

# Harold David Wilson

## F-105 History

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**22-May-67**

3814

By 22 May 1967, eleven more Ryan's Raiders pilots had arrived at Korat from training at Yokota. These were the third set of crews for the Ryan's Raiders flying F-105Fs. The men, all pilots, were assigned to the 34 TFS.

This group was the last of the original pilot/pilot crews assigned to the Ryan's Raider program. Don Henry, one of the front seat pilots who had arrived from Kadena on 4 May 1967, recalled that these crews "... traveled by various modes of transport (military cargo to Korat or commercial to Bangkok etc.) and arrived on various days." (Don Henry, E-mail, 28 March 2005.)

The pilots were:

Maj Kenneth D. Oliver  
Maj James B. Register  
Maj Harold D. Wilson  
Maj James R. Bassett

Capt Tom T. Walker, graduated from McConnell's RTU Class 67ER on 6 January 1967.

Five other pilots graduated from F-105 RTU Class 67FR on 13 February 1967. They were:

Maj Francis "Frank" P. Walsh  
Capt Konrad W. Trautman  
Maj Robert D. Reese  
Capt Douglas G. Glime  
Capt Neil F. Blake

Don Henry recalled, "... during May and June, there were more backseaters than frontseaters and crew pairings were not always the way we flew each mission. (Don Henry, E-mail, 28 March 2005.)

Maj Oliver was teamed with Maj Walsh. "I was very fortunate to have Major Frank Walsh as my backseater. In addition to being a pilot he was a former SAC Navigator/Radar Specialist and we really made a good team. Frank and I flew about 52 missions over North Vietnam before we ever saw it in the daytime. We had about 65 missions when he was moved to the F-105D day mission. From there on, I flew with a number of different backseaters and 'graduated' to flying Wild Weasel support missions for the B-52 'Arc light' strikes in the southern part of North Vietnam." (Frank Oliver letter to Rick Versteeg, dated 9/11/98.)

The crews who arrived in April and May, "... flew a total of 98 missions in the high risk Route Packages 5 and 6A during the next 80 days. They are credited with the first night, low-level, single ship attacks on targets such as the Thai Nguyen steel mill, Kep airfield, Yen Bai railroad yard, and the Bac Kan trans-shipment point."

*388 TFW history, Apr Dec 67, Vol II, 13 TFS history, 1 Apr - 31 July, microfilm NO584, frames 0044 - 0045 & "A Special Report on 'Ryan's Raiders', by Maj Albert L. Michael for Project Corona Harvest, Jan 1970, pg 6.*

**28-May-67**

5137

The 34 TFS Ryan's Raider crew of Maj James B. Register and Maj Harold D. Wilson flew a night North Scope mission in F-105F 63-8327 with call sign "Garage".

Using the Toss Bomb Computer in the BTIP mode and flying at 2500 feet, they dropped six MK-82 bombs on target 1501, the Quang Khi Ferry Complex. "Takeoff and calibration normal. Refueled and flew mission as planned. Doppler was inoperative and entire route was flown dead reckoning. Clock in aircraft was inoperative requiring excessive oral crew coordination. Flares were over target area. Bombs dropped by BTIP. Bombs observed impacting on north shore but BDA not possible due to inability to see ferry. Egress normal. No AAA fire observed in route. No vector warning signals received."

*388 TFW TWX 280710Z May 67 to 7 AF in PACAF DO Read File for 27 - 29 May 67, AFHRA Call # K717.312, IRIS # 00518474.*

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**29-May-67**

5144

The 34 TFS Ryan's Raider crew of Maj James B. Register and Maj Harold D. Wilson flew a night North Scope mission in F-105F 63-8353 with call sign "Scuba".

Using the Toss Bomb Computer in the BTIP mode and flying at 3000 feet, they dropped six 750-pound bombs on target 162, the Xuan Sgon Ferry Complex. "Calibration unsuccessful. Refueled as briefed. Flew route on MEAs. Dropped on radar. No BDA possible due to weather."

*388 TFW TWX 300143Z May 67 to 7 AF in PACAF DO Read File for 29 - 31 May 67, AFHRA Call # K717.312, IRIS # 00518475.*

**01-Jun-67**

4107

Lt Col James E. McInerney, Jr. replaced Lt Col Gerald F. "Jerry" Fitzgerald as commander of the 13 TFS. Lt Col Fitzgerald had just completed 100 missions over North Vietnam as well as 13 missions over Laos. On this same date, the Ryan's Raider crews in the 34 TFS transferred to the 13 TFS.

