

Homer T. Terry

F-105 History

18-Sep-66

226

The fourth F-105 RTU Class 67BR graduated at McConnell AFB KS. The class started on 16 May 66 with 15 pilots. It was named "The Lickity Splits" and consisted of 2 Lt Cols, 8 Maj's, and 5 Capt's.

On 27 Jun 66, Lt Col Charles F. Neff, Jr. was the second 23 TFW RTU student fatality when he crashed in F-105D 59-1767 during a training mission.

The class deployed 14 F-105s with the 560 TFS to George AFB CA between 23 Aug - 19 Sep 66 for conventional weapons delivery training. The squadron commander was Maj Everett W. Harris. Maj Alfred J. Lagrou, Jr. was the Top Gun and Outstanding Pilot.

Other pilots completing the course were:

Lt Col Benjamin C. Murph	Maj Homer T. Terry
Maj R. Diaz, Jr.	Capt Gale B. Anstine
Maj William C. Eagle	Capt George R. Hennigan
Maj John A. Graff	Capt William W. Kennedy
Maj Robert W. Johnson	Capt Frank M. Smith
Maj Robert Earl Kline	Capt Frederick L. Watkins
Maj Claude C. Mitson	

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

17-Jan-67

1090

F-105 pilots of the 421 TFS and 34 TFS, 388 TFW, struck the Thai Nguyen Railroad classification yard (JCS 21.11) at 21-33-33N and 105-51-05E. Returning pilots reported, "... 8 - 10 large sections exploded and numerous smaller explosions. CBU impacts were on flak sites northwest of target. Whole area covered with black and brown smoke. Of 14 rail lines, 1 is serviceable and 1 possibly serviceable, 12 pieces of rolling stock derailed and damaged. Repair and service area heavily damaged. Fairly accurate 37/57/85-mm also heavy barrage. Heaviest flak from northwest of the target. Saw MIGs inbound but they could not get behind the flights."

"Three of the strike flights were flown by members of the 34 TFS. The Force Commander was Maj Carl W. McKenzie [the squadron's Operations Officer] ... and the Deputy Commander was Maj William E. Augsburger Flight assignment was as follows:

"Dallas" - Maj McKenzie, Capt William W. Kennedy, Maj Augsburger, Capt Jackie R. Youngblood.

"Blackjack" - Maj Leo F. Callahan, Maj Earl Johnston, Maj Robert G. Miner, Capt John W. Swanson, Jr.

"Flapper" - Maj Homer T. Terry, 1Lt Gary G. Catren, Capt Alan J. Fick.

"Flak in the target area was described as light to moderate 37/57-MM. Bomb damage was extensive as supported by bomb damage assessment photos."

Homer Terry described the mission. "We ... received orders from the White House to take out the railroad marshalling yard adjacent to the steel mill by a maximum effort of forces from Korat and Takhli; 16 aircraft each from Korat and Takhli. Korat was in first and I was leading the fourth flight. We rolled into our dive bomb runs and were off target in very quick order. I had a problem! When I pushed my bomb release button, my bombs did not release. As I started to pull off target, I ejected my entire rack. No one ever asked about the collateral damage that was inflicted on the roundhouse.

"Takhli followed close behind us. Neither base suffered an aircraft loss. Photo recon showed the marshalling yard was obliterated, but about ten days later recon photos showed the North Viets had

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laid several tracks back into place and the steel mill had not yet suffered any great loss of production from the actions we had taken." (Homer Terry memoir, "Destroying The Steel making Capability of NVN #2", via e-mail 27 March 2010.)

As Flapper Lead, Maj Terry was awarded the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot in Southeast Asia on 17 January 1967. On that date, while attacking a high priority target, despite concentrated and accurate ground fire, continuous missile warnings and MiG warnings, he delivered his ordnance with unerring accuracy causing extensive damage to the target. ... "

Maj Raymond D. Anderson from the 421 TFS was awarded a Silver Star for galantry for flying on this mission. (7AF SO G-374 14 Mar 1967)

The F-105F Wild Weasel crew of Capt Jerry N. Hoblit and EWO Capt Thomas W. Wilson, Jr. from the 357 TFS at Takhli, were each awarded a Silver Star for supporting a mission near Hanoi on this date. They decoyed SAM sites to protect the force, bombed one site, and suppressed two others with anti-radiation missiles. (E-Mail, Tom Wilson to Ron Thurlow, 7 Jul 2003.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1218 & Homer Terry, letter to Ron Thurlow, undated.

