maj James E. Daniel, Jr., 34 TFS Ops Officer
- #4 - Maj Melvin L. Irwin

This was Maj Armstrong's 62nd mission. "Weather bad in Pack VI. Our flight was diverted prior to take-off to Laos. We were instructed on the tankers to go Sky Spot over southeast of Mu Gia Pass, which we did. An easy counter." Their mission lasted 2 hours 50 minutes.

Maj Armstrong's 100-mission combat log, pg 25.

23-Feb-68

4334

Maj Kenneth W. Mays from the 34 TFS at Korat flew his final combat mission into North Vietnam. "I finished my 100 missions on 23 Feb 1968 with a Sky Spot to a target near Yen Bai. They were mad. When we finished our drop, the sky was filled with 85. I am sure they wanted to let me know they appreciated what I had done for them over the past 7 months. I decided it was time to head home and celebrate with those who cared.

"The following day our DO, James Stewart (who I had known for many years), [Col James L. Stewart, the 388 TFW Deputy Commander for Operations] called me in and asked me to stay for a while longer and fly a few more missions as Korat was short of experience. He also stated he needed an executive officer.

"I went and talked to Bob Smith (Lt Col Robert W. Smith, the 34 TFS commander who had replaced Maj George G. Clausen on 1 December 1967] who told me to get off the base and be on my way, that I had flown my 100 missions. I immediately left for Bangkok by taxi and thanks to Don Hodge [Maj Donald W. Hodge], my roommate, the balance of my personal items were shipped home. Thanks to Bob for having the courage to put the welfare of his men first. That decision probably saved my life. Thanks, Robert W. Smith.

"What a great group of people to serve with. They gave so much to have our Washington leadership let it slip away. My thanks to all who helped me get home safe."

Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003.

29-Feb-68

2298

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0055 on his 34th combat mission from Korat RTAFB, Thailand. He was "Ozark 4" flying an Iron Hand mission in RP-6A, North Vietnam. The four-plane flight was jumped by MiGs and a SAM shot down "Ozark 3", F-105F 63-8312 flown by pilot Maj Crosley James Fitton and EWO Capt Cleveland Scott Harris from the 44 TFS. Both men were KIA.

Capt Harris flew for 3 hours 05 minutes. His plane was damaged by fragments from the SAM blast.

Col James L. Stewart, the 388 TFW DCO who usually flew with the 34 TFS was Ozark 2 and was awarded a Silver Star for the mission. Hq 7th Air Force approved the award on 1 July 1968 under SO G-1935.

Bill Harris, letter 19 March 2001 & 388 TFW History, Jul - Sep 68, USAF microfilm NO585, frame 0804.

04-Apr-68

4910

"Pistol" flight from the 34 TFS flew a non-counter mission into Laos. The flight took off at 0725 and returned after flying for 3 hours 10 minutes. The line up was:

James Lenzey Stewart

F-105 History

- #1 - Maj Roger Dean Ingvalson (POW, 28 May 68)
- #2 - Maj Seymour R. Bass (died in mid-air with flight lead, 14 May 68)
- #3 - Col James L. Stewart, 388 TFW DO
- #4 - Maj Spence M. "Sam" Armstrong flyiing F-105D 61-0206

Maj Armstrong recorded in his logbook his second non-counter combat mission. "We were sent to an O-1 FAC down in southern Laos to cut a road. We made good passes although the visibility was less than 2 miles down low. We all hit real well and caused a dirt slide onto the road. Afterwards we swung up north and asked Cricket for clearance into Pack I. They would not clear us so we came home with a non-counter. Don't know if this has to do with LBJ's announced bombing pause."

Maj Armstrong's 100-mission combat log, pg 35.

26-Apr-68

5098

The Wild Weasel crew of Maj Harrison W. Matthews and EWO Maj David Brog from the 44 TFS flew a four-ship Wild Weasel mission into RP-1, North Vietnam. They flew F-105F 63-8306 with call sign "Cactus 03" and landed back at Korat after 3 hours 10 minutes flying time. It was Maj Brog's 7th combat mission.

