

Donald O. Austin

F-105 History

31-Dec-65

5893

In the 8 TFS, 49 TFW, key personnel at the end of 1965 were:

Maj Walter S. Bruce - Squadron Commander
Maj Howard W. Leaf - Operations Officer
Maj Raymond F. Kingston - Assistant Operations Officer
Capt John W. Wiechert, Jr. - Assistant Operations Officer
Capt Anton J. Mickech - Maintenance Officer

Line pilots were:

"A" Flight

Capt Samuel H. Martin III - Flight Commander
Capt Richard E. Wendell
Capt James S. Walbridge
Capt David H. Duart
Capt Melvin H. Franzen
Capt Wilson
1Lt Dale M. Pichard
1Lt Donald O. Austin.

"B" Flight

Maj James M. Foley - Flight Commander
Capt Russell A. Starkman
Capt John W. Garten
Capt Robert S. Deas
Capt Jack L. Spearman
Capt Jackie R. Youngblood
1Lt Carl G. Decker

"C" Flight

Maj Thomas M. Heide - Flight Commander
Capt Robert M. Thompson
Capt Donald R. Yates
Capt Gerald E. Detweiler
Capt Joseph J. Karins
Capt Cherry
Capt Jules L. Viquesney

"D" Flight

Capt J. D. Tindall - Flight Commander
Capt Larry David Wiggins
Capt Richard W. Simons
Capt William Eugene Eskew
1Lt Joseph P. Shouse
1Lt Lawrence D. Cobb II
Capt Paul E. Raudenbush

The squadron flew 3,407:20 hours during the past six months. Four pilots received the Armed Forces Expeditionary Medal for combat missions that they flew during their deployments to South East Asia. They were:

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Capt John W. Garten - 9 missions
Capt Gerald E. Detweiler - 3 missions
Capt Jules L. Viquesney - 4 missions
Capt Melvin H. Franzen - 1 mission

49 TFS history, 1 Jul - 31 Dec 1965, AFHRA Call # KWG-49-HI Jul - Dec 1965, IRIS # 450717, declassified extr.

30-Jun-66

5921

At the end of June 1966, key personnel in the 8 TFS, 49 TFW, Spangdahlem AB, Germany, were:

Lt Col Walter S. Bruce	-	Squadron Commander
Capt Anton J. Micksch	-	Maintenance Officer
Maj Raymond F. Kingston	-	Operations Officer
Capt John W. Wiechert, Jr.	-	Asst Operations Officer
Capt Paul E. Raudenbush	-	Weapons Officer

The line pilots were:

"A" Flight	"C" flight
Maj Thomas M. Heide - Flt Cmdr	Maj Samuel H. Martin III - Flt Cmdr
Capt Larry David Wiggins	Capt Russell A. Starkman
Capt David H. Duart	Capt Gerald E. Detweiler
Capt Donald R. Yates	Capt Joseph J. Karins
Capt Melvin H. Franzen	Capt Cherry
1Lt Donald O. Austin	Capt Jules L. Viquesney

"B" Flight	"D" Flight
Maj James M. Foley - Flt Cmdr	Maj Capt J. D. Tindall - Flt Cmdr
Capt Robert M. Thompson	Capt James S. Walbridge
Capt John W. Garten	Capt William Eugene Eskew
Capt Robert S. Deas	1Lt Joseph P. Shouse
Capt Jack L. Spearman	1Lt Lawrence D. Cobb II
Capt Jackie R. Youngblood	1Lt Dale M. Pichard
1Lt Carl G. Decker	

Squadron pilots flew 3,644:20 hours over the past six months. "... The 8th squadron pilots amassed a total of over 25,700 hours in the F-105, which averages nearly 700 hours per assigned pilot. ... The squadron had one landing accident mark a perfect flying record. The fact that the squadron has limited its accident record to a single occurrence in over one year is testimony to safety consciousness in the squadron."

"All pilots successfully completed gunnery qualification. The crews deployed to Wheelus AB, Libya, where they acquired proficiency in 12 different events, both nuclear and conventional. Visual and radar nuclear events were accomplished. A small portion of gunnery qualification was accomplished at Suippes Range, France, and Seigenburg Range, Germany."