21-Jan-67

6292

In his mission log, Capt Charles C. "Clint" Murphy, 469 TFS, 388 TFW, reported on this morning's missions against the Viet Tri Railroad Yard in RP-6 and commented on other missions today.

"Well, it hit the fan today. We've been saying it was like the calm before the storm. Today we had the hurricane. When the force got within 20 miles of the target, a gaggle of MiG-21s attacked the force. Luckily everyone made it back, but the whole force had to jettison their ordnance, causing them not to hit the target. This is what we have been expecting and we can keep expecting it until Washington gets off its butt.

"The Mission Commander from Takhli [against the Thai Nguyen RR yard, JCS 21.11] took a direct hit by a SAM and didn't make it out. We understand that it was the Wing Commander, Col. Scott, but that is unconfirmed."

Later in the day, Capt Murphy led a flight from the 469 TFS, 388 TFW, on a non-counting mission into Laos. The lineup was:

- #1 - Capt Murphy and Maj Raymond L. Loiselle flying F-105F 63-8330 for 1 hour 30 minutes.
- #2 - Capt Thomas A. Rush
- #3 - Maj Randall "Randy" Wooten
- #4 - Capt Robert R. Lawler

"I was scheduled on another one of the radar-photography missions. However, during the briefing we were told that our tanker had been cancelled, so we would be going to southern Laos.

"After we had briefed and were just fixing to walk out the door, we were informed that we now had a tanker, so go as planned. Everything was normal until I checked in with GCI to join with our tanker. They had no idea we were coming and they did not have a tanker for us. He was going to try and find one, but I told him to forget it. We would go on over to southern Laos to work with Cricket. We didn't have the fuel to spare to wait for a tanker. When we checked with Cricket, he sent us to work with a FAC, who had some trucks cornered.

"At the same time we were working with the FAC, the evening Package Six mission was coming

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home. After this morning's fiasco, everyone was anxious to see if it would be repeated. We heard a few calls on guard alerting Rescue; therefore we knew someone was in trouble, but we couldn't tell to what extent. Coming home, one of the flights descended in front of us. As they came down from above and in front, we got an answer to our question. Their external fuel tanks were gone. The MiGs had jumped them again.

"I very sadly led my flight on home. We have practically been pleading with 7th Air Force to let us hit the airfields before they become a real threat. We had pleaded with Dr. Brown as well as Senator Stuart Symington. The sad part is that, up until two days ago, we could have hit all three airfields without losing an airplane. Today we are not even able to get to the airfields. Now, if and when they do decide to have us hit the fields, we can do it, but it will be at great cost in pilots and machines. Up until two days ago we could have done it for free.

"We lost one airplane and almost another today. The Force Commander pressed the weather and took the force down under the 10,000-foot overcast to try and make the target. As they started picking up flak, two airplanes trying to dodge it ran together. One managed to get his airplane back to Da Nang [Maj Robert F. MacDonald, 421 TFS, "Chisel 04"], but Dick Wyatt didn't make it back [Capt William Richard "Dick" Wyatt, 421 TFS, "Chisel 03", rescued from the water by a Navy helicopter]. There was one report that he made it to the gulf, bailed out, and was picked up, but the people that saw the accident said there was no way for him to make it to the gulf since his aircraft was completely out of control and coming apart. As of tonight, we still haven't heard whether he made it or not.

"The Mission Commander that went down [from Takhli] turned out to be a Lt Col Conley [Lt Col Eugene Ogden Conley, 354 TFS Commander, KIA] and not Col Scott as was first reported." [Note: Also during today's missions, an F-4C from Da Nang was shot down by AAA and the crew captured.]

Maj Homer T. Terry from the 34 TFS was on the mission during which Capt Wyatt and Major McDonald collided. He described the mission and what he saw. "The huge French-built Thai Nguyen Steel Mill NNW of Hanoi produced steel bridge culverts, so it was decided that we could stop their fabrication by cutting off their access to their ore. The ore was mined north of Haiphong, and a dedicated railroad transported the ore over a considerable distance. Johnson & McNamara targeted a RR bridge that spanned a river for us to destroy. The bridge was located near the heavily defended Northeast Railroad which we had to pass over en route to the target.

