

24 April 1967

F-4B BuNo 153037
BuNo 153077
VF-114 – USS *Kitty Hawk*
(CVA-63)

Lt. Hugh D. Wisely
Lt. (j.g.) Gareth L. Anderson
(Linfield 200)



153037 in the markings of VF-114 flying from the USS Kitty Hawk (CVA-63), which places her in the right unit and on the right ship at the right time. (U.S. Naval Aviation Museum/C. Jansson via Tailhook Association)

F-4B-27-MC-153037
Aircraft Destroyed: MiG-17
Weapon: AIM-9D

Having been involved in the shootdown of a North Vietnamese An-2 Colt on 20 December 1966, Lt. Wisely's MiG-17 kill on 24 April 1967 made him the only Navy flyer with two aerial victories. Lt. Wisely and his RIO Lt. (j.g.) Anderson downed the second MiG-17 on 24 April 1967.

During the air battle the crew of Linfield 200 saw a MiG-17 engaging and firing a missile at Linfield 210 (Southwick and Laing). Lt. Wisely warned Southwick to pull up and Southwick was able to evade the MiG's missile enabling Linfield 210 to launch an AIM-9D. This guided directly to the MiG and destroyed it.

As with a number of Air Force and Navy aircraft credited with MiG kills during the Vietnam era, there is some confusion as to the correct tail number or BuNo. Such is the case with the jet flown by Lt. Wisely and Lt. (j.g.) Anderson. Some identify the aircraft as being BuNo 153037 and others identify it as 153077.

26 April 1967

F-4C Tail No. 64-0797
389th TFS – 366th TFW

Maj. Rolland W. Moore, Jr.
1st Lt. James F. Sears
(Cactus 01)

The tail section photograph of 64-0797, tail code "AH," was taken during 1966–1967, while serving with the 366th TFW at Da Nang Air Base, Vietnam. The 64-0797 was credited with two MiG kills.



Official records indicate that it was only credited

with one MiG kill. F-4C 64-0797 was then shot down on 20 January 1968 by 37-mm anti-aircraft artillery fire over North Vietnam. (D. Hansen via T. Hansen)

F-4C-23-MC-64-0797
Aircraft Destroyed: MiG-21
Weapon: AIM-7E

On 26 April 1967, Maj. Moore and 1st Lt. Sears were flying the lead aircraft in a MiGCAP flight for a strike force of F-105s targeting a Hanoi transformer site. Moore and Sears downed their MiG-21 with an AIM-7 missile. Event III-157 of the Red Baron Report describes the Moore and Sears MiG kill: "While ingressing the target in trail of the F-105 strike package, they were protecting Cactus flight and observed numerous SAM detonations. It was the Iron Hand flight leader that first detected the North Vietnamese MiGs. In short order Cactus flight also picked up the approaching enemy aircraft. Maj. Moore and Lt. Sears engaged a number of MiGs during the air battle of 26 April 1967, before being credited with downing their MiG with an AIM-7 Sparrow missile."

28 April 1967

**F-105D Tail No. 60-0504
357th TFS – 355th TFW**

**Lt. Col. Arthur F. Dennis
(Atlanta 01)**



F-105D 60-0504 was assigned to the 357th TFS at Takhli RTAFB, seen here with the unusual weapon configuration of a single 650-gallon centerline fuel tank and 1,000-pound iron bombs on the outboard pylons. This early production Thunderchief was also known as the Memphis Bell II, named after the famed World War II B-17 bomber. This particular F-105 went on to survive the war and can now be seen on permanent display at the National Museum of the Air Force in Dayton, Ohio. (P. Minert Collection)

**F-105D-10-RE-60-0504
Aircraft Destroyed: MiG-17
Weapon: M61A1, 20 mm**

Lt. Col. Dennis was flying lead in Atlanta flight on 28 April 1967 when his flight was fragged to strike a target 10 miles southwest of Hanoi. When leaving the target area he spotted a MiG-17 directly ahead of him at approximately 3,000 to 5,000 feet above the ground chasing a lone F-105F.

Lt. Col. Dennis described how the MiG he engaged ended up exploding into a large ball of flame: “I had selected missiles air in anticipation of an AIM-9 firing after dropping my bombs on the target. I closed on a MiG-17, obtained a good missile tone in my headset and fired the Sidewinder. The missile failed to guide. I continued closing on the MiG, which was in a shallow right turn, level, and apparently did not see me. I continued to close to approximately 1,500 feet, and began firing, closing to about 700 feet. The MiG burst into a large ball of fire.” The MiG was seen spiraling toward the ground, burning and trailing smoke.

30 April 1967

**F-105D Tail No. 60-0498
333rd TFS – 355th TFW**

**Capt. Thomas C. Lesan
(Rattler 01)**



This MiG killer, 60-0498, was operated with the 333rd TFS, 355th TFW, and is shown here after the war, serving with the Virginia ANG where the jet was known as Top Dog. (P. Martin Collection)

**F-105D-10-RE-60-0498
Aircraft Destroyed: MiG-17
Weapon: M61A1, 20 mm**

On 30 April 1967, Capt. Lesan was flying as Rattler lead during a strike mission against rail yards near Bac Giang. During the mission all Rattler aircraft were armed with six 750-pound bombs, and Rattler lead and 03 were also armed with AIM-9 Sidewinders. Rattler lead observed two MiG-17s while egressing the target.

Capt. Lesan jettisoned his fuel tanks and set up guns for air-to-air while closing on the MiGs: “I tracked and opened fire on the number-two MiG at approximately 1,000 feet. I fired 100 rounds of 20 mm noting hits impacting down the left side of the forward fuselage and on the left wing.” The MiG rolled over with smoke and flame pouring from the left wing. About a mile in trail, Rattler 02 observed the MiG burning and spinning toward impact.