Lt Col McInerney, along with his EWO Capt Fred A. Shannon, had reported in to the squadron in March 1967 after they both had completed Wild Weasel Class 67WWIII-8 at Nellis. Lt Col McInerney was the squadron's Wild Weasel Operations Officer. He continued transitioning the Wild Weasel crews into the Ryan's Raider operation and releasing the Ryan's Raider back-seat pilots into the strike force as F-105D pilots.

Most Ryan's Raider back seat pilots transferred as strike pilots to other 388 TFW squadrons. For example, Capt David L. Burney and Capt Aquilla F. Britt transferred from the 34 TFS to the 469 TFS. Maj Francis "Frank" P. Walsh a rear seat pilot transferred to the strike mission in the 13th.

However, pilots Maj James B. Register and Maj Kenneth D. Oliver remained with the Ryan's Raider Commando Nail mission when they transferred to the 13 TFS and flew together.

The Ryan's Raider crews of Capt George A. Bogert, and Capt Donald S. Aunapu, Capt Tom T. Walker and Capt Neil F. Blake also transferred to the 13 TFS as did the crew of Maj James R. Bassett and Capt Konrad W. Trautman. Also, Maj Robert D. Reese and Capt Douglas G. Glime transferred to the 13 TFS. Maj Harold D. Wilson transferred to the 13 TFS.

*388 TFW history, Apr - Dec 67, USAF microfilm NO 583, frame 1494 & Jim McInerney, e-mail 1 Nov 2004 & Nancy Fitzgerald 5 Nov 85 letter to Bauke Jan Douma.*

**31-Aug-67**

3816

As of 31 August 1967, the 13 TFS possessed one F-105D and 20 F-105Fs to perform their three separate operations. "The day Strike pilots visually attack all assigned targets. The Wild Weasel crews destroy enemy defenses i.e., surface-to-air missiles and antiaircraft artillery. The 13th [Ryan's Raiders] operate singly against point-targets at night or in weather."

"Late in August several of the initial crew members assigned to the Raiders were released to the day strike force. This was brought about by the imminent arrival of specially trained Wild Weasel crews from Nellis AFB. These crew members will remain in the 13 TFS and will still be available for Raider operations should the need arise." The six Ryan's Raider pilots transferred to strike missions were:

Maj James B. Register  
Maj Francis P. Walsh  
Maj Harold D. Wilson  
Capt Thomas T. Walker  
Capt Neil F. Blake  
Capt Calvin H. Markwood.

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By the time he transferred to the strike force, Maj Walsh had flown 41 night, low-level Ryan's Raider missions. (Sawadee Flyer, Friday 23 Feb 1968)

Thirteen pilots departed the 13 TFS after completing 100 missions in August 1967. They were:

Maj William E. Underwood departed 3 August.  
Capt Christopher D. Dascalos departed 3 August.  
Maj Russell A. Starkman departed 3 August.  
Capt William M. Milstead departed 3 August.  
Capt Donald M. Majors departed 4 August.  
Maj Charles E. Van Driel departed 4 August.  
Maj David H. Coats departed 5 August.  
Maj William T. "Ted" Twinting departed 5 August.  
Maj John R. Des Jardins departed 7 August.  
Maj Robert J. Lines departed 8 August.  
Maj George V. Wish departed 22 August with 1003.6 hours in the F-105.  
Maj Anthony Gardecki departed 26 August.  
Maj Edwin F. Malone departed 26 August.

Capt Rowland F. "Frank" Smith, Jr. and EWO 1Lt David H. Williams and Maj James H. Mirehouse and EWO Capt Albert L. "Mike" Michael, were credited with destroying SAM sites in August 1967.

*388 TFW history, Apr - Dec 67, Vol II, 13 TFS history, 1 Apr - 31 July, microfilm NO584, frames 0052 -0056.*

**01-Oct-67**

**18-Oct-67**

847

Under PACAF Movement Order 35, dated 20 September 1967, the 13 TFS designation was transferred from the 388 TFW, Korat RTAFB, Thailand, to an F-4 squadron at Udorn RTAFB, Thailand. The departure of the 13 TFS left the 388 TFW with the 34 TFS, 469 TFS, and 44 TFS. The reduction to three squadrons was a result of combat losses of the F-105.