"Hitting and destroying bridges ... was no easy task; so, we dispatched a formation of 16 F-105s with six 750# bombs each to take out the bridge. We met our tankers over the Gulf of Tonkin and they took us to our drop off point. The weather was clear as we entered NVN airspace north of Haiphong, but we could see a thin layer of clouds at about 16,000 feet in the vicinity of the Northeast RR. I was leading a flight of four in the rear of a diamond formation. We had F-4s as escort.

"Our force leader pulled a boo-boo. As we approached the Northeast RR, he took us underneath the cloud deck where we were spotlighted at a known altitude. AAA of every type opened up on us. One of the F-4s called that he was hit, and shortly thereafter I saw the #2 [F-105] aircraft in the flight, down and to my left, take what I think was an 85-mm round impact to his right wing. The force flipped him to the left and his vertical stabilizer impacted the flight leader and sheared off his radome. (The flight lead was able to make it to Danang AB in South VN for a safe landing.)

"I then saw the most remarkable thing I ever saw in the air; it was #2 tumbling end over end.

"At about that time my #4 man called that he was hit. I directed #3 to take #4 back out to the Gulf. Shortly thereafter I looked back to my left and saw a big explosion on the ground. I assumed it was the tumbler and I assumed the pilot went in with the aircraft. Another F-105 pilot called that he was hit, and the mission commander called an abort to the mission.

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" I was right over the Northeast RR at that time and spotted some railcars on a track, so #2 and I rolled in and dropped our bombs. We didn't stick around to make a bomb damage assessment. We probably hit an unauthorized target.

"Number 2 and I went back out over the gulf and refueled again. As we dropped off the tanker, we were diverted to a three-hour RESCAP in the south area of North VN. [Note: The RESCAP was probably for Lt Col Conley or the crew of the F-4C from Da Nang.]

"I made my only night landing back at Korat. When we got to the debrief, we learned that the tumbler [Capt Wyatt] had somehow got his aircraft under partial control and made it back over the Gulf. He was able to fly the aircraft with full right rudder, but not able to gain much altitude. He flew alongside a Navy destroyer and ejected. Unfortunately, he wasn't able to get his foot off the rudder and he suffered a severe leg trauma. He was evacuated to Clark AB, PI and back to the states. I do not know how he fared after that. The F-4 and two other F-105s had minor damage and recovered safely."

After this mission, Maj Terry went on R&R for a week.

Clint Murphy, combat log & Homer Terry, "The Tumbling F-105", via e-mail, 27 March 2010.

04-Feb-67

1515

F-105s from Korat and Takhli conducted a "... full scale strike ... against (JCS 60), [the] Thai Nguyen Army Supply complex [BE 616-0210 at coordinates 21-38-18N and 105-51-04E]. The 34 TFS [from the 388 TFW] supplied three strike flights and led the entire strike force. Mission Commander was Maj Edward C. Jones. Flight lineup [was] as follows:

"Hotdog" - Maj Edward C. Jones, Capt Donald S. Aunapu, Maj Leo F. Callahan, Maj Clarence Kough, Jr.

"Domino" - Maj William E. Augsburg, Capt Coy W. Gammage, Maj William C. Eagle, Capt William W. Kennedy.

"Acorn" - Lt Col Richard M. Heyman, Jr., 1Lt Donald O. Austin, Maj Homer T. Terry, Maj Harry Pawlik."

Pilots from the 469 TFS also participated in the strike.

"Strike flights were loaded with 3,000-pound GP bombs (M-118s). The strike was most successful and although no BDA is yet available the target was heavily damaged. Strike cameras carried by the second flight recorded the results of the flak suppression attack. The CBU-24s were released on target and gave complete coverage Pilots reported very light inaccurate 37/57/85-MM AAA in the target area. Nine SAMs were observed to airburst within five nautical miles of the strike flights on the inbound run, and four SAMs observed to air-burst within ten nautical miles. During egress from target, 8 MiG aircraft were observed during the attack."