Pilots awarded the Combat Readiness Medal during the past six months were:

Capt J. D. Tindall
Capt John W. Wiechert, Jr.
Capt James S. Walbridge
Capt Paul E. Raudenbush
Capt David H. Duart

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Capt Donald R. Yates

"Capt Robert C. Green, the first man assigned to the 8th Squadron who completed a combat tour in Southeast Asia with 112 aerial combat missions [with the 354 TFS from Takhli], was awarded his second through fifth Oak Leaf Clusters to the Air Medal. He also received the Purple Heart for wounds received from hostile ground fire." The reference was to the episode on 19 February 1966 when Capt Green's F-105D was shot down over North Vietnam. He was picked up by a Jolly Green HH-3C helicopter in a dramatic rescue under heavy enemy fire.

49 TFS history, 1 Jan - 30 June 1966, AFHRA Call # KWG-49-HI Jan - Jun 1966, IRIS # 450718, declassified extract & 355 TFW History, Jan - Jun 66, USAF microfilm NO461, frame 1110.

25-Dec-66

5526

1Lt Donald O. Austin arrived at Korat RTAFB, Thailand, to join the 34 TFS, 388 TFW. Over the next seven months he flew 111 combat missions into North Vietnam and Laos.

Don Austin, e-mail 27 May 2008.

18-Jan-67

1512

Four flights of F-105s from the 388 TFW "... struck the Don Muc Railroad Bridge (21-27-12N 106-14-01E). Especially significant, was the fact that the entire strike force was flown by pilots of the 34 TFS. This was the first time in the history of the 388 TFW that one of its assigned squadrons conducted a complete strike from within its own resources."

"The Force Commander was Lt Col Richard M. Heyman, Jr., and the Deputy Force Commander was Capt David E. Weaver. Flight assignment was as follows:

"Muskrat" - Lt Col Heyman, 1Lt Donald O. Austin, Capt Weaver, 1Lt Catren.

"Rip" - Maj William E. Augsburger, Maj Clarence Kough, Jr., Maj Edward C. Jones, Capt Alan J. Fick.

"Tamale" - Maj McKenzie, Capt Kennedy (two members were forced to air abort).

"Cheeta" - Maj Callahan, Maj Johnston, Capt John W. Swanson, Jr. (one member air aborted)."

"The flights reported heavy AAA in the target area and also 15 NM from the target during ingress and egress. Heavy 85 mm was encountered during the ingress and egress to the target. BDA photos ... substantiated pilot observations as two spans of the bridge were destroyed, leaving it in an unservicable condition."

Maj Augsburger was awarded a Silver Star for gallantry for flying this mission. (7th AF SO G374 14 March 1967)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1218 and 1219.

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. Augsburger, 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."

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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 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.

02-May-67

1470

There were 5 USAF strikes against the Northeast Railroad (RR 2) on 2 May. Four F-105s damaged the Vu Chua railroad bridge south (BE 616-01150) at 21-26-35N and 106-21-28E by dropping 24 750-pound bombs.

Four more F-105s dropped their 24 750-pound bombs on the Vu Chua railroad yard south (BE 616-01833) at 21-26-15N and 106-20-35E. Pilots reported seeing 26 railcars in the yard. "Korat pilots dropped 750-pound bombs on the main Vu Chua complex, 43 miles northeast of Hanoi. Bomb damage assessment was hampered by heavy clouds in the area. Pilots pulled up into low clouds before they could observe the impact of their ordnance."

Eight F-105s, in two strikes, dropped 48 750-pound bombs on the rail line in the vicinity of 21-33N and 106-30E, approximately ½ mile south of the Cau Nung railroad bridge (BE 616-00707).

Also, pilots of four F-105s reported cutting rails at 21-26N and 106-19E after dropping their 24 750-pound bombs.

"The large Yen Bai railroad yards, 76 miles northwest of Hanoi, were struck by other 388 TFW pilots."

