

Robert T. Campbell

F-105 History

26-Aug-63

7299

The 4520 CCTW at Nellis established the 4523 CCTS and transferred 18 pilots from the 4526 CCTS to the new squadron. As Ben Stanton recalled, "... [W]e created two squadrons to handle the increased student load." The instructor pilots were:

Lt Col Claude D. Phillips - Sq Cmdr	Capt Hugo E. Marek
Maj Lloyd C. Smith	Capt Robert C. Nelson
Capt Robert T. Campbell	Capt Bernard C. Reck
Capt Paul L. Daniel	Capt Gary L. Retterbush
Capt John A. Debock	Capt Kenneth R. Ryckman
Capt Charles F. Gladish	Capt Jerral V. Skinner
Capt John E. Hill	Capt Benjamin D. Stanton - Also designated FCF pilot.
Capt Leigh W. Hunt, Jr.	Capt Frank L. Yow, Jr.
Capt Eddward L. Jones	Flt Lt Edward H. Stone (Canadian Exchange Officer)

Capt Campbell first flew the F-105 in December 1962.

Nine F-105 pilots were attached to the 4563 CCTS:

Col R. C. Franklin, Jr. - 4520 CCTW DO
Maj Robert B. Austin - Stan Eval board member
Maj Jerome S. Through - Also designated FCF pilot.
Capt David H. Duart
Capt Vernon L. Frye - Also designated FCF pilot.
Capt Harry E. Higgins - Also designated FCF pilot.
Capt Jude R. McNamara - Also designated FCF pilot.
Capt Waymond C. Nutt
Capt Myron D. Ulrich - Also designated FCF pilot.

4520 Combat Support Group SO MB-3, 10 Sept 1963, provided by Ben Stanton attached to e-mail 9 July 2013.

31-Dec-65

4404

At the end of December 1965, the 12 TFS at the 18 TFW, Kadena AB, Okinawa, had 30 pilots assigned. They, and the numbers of combat missions flown to date, were:

Lt Col Charles W. Reed, Commander 31 missions
Lt Col Robert L. Fair, Operations Officer 50 missions
Capt Dana B. Cromack., Asst. Operations Officer 52 missions
Capt Pike G. Grubbs, Weapons Officer 14 missions

Maj Paul M. Kunichika, Flight Commander, INDIA Flight, 65 missions. Other members were:
Capt Vernon E. Frank 57 missions
Capt Thomas E. Boatman 39 missions
Capt George A. Bogert 28 missions
Capt Samuel E. Waters, Jr. 52 missions
Capt John C. Morrissey 51 missions

Maj Robert T. Campbell, Flight Commander, JULIETT Flight, 3 missions. Other members were:
Capt Allen L. Anderson 33 missions
Capt Wesley G. Cary, Jr. 36 missions
Capt Robert M. Crane 47 missions
1Lt Charles C. Large 42 missions
1Lt Vernon V. Sisney

Maj Ralph H. Bowersox, Flight Commander, KILO Flight, 58 missions. Other members were:

Robert T. Campbell

F-105 History

Capt Charles R. Copin 51 missions
Capt Samuel Chapman "Max" Maxwell
Capt Raymond V. Moss 54 missions
Capt John H. Busbee 46 missions
Capt James R. Hostetter 57 missions
1Lt William W. Koelm

Capt Eddie J. Doerschlen, Flight Commander, LIMA Flight. Other flight members were:
Capt Anatole Semenov, Jr. 24 missions
Capt John C. Jones 46 missions
Capt John F. Rehm
1Lt Charles G. Hofelich 40 missions

Two pilots were attached to the squadron for flying:
Capt Donald F. Smith 52 missions
Capt Rezk M. Mohamed

The squadron was authorized 36 officers and had 34 assigned with two pilots attached. They had 5 airmen authorized and assigned.

12 TFS History, 1 Jul - 31 Dec 1965, pgs 1 and 13.

31-Dec-65

4403

Between 1 July - 31 December 1965, five pilots arrived and six pilots left the 12 TFS, 18 TFW, at Kadena AB, Okinawa:

ARRIVALS

Maj Robert T. Campbell arrived 12 TFS 4 July 65 from Nellis AFB
Capt Samuel Chapman "Max" Maxwell arrived 12 TFS 20 September 65 from Nellis AFB.
Capt Eddy J. Doerschlen arrived 12 TFS 22 September 65 from McConnell AFB
1Lt Vernon V. Sisney arrived 12 TFS 1 December 1965 from Nellis AFB
1Lt William W. Koela arrived 12 TFS 24 December 1965 from Nellis AFB

DEPARTURES

Capt Frank J. Tullo departed 12 TFS 10 August 1965 for McConnell AFB
Capt Matthew J. Kelch departed 12 TFS 7 September 1965 for Seymour Johnson AFB
Maj Paul S. Cleland, Jr. departed 12 TFS 1 August 1965 for Hq TAC
1Lt James K. Sandin departed 12 TFS 8 September 1965 for Lackland AFB
Capt Charles M. Yeokum departed 12 TFS 6 December 1965 for Kansas City, Kansas
Maj William J. Hosmer departed 12 TFS 14 December 1965 for Armed Forces Staff College.