As Hotdog 1, mission commander Maj Edward C. Jones received the Silver Star for leading this mission. (Ed Jones letter to Ron Thurlow, 25 March 01.) His citation read, in part, "... Maj Jones was the mission commander in the lead of 40 aircraft directed to attack and destroy a complex Army supply depot. With a complete disregard for his personal safety, he successfully led his strike force through intense AAA, SAM launches, and hostile aircraft to accomplish the assigned mission. ..." (Ed Jones e-mail 26 Apr 2010.)

As Acorn 3, Maj Homer T. Terry received the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 4 February 1967. On that date, Maj Terry attacked a high priority target at Thai Nguyen, North Vietnam. Despite intense and accurate hostile ground fire, continuous surface-to-air missile warnings and numerous launches, he delivered his ordnance with unerring

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accuracy on the target, causing extensive damage. ... " (Homer Terry, letter to Ron Thurlow, undated.)

Maj Ralph Laurence Carlock from the 357 TFS, 355 TFW, was awarded the Silver Star for gallantry for flying on this mission. The award was made posthumously after he died in combat in Laos on 4 March 1967. (Hq 7th AF SO G-453 dated 29 March 1967.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1221 and 1222.

20-Feb-67

1156

"During a ten hour period, Air Force F-105s and F-4Cs bombed and strafed more than 80 trucks discovered travelling along Route 15, about 15 - 25 miles north of Mu Gia Pass. Forty-two of the enemy cargo vehicles were destroyed and 20 others were damaged."

In this morning mission, a flight of four F-105s from the 354 TFS, 355 TFW, bombed and strafed the trucks in RP-1, North Vietnam. Flight lead was Maj Vernon Frye with Maj Kenneth H. Bell, on his 50th mission, flying as number two. Maj Ted Tolman was element lead. "Minutes after we arrived over Route Pack One, the solid layer of clouds that greeted us began to clear very quickly. In less than five minutes, we were able to see the entire valley south of Dong Hoi. The road that traversed the valley was lined with vehicles, the first concentration of trucks I had seen in months of tiring road reconnaissance.

"For once, the weather had worked to our advantage. ... We reported the action, asked for additional fighters, and went to work attacking the stalled convoy. Vern Frye, the flight leader split us into elements to bomb the road north and south of the convoy to seal off their escape routes. Ted Tolman took his element to the left to make a northern cut while Vern and I pulled up to hit a bridge to the south. ... Vern dropped the bridge, but my bombs hit long in a big clump of trees

"Among the four of us we had 4,000 rounds of 20-mm ammunition to expend on the trucks, and we made the most of it. ... For a few moments, we threw caution to the wind and enjoyed multiple, low-level passes on the hapless convoy. We made strafing passes until our ammunition was expended. When we finally headed home, a dozen trucks were destroyed and more were burning, but over half of the vehicles were left untouched. As we departed, several more flights checked in on the radio asking for clearance and directions to the convoy."

Another pilot attacking the truck convoy was Lt Col Mervin M. Taylor, a flight lead from the 34 TFS at Korat. He bombed and strafed the trucks and acted as a FAC for multiple flights of fighters from the Air Force, Navy and Marines. He refueled four times on his mission that lasted 6.15 hours. The strikes destroyed an estimated 100 vehicles. Lt Col Taylor was awarded the First Oak Leaf Cluster to the Distinguished Flying Cross. He had received his first DFC as an F-80C pilot in May 1951 during the Korean war.

Maj Homer T. Terry was another 34 TFS pilot who attacked the trucks in Mu Gia Pass. "Mu Gia Pass is a very narrow ravine and was a choke point along the Ho Chi Minh Trail. Clouds covered the area most of the time and oft times bombs were dropped into the cloud coverage via 'Sky Spot'. The pass was so cratered from bombs that it looked like the moon.

"On this particular day, we had been targeted against some suspected underground fuel storage tanks near Phuc Yen Airbase. Each of us in my flight were loaded with two 3,000 lb bombs. This was a morning flight and on the way to the tanker we received a no-go on the primary target; so we were cleared to road recce. We dropped off the tanker and switched over to tactical frequency and checked in. I got an immediate call from the Wild Weasel flight and was instructed to head for Mu Gia Pass. They had gone in about ten minutes before we left the tanker and were flying over the pass when the shrouding clouds seemed to evaporate to reveal a convoy of trucks wending their way through the gorge. They dropped all the hardware they had, emptied their guns and started some fires.