"Rattler" flight from the 34 TFS struck Kep railroad yards. "The strike was composed of the

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following pilots: Lead - Maj James N. McClelland, #2 - Capt John W. Swanson, Jr., #3 - Maj Carl W. McKenzie, #4 - 1Lt Donald O. Austin. The purpose of the strike was to cut the rail lines. Ordnance selected for this strike was 6 x 750-pound bombs per aircraft. Heavy thunderstorm activity was encountered during ingress - egress and during the pre - post strike air refueling. The immediate target area was obscured by clouds and so the flight commander elected to attack the rail lines four miles northeast of the yard, which was visible. 'Rattler' flight cut the railroad in three places with very accurate bombing. This was accomplished in the face of extremely heavy AAA fire and SAM launches." (34 TFS history, 1 - 30 May 67, USAF microfilm NO584, frames 0072 - 0073.)

Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1478 and 1479.

19-May-67

1324

"Flights of (388 TFW) F-105s returned to the Hanoi area for the first time in five days, dropping bombs on the Kep Army barracks (South) (JCS 39.43), 37 miles northeast of the capital ..." at coordinates 21-21-35N and 106-16-00E in RP-6A, North Vietnam. Two pilots on the strike were Maj Wray C. Lasswell, 13 TFS, flying F-105D 61-0069, and 1Lt Donald O. Austin, 34 TFS, in 61-0124. The 34 TFS hit the Kep Army Barracks again on 31 May. Twenty-four sorties were flown against this target in these two raids. (CHECO & Video, "F-105 Missions Over North Vietnam", 1967, Film Report FR-816, Produced by the Aerospace Audio Visual Service.)

F-105 flights from the 333 TFS from Takhli struck "... Hoa Lac airfield, 20 miles west of the city." The planes dropped 750-pound bombs and four pods of CBU-24s. They encountered heavy ground fire. (CHECO & Video, "F-105 Missions Over North Vietnam", 1967, Film Report FR-816, Produced by the Aerospace Audio Visual Service.)

"Heavy enemy defenses hampered bomb damage assessment on the Army barracks, located just southwest of the airfield at Kep. Numerous buildings were damaged as ordnance was observed impacting on structures in the area. 'We could see large fires in the barracks area and then another large secondary explosion in an ammo area,' said one pilot."

"A 120-mm rocket launcher was blown up by 750-pound bombs dropped by pilots of the 388 TFW in an area 43 miles southeast of Dong Hoi."

"Several small fires triggered a large secondary explosion that sent black smoke to 1,000 feet when Thunderchief pilots of the 388th ... struck a SAM complex, 16 miles south-southeast of Vinh. The site was heavily damaged."

"Additional 388th jets demolished a 125-foot single-track railroad bridge, 22 miles north-northeast of Mu Gia pass and a three-span highway bridge, 19 miles north of the pass."

Two F-105Ds, each carrying four 750-pound bombs and two CBU-24s, hit targets in the DMZ. "Speedo" flight took off at 17:05 and reached their target at 18:10. The two pilots in the flight from the 13 TFS were:

Speedo 1 - Maj Robert J. Lines flying 59-1739

Speedo 2 - Major Marlin R. Blake flying 62-4278 was flight spare replacing 1Lt Guy H. Morgan who aborted in 61-0152. It was Maj Blake's 96th combat mission. "Refueled and went to DMZ. Dropped on artillery pieces and combat troops. Ten CBA. Lots of flak. Bob Lines, and Me."

The 388 TFW DCO, Col Howard C. "Scrappy" Johnson flying with the 44 TFS, was awarded a Distinguished Flying Cross (5 OLC) for extraordinary achievement for a mission he flew this day. (7 AF SO G-970 8 Jul 67)

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"USN F-8 Crusader pilots, on 19 May, downed four MiG-17s while A-4, A-6 and F-4 pilots struck the Hanoi TPP (JCS 81) 1.1 miles north of the center of the city and the Van Dien SAM support facility 5 miles south." (MACV Press Release 15 June 1967 on line at www.vietnam.ttu.edu/star/images/107/1070204001.pdf.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1755 and 1485 & National Archives motion picture film shot list control No. NWDNM(m)-342-USAF-41720B & 100 Mission Log of Maj. Marlin R. Blake & CHECO, Rolling Thunder, 17 Nov 1967, pg 19.