Under 388 CSG special order AB-3874, sixty officers were transferred from the 13 TFS to the 44 TFS. On 1 October 1967, personnel and F-105F aircraft of the 13 TFS began being absorbed into the 44 TFS, which had arrived at Korat from Kadena on 25 April 1967. The 44 TFS distributed their twenty-one F-105Ds to the 34 TFS and 469 TFS and picked up the Wild Weasel and Ryan's Raider missions from the 13 TFS. The changeover was completed on 18 October 1967.

The 388 TFW commander, Col Edward B. Burdett, led the change of command ceremony. Lt Col James E. McInerney, Jr., who had been commander of the 13 TFS, replaced Lt Col Fred A. Treyz as commander of the 44 TFS.

Korat's base newspaper, "The Sawadee Flyer", reported the event but got its facts wrong. "It was noted that the retiring 13 TFS, which came to Korat in June 1965 [wrong year. It was June 1966] from Kadena AFB, Okinawa, had been an offspring of the 44th. A cycle is now completed: from the 44 TFS in March 1965, [1966] then the 13 TFS for over two [one] years and back again to the 44 TFS in September 1967".

One of the 13 TFS Wild Weasel crews transferring to the 44 TFS was Capt Robert E. Dorrough and his EWO Maj Clarence S. Summers. Another crew, this one assigned to night raider missions, was Maj Kenneth D. Oliver and Maj James B. Register. Capt Norman E. Powell was a Wild Weasel pilot who transferred to the 44 TFS.

Maj Robert D. Reese, Capt Calvin H. Markwood, Maj Harold D. Wilson and Capt Neil F. Blake, former Ryan's Raider pilots, transferred to the 44 TFS.

About this time, Maj Robert W. Barnett transferred from the 44 TFS to the 469 TFS. Maj Eugene L. Main transferred from the 13 TFS to the 469 TFS.

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While at Korat, Lt Col Treyz flew 107 combat missions in F-105s. He was next assigned to the USAF IG at Norton AFB, CA. (USAF bio Brigadier General Fred A. Treyz)

Maj Donald S. Aunapu and Capt James H. Wright, Jr. transferred from the 469 TFS to the 44 TFS.

Wild Weasel pilot Capt Rowland F. "Frank" Smith, Jr. transferred from the 13 TFS to the 44 TFS as did Maj James H. Mirehouse.

*Sawadee Flyer, Friday, October 13, 1967 388 TFW history, 1 Oct - 31 Dec 67, USAF microfilms NO584, frame 0031 and NO583 frame 1721.*

### 05-Oct-67

F-105D 581169 13 TFS 388 TFW Korat Hit by 85-mm AAA while en route to the Quang Kien RR causeway. Crashed 2.5 miles from Nga My in RP-6A, North Vietnam. 21-28N 106-00E Capt Konrad Wigand Trautman 13 TFS pilot ejected on his 60th mission. POW. Released 14 Mar 73. Call sign: "Detroit 01". Major Konrad W. Trautman from Oberlin, PA, flew as Detroit 01 leading a flight of four F-105s on a strike mission to the Quang Kien RR Causeway at location 21-25-47N and 106-17-57E in North Vietnam. Other members in the flight were Maj Donald S. Aunapu, Maj James R. Bassett and Maj Harold D. Wilson. The flight from the 13 TFS took off from Korat at 05:45 and Major Trautman was lost over the target at 07:30.

"The following is an extract from the statement of Major Harold D. Wilson, Detroit 4: '... We rolled in on the target as briefed in elements of two. Captain Trautman ... and the Number 2 aircraft attacked the causeway and 3 and 4 attacked AAA positions. Intense flak was encountered from five miles from roll in until about five miles on egress. After rolling with 3, I then established my own attack against a separate AAA site. At about 12,000 in the dive I heard Lead call 'Detroit's hit.' I came off the target to the right as briefed and began looking for the rest of the flight. Five aircraft were immediately ahead of me but none appeared to have been hit. As I closed to join with these aircraft, I observed a long trail of fire at 10 o'clock about 10 miles which appeared at first to be an SA-2 but on closer look was an F-105 aircraft. At this time I heard Detroit 3 call Lead saying that he had him in sight and was joining on him. Shortly after, I heard a beeper and heard Detroit 3 call, 'I have a beeper and good chute.' Detroit 3 then called downed position as 2128N/10600E. Detroit flight then rejoined and egressed the area. On egress we received a call from an unknown aircraft saying he had established contact with Captain Trautman and that he had said, 'I'm alright, but they're coming after me.' " ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-165).