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"I led my flight over the pass and assessed the situation. I directed #3 & 4 to go to the south of the convoy and place their bombs into the mountain side above the convoy. I had #2 go to the north with me and do the same. We caused land slides that closed the road and trapped the convoy. We then proceeded to fire all our Gatling gun ammo. We carried one heat seeker air-to-air missile, so I fired it at the conflagration below. I don't know if it guided, but it was fun to fire the only one of those I ever fired. It was the only flight I made that I returned totally devoid of ammo. It was pure happenstance that my flight was carrying the ideal weapons for the situation we encountered that day.

"The following article appeared in the Stars & Stripes the next day:

'Saigon- An unexpected break of good weather in the southern panhandle of North Vietnam brought a swarm of Air Force, Marine and Navy planes Monday on large truck convoys sitting in Mu Gia Pass. A military spokesman said 70 of the 127 trucks sighted were destroyed by the jet fighter-bombers. Another 31 were damaged. ... Air Force crews piloting F-105s started the assault, which lasted some ten hours. An Air Force F-105 pilot said his flights' 3,000 pound bombs cut the road and started a landslide.' " (Homer Terry, "Turkey Shoot In the Mu Gia Pass", via e-mail, 27 Mar 2010.)

Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 131 & "100 Missions North", pgs 183 - 184 & BG Mervin Taylor, letter to Ron Thurlow, 30 May 2000.

10-Mar-67

880

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

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

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

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

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

- #1 - Maj John M. Rowan, 469th Operations Officer
- #2 - Maj Ray H. Bryant, 469th Assistant Ops Officer
- #3 - Lt Col Gordon Albert "Swede" Larson, 469th commander

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

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

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

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

"Chevrolet"

#1 - Lt Col Joseph C. Austin, Mission Commander

#2 - Capt Jack A. Phillips flying his 16th combat mission. Awarded the DFC.

#3 - Maj Edward C. Jones flying his 95th combat mission. He was awarded the DFC*.

#4 - Maj Harry Pawlik, awarded DFC 1st OLC*.

"Possum"

#1 - Maj Homer T. Terry, awarded Silver Star

#2 - Maj Dewey Lee Smith

#3 - Maj William C. Eagle

#4 - Capt Jackie R. Youngblood.

"Random"

#1 - Maj Robert W. Johnson

#2 - Maj Charles E. Irwin, awarded DFC*

#3 - Maj William W. Augsburg, awarded DFC 5th OLC*

#4 - Maj Robert G. Miner, awarded DFC*

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

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

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

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

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emplacements. Bomb damage was extensive, ... although a blast furnace area escaped damage completely. As aircraft egressed the target area, they encountered moderate to heavy 85-mm fire within five miles of the target. This barrage necessitated continuous jinking to slip through the barrage." (388 TFW history)

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

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

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

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

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

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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.

28-Mar-67

101

The 34 TFS, 388 TFW, flew their 10,000th combat hour since their arrival at Korat RTAFB in June 1966. A flight of five F-105s flown by 34 TFS pilots struck multiple targets in the Dong Hoi area. Pilots were:

Squadron Commander - Lt Col Alan G. Nelson;
Flight Commander - Maj Homer T. Terry;
Operations Officer - Maj Carl W. McKenzie;
Flight Commander - Maj William C. Eagle;
Flight Commander - Maj Robert W. Johnson.

History of the 388 TFW, Jan - Mar 1967, USAF microfilm NO583 frame 1227.

30-Apr-67

5157

Two pilots assigned to the 34 TFS at Korat completed flying 100 missions during April 1967. They were:

Maj William E. Augsburger
Maj Homer T. Terry

When Maj Terry left Korat, Maj Charles E. Irwin replaced him as "Blue" flight commander.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Chuck Irwin e-mail 6 Apr 10.

15-Nov-67

2367

(Approximate date). "At a special ceremony last month in Las Vegas, NV, 100 mission certificates were presented to 42 pilots [and four EWOs] who recently completed 100-mission tours in SEA." Maj Edward M. Dobson was one of the 46 men receiving certificates.

Four 100-mission pilots were photographed by an F-105B on a pedestal at McClellan AFB, CA. The pilots were Maj John S. Burklund, Maj Corneil M. "Neil" Dollarhide, Maj Robert A. Perkins, and Major Homer T. Terry, who flew 100 missions with the 34 TFS.

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