13-Jul-67

5527

Capt Donald O. Austin from the 34 TFS, 388 TFW, flew his 100th mission over North Vietnam. "I had a total of 111 missions of which 100 were over North Vietnam packages I - VI Alpha or 1 - 6 Alpha. I also flew 11 missions striking infiltration routes, storage areas, troop movements working with Forward Air Controllers in Laos and one mission in northeastern Cambodia. The FAC missions generally had us bombing the FAC's phosphorus rocket smoke because nearly every target was well hidden from US airplanes because of the jungle. A FAC discovering troops, etc. could plan on a whole lot of fighters being directed to him in an attempt to kill what he had caught in the open. The FACs were relatively safe from getting down low and searching for targets because if the bad guys opened fire on a FAC they knew a whole bunch of fighters would soon be joining in the fray.

"Of the 100 missions over North Vietnam, 26 of them were directly into Pack 6 Alpha hitting targets around Hanoi including the bridge to the east past the Doumer bridge in downtown Hanoi. I flew a lot of missions striking the northeast railroad that ran from Hanoi on up into China. We passed by all kinds of trains and rolling stock parked just a few feet or so inside the buffer zone the 'wonderful' leaders of the war established after one of our guys strayed into China outrunning a Mig. (Mike Lanning I believe). The 'wonderful' generals and admirals and especially LBJ were so afraid China might get involved. Hell, they were already arming the North Vietnamese to the teeth and that was ok as long as we didn't upset the Chinese or Russians who were already flying some of the North Vietnamese airplanes and shooting down a few of our guys.

"I still can vividly recall the mission I flew to drop CBU (cluster bomb units) to knock out as many AAA sites as possible around the bridge just east of Doumer bridge across a tributary of the Red River."

Don Austin, e-mail 27 May 2008

31-Jul-67

3824

The 34 TFS history for July 1967 did not describe specific combat missions for the month but did acknowledge that "... medium altitude run-in techniques were utilized in conjunction with QRC-160 ECM pod formation. ... Limited use was being made of the AGM-12 missile against point targets." During the month, the squadron flew 345 combat missions, 342 into North Vietnam and 3 in Laos. "A slight decrease in the intensity of enemy AAA fire was noted during the month and no MiG encounters were reported."

"Combat pilot strength stood at 21 line pilots [up from 19 pilots reported in June's history].

"During the month of July, six squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Majors Raymond F. Jauregui, Earl Johnston, James N. McClelland, John R. Whaley, and Captains Donald O. Austin and Jackie R. Youngblood. [Not listed in the unit history for completing 100 missions this month was Maj Charles E. Irwin who left Korat in early August 1967.] No losses were suffered during this month and six replacements

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were received during this period of time."

His 100th mission was the last flight in the F-105 for Maj Jauregui. Since starting his RTU class at McConnell in June 1966, he accumulated 351 hours in the airplane.

Maj McClelland's 100th mission on 22 July was also his last in the F-105. He had accumulated 340.6 hours in the airplane.

His 100th mission on 25 July was the last F-105 flight for Maj Whaley. He had accumulated 333.8 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 incoming PCS pilots in July were: Maj Robert T. Campbell, Capt Irving E. LeVine, and Maj Clyde L. Falls, Jr.

Capt Lawrence G. Hoppe, Capt Rodney A. Skoglund and 1Lt Morris R. Schulmister arrived prior to 12 July 1967 on TDY from the 18 TFW at Kadena. By the end of July 1967, Capt Hoppe had flown 9 combat missions with the 34 TFS bringing his total counters to 31. (Larry Hoppe, AF Form 5.)

The squadron commander was Maj George G. Clausen. Maj Roderick G. Giffin was the Operations Officer.

388 TFW history, Apr Dec 67, Vol II, 34 TFS history, July 67, microfilm NO584, frame 0078 & 34 TFS web site o 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Chuck Irwin e-mail 6 Apr 10.

15-Feb-68

2354

(Approximate date) "At a special presentation ceremony last month at McConnell Air Force Base in Kansas, 55 Thunderchief pilots were awarded special certificates by Republic for completing 100 missions over North Vietnam."