He received a Silver Star for his final mission. "The President of the United States of America takes pleasure in presenting the Silver Star to Captain Konrad Wigand Trautman ... for gallantry in connection with military operations against an opposing armed force while serving as Pilot of an F-105 Thunderchief of the 13th Tactical Fighter Squadron, Korat Royal Thai Air Base, Thailand, in action over North Vietnam, on 5 October 1967. On that date, Captain Trautman was the leader of a flight of four F-105 Thunderchiefs in an air attack against an intensely defended causeway. Although his aircraft was struck repeatedly by accurate and tracking flak, Captain Trautman courageously pressed the attack and devastated the target with his ordnance. By his gallantry and devotion to duty, Captain Trautman has reflected great credit upon himself and the United States Air Force. General Orders: Headquarters, 7th Air Force, Special Order G-1988 (November 13, 1967) (<http://valor.militarytimes.com/recipient.php?recipientid=3544>)

"On 5 October, Captain Konrad Trautman ... was shot down over North Vietnam on his 60th mission. He is listed as MIA." (13 TFS history) He had accumulated 288.4 hours in the F-105. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

He received the Air Force Cross for the period 10 May - 8 Oct 1968 while he was a POW. His award citation read: "The President of the United States of America, authorized by Section 8742, Title 10, United States Code, awards the Air Force Cross to Major Konrad W. Trautman for extraordinary heroism in military operations against an opposing armed force as a Prisoner of War in North Vietnam from 10 May 1969 to 8 October 1969. Under his leadership, an escape committee was formed which eventually precipitated an escape from a prison camp located on the edge of the city of Hanoi. Through the escapees were soon recaptured, it resulted in extreme embarrassment to the camp commander who lost his position along with others of his staff. Major Trautman was subjected to a cruel round of

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torture in which the interrogators attempted to get details of prisoner plans and organization. Major Trautman absorbed this torture and accepted blame for the escape in a gallant bid to protect the senior ranking American and other prisoners who were active in operations against the Vietnamese. He suffered excruciating tortures and beatings resulting in many serious wounds which placed him physically and mentally on the edge of death. Through his extraordinary heroism and aggressiveness in the face of the enemy, Major Trautman reflected the highest credit upon himself and the United States Air Force." ("Recipients of the Air Force Medal of Honor and Air Force Cross", by Eric R. Caubarraux, pp 271 - 272.)

The POW escape was by John Dramesi, an F-105 pilot and Ed Atterberry an RF-4C pilot. They escaped on Saturday 10 May 1969 but both were recaptured the next day. Atterberry died from beatings on 18 May 1969. Dramesi and Atterberry (posthumously) also received the Air Force Cross for their escape attempt.

*U.S. Navy CNA Loss/Damage Data Base & 13 TFS history, 1 Sep - 17 Oct 67, USAF microfilm NO584, frame 0059.*

### 17-Oct-67

F-105D 600425 34 TFS 388 TFW Korat Hit by 85-mm AAA while attacking the Dap Cau RR Yards. Crashed in RP-6A, North Vietnam. 21-11N 106-05E Maj Dwight Everett Sullivan 34 TFS pilot ejected. POW. Released 14 Mar 73. Call sign: "Hot Rod 01".

The mission was to attack the Dap Cau railroad yards. Hot Rod flight's lineup was:

- #1 - Maj Dwight E. Sullivan
- #2 - Maj Donald E. Odell
- #3 - Maj Floyd E. Heinzig
- #4 - Capt Anthony C. Andrews

All pilots were from the 34 TFS.

Witnesses from other flights included Col John P. Flynn, Lt Col Robert W. Smith, and Maj Harold D. Wilson. The flight took off from Korat at 08:40 and Maj Sullivan and Maj Odell were downed at 10:42 on roll in to the target.

An official Air Force history described the losses. "Maj Odell's aircraft was hit by flak just as he was starting to roll in on target. At almost the same time (about one second earlier), the Flight Leader was hit. The two aircraft were close together. At least one of the aircraft disintegrated and both went down. One parachute was seen and one beeper was heard. None of the witnesses knew from which aircraft the parachutes came. All witnesses were either in their bomb runs or were attempting to acquire their targets; consequently, the period of observation for each was necessarily brief. None were sure that there were two parachutes." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-172 and 3-174, AFHRA Call # K717.6031-3.)