"Cactus 01" was the crew of Maj Robert S. Beale and EWO Capt Ralph D. Bohr. "Cactus 02" was Capt George C. Connolly and EWO Capt Lawrence LeMieux. "Cactus 04" was the 388 TFW DO, Col James L. Stewart flying an F-105D.

Dave Brog's F-105 Mission Log

30-Jun-68

5166

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

Lt Col James B. Ross - 100th on 21 June 1968
Lt Col Nevin G. Christensen
Col James L. Stewart, the 388 TFW DO

In July 1968, Col Ross was assigned to the 8 TFS, 49 TFW, flying F-4s at Holloman AFB, NM. Initially he was the Operations Officer. He became the 8th TFS squadron commander in January 1969. He retired on 1 July 1970.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us/34tfs/scarf.htm> & John Revak 13 Mar 2011 interview with Jim Ross.

30-Sep-68

4128

For the past three months, the 388 TFW flew a total of 4,068 combat sorties in North Vietnam, South Vietnam, and Laos.

	RP-II	RP-1	BR	SL	RVN	TOTAL
July	4	1,149	162	199	2	1,516
Aug	2	1,088	119	172	0	1,381
Sep	2	921	131	117	0	1,171
Total	8	3,158	412	412	2	4,068

The wing had been fragged for 4,327 sorties. Of the ones not flown by the 34 TFS, 44 TFS and 469 TFS, 163 were cancelled by higher headquarters, two were operations aborts, 23 were ground aborts, 48 were air aborts, and 23 were maintenance non-deliveries.

"The average abort rate of 1.2 was the highest reported since September 1966. ... Wing aircraft OR rate ... dropped to 56.9 per cent in September, the lowest point in over 20 months. ... Concern regarding the number of aborts and maintenance cancellations was voiced by higher headquarters."

James Lenzey Stewart

F-105 History

"The wing's reduced sortie capability was attributed to the large number of F-105 skilled personnel rotated in the previous months and the low percentage of gains qualified on the F-105 or with previous F-105 experience. During the period required to qualify the many inexperienced personnel, aircraft reliability decreased, aborts increased and fix time was extended for each malfunction. It was recognized that sustaining the required sortie rate would be very difficult during the period of personnel upgrading. When it became apparent temporary relief was required, a request for reduction to 40 sorties per day was granted by 7th AF.

"In an effort to recover, 12-hour work shifts were implemented, Phase inspections were consolidated and special inspections were made to upgrade the quality of the aircraft. Furthermore, 13th AF directed the return of TDY personnel to the wing. Tight controls were placed on unverified malfunctions and aircrews worked with ground crews to resolve repeat malfunctions. Tighter quality control and supervision was initiated at all levels."

"Once or twice a month, 7th AF had normally directed the wing to launch an Alpha strike force to maintain proficiency. Only three Alpha launches were made this quarter -- 28 July and 8 and 28 August."

During this period, the 388 TFW Deputy Commander for Operations was Col James L. Stewart. His assistant was Col Felix A. Blanchard.

388 TFW history, July - September 1968, USAF microfilm NO585, frames 0065 - 0066 and 0095 - 0096, 0098 - 0099.

01-Nov-68

4198

At the 388 TFW, "the Deputy Commander for Operations, Colonel James L. Stewart, completed 115 missions over North Vietnam as well as his one year tour in Southeast Asia and was replaced by Colonel William B. Craig on 1 November 1968. The Assistant Deputy Commander for Operations continued to be Colonel Felix A. Blanchard."

Col Stewart last flew the F-105 on 13 October 1968. He had accumulated 438 hours in the airplane. He retired as a Brigadier General.

388 TFW history, Oct - Dec 68, USAF microfilm NO585, frame 1749 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

09-Jan-08

6953

Brig Gen (Ret) James L. Stewart died at age 84. He had been the Deputy Commander for Operations in the 388 TFW.

NAME STEWART, JAMES LENZEY

Born: 19 Oct 1923

Died: 09 Jan 2008

LAST RESIDENCE 92691 (Mission Viejo, CA)

Rick Versteeg, e-mail 17 July 2011