"Air Force Cross Awarded To Thunderchief Pilot -- The Air Force's highest award for heroism was recently awarded to Lieutenant Colonel Harry Schurr, a 100-mission F-105 pilot who is now stationed at McConnell Air Force Base. The decoration was presented to the pilot by Lieutenant General Albert P. Clark, vice commander of the Tactical Air Command. Lt Col Schurr was cited for extraordinary heroism while leading a strike force of 20 Thunderchiefs over North Vietnam. Although his aircraft had been heavily damaged by enemy anti-aircraft fire, Schurr successfully destroyed a key railroad and highway bridge. He is now assigned to the Kansas base as commander of the 4519th Combat Crew Training Squadron." He previously commanded the 469 TFS at Korat. He was one of three F-105 pilots and one Wild Weasel EWO, along with F-4C pilot Col Robin Olds, who received the Air Force Cross for the successful attack on Hanoi's Paul Doumer Bridge on 11 August 1967.

Capt Bruce J. Lotzbire, an F-105 instructor pilot at McConnell, was among those who received Republic Aviation's 100-mission certificates. He had flown 100 missions while assigned to the 357 TFS at Takhli between April and October 1967. He remained as an instructor pilot at McConnell until December 1971. After 33 years in the Air Force, he retired as a Major General on 1 June 1995.

Capt Howard L. Bodenhamer, also assigned to McConnell, was one of the pilots who received a certificate. He had completed 100 missions in August 1967 while flying with the 354 TFS at Takhli.

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Lt Col Gerald F. "Jerry" Fitzgerald, was one of the 55 pilots who received his 100-mission certificate. Previously he had commanded the 13 TFS at Korat, RTAFB, Thailand.

Capt Donald O. Austin was one of the pilots who received a 100-mission certificate. He was a former 34 TFS pilot who had flown from Korat but was now assigned to the 561 TFS as an F-105 RTU instructor pilot.

Maj Edward C. Jones, who had flown with the 34 TFS, received a 100-mission certificate.

Capt Steven J. Savonen, an instructor pilot in the 562 TFS, also received his 100-mission certificate. He had been assigned to the 469 TFS at Korat.

Capt Richard L. O'Connor was one of the pilots receiving a 100-mission certificate.

Lt Col William E. Augsburger was a former 34 TFS pilot who received a 100-mission certificate.

Maj Bobby L. Martin, the first Wild Weasel pilot to have flown 100 missions, received a 100-mission certificate. He had been assigned to the 354 TFS at Takhli but had flown missions with the 13 TFS from Korat.

Capt Jack A. Phillips, an IP with the 560 TFS, flew his 100th mission with the 34 TFS on 2 August 1967.

Capt Robert L. Martin, who flew his 100th with the 34 TFS, received his Republic 100-mission Certificate at McConnell.

Maj Paul F. Koeltzow received his 100-mission certificate.

Capt Jackie R. Youngblood was a former 34 TFS pilot who received his Republic 100-mission Certificate at McConnell.

Thunderchief World Wide Report, Vol III, No 7, March, 1968 & Gen Lotzbire's biography on www.af.mil/news/biographies/lotzbire_bj.html.

01-Jan-70

4348

As of 1 January 1970, the twelve key officers in the 561 TFS at McConnell were:

Lt Col Nevin G. Christensen -- Commander
Maj Richard E. Moser -- Operations Officer
Maj Robert D. Pielin -- Assistant Operations Officer
Capt Guy H. Morgan -- Stan/Eval officer
Maj Teddy Gay -- "A" Flight instructor
Maj Jackie R. Youngblood -- "A" Flight instructor
Capt Kenneth D. Thaete -- "A" Flight instructor
Maj Donald M. Majors -- "B" Flight instructor
Capt Robert Dunkelberger -- "B" Flight instructor
Capt Donald O. Austin -- "B" Flight instructor
Capt Roger Prather -- "B" Flight instructor
Lt Col Myron D. Ulrich -- Materiel Branch Officer

23 TFW History, Jan - Mar 70, USAF microfilm MO555, frame 1256.