In an oral history interview, Maj Dwight Sullivan, "Hot Rod 01", described what really happened. "...It was on my 73rd mission on a railroad yard, up over North Vietnam, about 25 miles northeast of Hanoi. I was leading a force of sixteen aircraft to hit this yard. ... It was on a Sunday morning, it was clear, a beautiful day to fly .... We rolled in the flights of four and they cross under and two over and we'd go down in formation and they'd drop off. ... As I rolled out, my number [two] just caught the corner of my eye and my number [two] man ran into me. I really wasn't shot down, I was knocked down by my wingman. Needless to say I was a little upset when I got out of the aircraft. I wasn't injured in the bailout that I knew of. But if my wing man could have heard me coming down with that chute he would not have ever wanted to see me again. Anyway, ... I saw him coming down a couple of miles away. They picked us both up."

Capt Tony Andrews, "Hot Rod 04", was shot down on this mission and also became a POW.

By the time of their last mission, Maj Odell had accumulated 78.8 hours flying the F-105. Maj Sullivan had accumulated 277.1 hours and Capt Andrews 168.8 hours.

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*U.S. Navy CNA Loss/Damage Data Base & "PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-172 and 3-174, AFHRA Call # K717.6031-3 & Dwight Sullivan interview 8 Aug 2005 by Beverly Brown for Veterans History Project.*

### 17-Oct-67

F-105D 624326 34 TFS 388 TFW Korat Hit by 85-mm AAA while attacking the Dap Cau RR Yards. Crashed 16 miles NE of Hanoi in RP-6A, North Vietnam. 21-11N 106-05E Maj Donald Eugene "Digger" Odell 34 TFS pilot ejected on his 17th mission. POW. Released 14 Mar 73. Call sign: "Hot Rod 02".

The mission was to attack the Dap Cau railroad yards. Hot Rod flight's lineup was:

- #1 - Maj Dwight E. Sullivan
- #2 - Maj Donald E. Odell
- #3 - Maj Floyd E. Heinzig
- #4 - Capt Anthony C. Andrews

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In an oral history interview, Maj Dwight Sullivan, "Hot Rod 01", described what really happened. "...It was on my 73rd mission on a railroad yard, up over North Vietnam, about 25 miles northeast of Hanoi. I was leading a force of sixteen aircraft to hit this yard. ... It was on a Sunday morning, it was clear, a beautiful day to fly .... We rolled in the flights of four and they cross under and two over and we'd go down in formation and they'd drop off. ... As I rolled out, my number [two] just caught the corner of my eye and my number [two] man ran into me. I really wasn't shot down, I was knocked down by my wingman. Needless to say I was a little upset when I got out of the aircraft. I wasn't injured in the bailout that I knew of. But if my wing man could have heard me coming down with that chute he would not have ever wanted to see me again. Anyway, ... I saw him coming down a couple of miles away. They picked us both up."

Capt Tony Andrews, "Hot Rod 04", was shot down on this mission and also became a POW.

By the time of their last mission, Maj Odell had accumulated 78.8 hours flying the F-105. Maj Sullivan had accumulated 277.1 hours and Capt Andrews 168.8 hours.

Maj Odell was born in Pontiac, Michigan. He was awarded a Silver Star for his attack on the Dap Cau railroad yard.

*U.S. Navy CNA Loss/Damage Data Base & letter, Donald Odell, to Ron Thurlow & Dwight Sullivan interview 8 Aug 2005 by Beverly Brown for Veterans History Project.*

### 23-Oct-67

3438

Air Force planes struck the Phu Tho railroad yard (BE 616-01829) on the Northwest Rail Line (RR 1) in RP-6A at 21-24-05N and 105-13-35E. BDA photography on 26 October revealed tracks in the yard were interdicted, one through line was serviceable, and there were 9 serviceable rail cars.

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Two F-105D pilots from Korat flew on this mission designated RT56A-173:

Maj Harold D. Wilson from the 44 TFS flew 61-0068 and Lt Col Robert W. Smith from the 34 TFS flew 61-0029.

Maj Wilson's camera film showed CBUs dropping.

*Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967 & Nat'l Archives film record NWDNM(m)-342-USAF-42649B.*

**27-Oct-67**

1188

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

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

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

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

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

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

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

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

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

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

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changes reflected his role as EWO.

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

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

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

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

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

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

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

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

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

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



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"After roll-in and establishing the 60-degree dive angle on Bob's wing, I took my eyes off of his aircraft to acquire a visual on my target. To my amazement and relief, I found my sight reticule right on the northwest end of the runway, which was his target. Pushing forward on the stick slightly my target was easily acquired and I pickled my CBU's at 9,500 feet simultaneously plugging in AB again and pulling out of the dive and beginning the target egress process.

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

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

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

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

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

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

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

# Harold David Wilson

## F-105 History

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

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

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

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

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

### 30-Oct-67

3456

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

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

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

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

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

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

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

### 27-Dec-67

986

"Bob Hope capped the list of distinguished visitors (to the 388 TFW) for 1967 when he appeared 29 December [reported wrong day]. More than 8,000 servicemen from Korat and nearby Army bases viewed that afternoon show." More people attended Bob Hope's show at Korat than had attended President Johnson's visit on 23 December. (388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1687.)

Maj Harold D. Wilson, 44 TFS, 388 TFW, flew his 100th F-105 mission over North Vietnam. Upon landing at Korat, he was met by the wing commander Col Neil J. Graham, along with comedian Bob Hope, who was visiting Korat during his Christmas tour of SEA military bases. Maj Wilson was driven by Jeep to the Korat Officers Club where he was pushed into the pool by Bob Hope, Raquel Welch, and Elaine Dunne. Bob Hope pulled Maj Wilson from the pool

# Harold David Wilson

## F-105 History

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then pushed him back in again. (Nat'l Archives film list)

This was Maj Wilson's last flight in the F-105. Since his first flight on 1 August 1966, he had accumulated 359.2 flying hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

The 388 TFW Supply Squadron's history for December reported that "Christmas was a regular workday, but all but a handful of the squadron's personnel were given time off to see the Bob Hope USO Troupe on 27 December 1967.

The 44 TFS Wild Weasel crew of Capt Robert E. Dorrough, Jr. and his EWO Maj Clarence S. "Bud" Summers flew their 88th combat mission in the morning. "Wed - This was quite a day. Flew #88 to Pack 1 in early AM and then saw Bob Hope show in the afternoon. We hit a GCI site on the northern tip of the package and a 37-mm site that did some shooting at us. Another 4-shipper carrying 2 x CBU's on 1 and 3 and 6 x 500-lb bombs on 2 and 4. All I can say about the Bob Hope show was that it was great. He certainly raises everybody's spirits. Maj Dave Wilson finished today." (Bob Dorrough diary.)

In his memoirs, Maj Spence M. "Sam" Armstrong from the 34 TFS commented on the Bob Hope show. "We also had a holiday visit from Bob Hope and his troupe. He stood on stage with a golf club in hand telling jokes like he always does. Raquel Welch was his primary female star. She didn't need to do anything but stand around and look sexy -- and she did. ... The show was held outdoors because everybody from Korat and Camp Friendship was there it seemed. Our wing commander, Col. Graham, introduced the show and gave the troupe some mementos of their visit." (Lt Gen Sam Armstrong, chapter titled, "Southeast Asia October 1967 - May 1968" in unpublished memoir, pg 25.)

*National Archives motion picture film shot list control No. NWDNM(m)-342-USAF-43469 & 388 TFW history  
Apr - Dec 67, USAF microfilm NO 584 frames 0313.*

### 30-Jun-68

2592

(Approximate date). "Thirty-six Thunderchief pilots honored -- for the completion of 100 missions in the F-105 fighter-bomber over North Vietnam. Thirty-six pilots were honored with recognition certificates this month during a ceremony at Eglin Air Force Base, Florida.

The recipients were: Lt Cols Reddock and Carl W. McKenzie;

Majs. Barner, Leftwich, J. G. McGukin, J. H. Bobel, Jr., W. Fredlund, David C. Dickson, Jr., Harold D. Wilson, W. Bazzell, J. Hildebrand, Alonzo L. Ferguson, John R. Whaley, A. Lenski, R. S. Beale, Irwin, Donahue, Huntley, R. C. Fontaine, Maj Malcolm D. Winter, Robinson, and Mitchell;

and Capts. W. F. Bryant, T. G. Cline, P. H. Walker, W. Grieger, H. G. Paddon, C. Jewett, R. Venturini, James H. Wright, Jr., Earl J. Henderson, V. Ellis, D. Tucker, Beyer, and Dentino."

*Thunderchief Worldwide Report, Vol III, No. 10, June 1968.*

### 03-Apr-01

6944

Col (Ret) Harold D. Wilson died.

Birth: 07 Jan 1933

Death: 03 Apr 2001

*Rick Versteeg, e-mail 14 July 2011.*