12 TFS History, 1 Jul - 31 Dec 1965, pg 2

14-May-66

4520

For the first 4 1/2 months of 1966 the pilot roster of the 12 TFS in the 18 TFW, Kadena AB, Okinawa included:

Lt Col Charles W. Reed - Commander
Lt Col Robert L. Fair - Operations Officer
Capt Dana B. Cromack - Asst. Operations Officer

Maj Paul M. Kunichika - Flight Commander, INDIA Flight
Maj Robert T. Campbell - Flight Commander, JULIET Flight
Maj Ralph H. Bowersox - Flight Commander, KILO Flight
Maj Pike G. Grubbs - Flight Commander, LIMA Flight.

Robert T. Campbell

F-105 History

Pilots in INDIA Flight were:

Capt Vernon E. Frank
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Samuel E. Waters, Jr.
Capt Malcolm B. Robertson

Pilots in JULIET Flight were:

Capt Allen L. Anderson
Capt Wesley G. Cary
Capt Anatole Semenov, Jr.
1Lt Charles C. Large
1Lt Vernon V. Sisney

Pilots in KILO Flight were:

Capt Samuel Chapman "Max" Maxwell
Capt Raymond V. Moss
Capt John H. Busbee
Capt James R. Hostetter
Capt Lawrence G. Hoppe
1Lt William W. Koelm

Pilots in INDIA Flight were:

Capt Eddy J. Doerschlen
Capt John C. Jones
Capt Richard Smith
1Lt Charles G. Hoflelich, Jr.

12 TFS History, 1 Jan - 30 Jun 66, pgs 1 and 12.

15-May-66

4519

The squadron Operations Officer, Lt Col Robert L. Fair, replaced Lt Col Charles W. Reed as commander of the 12 TFS at Kadena AB, Okinawa. Lt Col Fair had been commander of the squadron between September 1964 and late 1964 when was replaced by Lt Col Reed. Lt Col Reed was reassigned to the 18 TFW. Maj Robert T. Campbell became squadron Operations Officer.

12 TFS History, 1 Jan - 30 Jun 66, pgs 1 - 4.

30-Jun-66

4533

The following 20 F-105 pilots were assigned to the 12 TFS during the period 15 May - 30 June 1966:

Lt Col Robert L. Fair - Commander
Maj Robert T. Campbell - Operations Officer
Capt Dana B. Cromack - Asst Operations Officer
Capt Veron E. Frank - Flight Commander, INDIA Flight
Capt Anatole Semenov, Jr. - Flight Commander, JULIET Flight
Capt Eddy J. Doerschlen - Flight Commander, KILO Flight

LIMA flight had no personnel.

Pilots assigned to the three flights were:

INDIA Flight
Capt Malcolm B. Robertson

Robert T. Campbell

F-105 History

Capt Thomas E. Boatman
Capt George A. Bogert
Capt Samuel E. Waters, Jr.
1Lt William W. Koelm

JULIET Flight
Capt Samuel Chapman "Max" Maxwell
Capt John C. Jones
Capt Philip C. Montagne
1Lt Vernon V. Sisney

KILO Flight
Capt Raymond V. Moss
Capt Richard Smith
Capt John H. Busbee
Capt Lawrence G. Hoppe
1Lt Charles G. Hofelich, Jr.

12 TFS history, 1 Jan - 30 Jun 66, pgs 1 and 12.

24-Sep-66

4546

The 18 TFW at Kadena AB, Okinawa, sent a total of 18 F-105 pilots on temporary duty to augment the 355 TFW at Takhli and the 388 TFW at Korat. Each of the wing's squadrons, the 12 TFS, 44 TFS, and the 67 TFS sent six pilots.

The five pilots from the 12 TFS who went to Korat were:

Maj Dana B. Cromack who flew his 100th mission with the 34 TFS in early December 1966 and was replaced by Maj Robert T. Campbell on 5 December.

Capt Vernon E. Frank who flew his 100th mission on 13 December. The 12 TFS did not replace him "... as the RTUs were beginning to fill the required number of pilots needed by the 388th."

Capt Thomas E. Boatman who returned to Kadena in November 1966 when he was replaced by Capt Anatole Semenov, Jr.

1Lt Charles G. Hofelich, Jr. who returned to Kadena in November 1966 when he was replaced by Capt Samuel E. Waters, Jr. who was then KIA on 13 December 1966 while flying for the 421 TFS. On 14 December, Capt John H. Busbee replaced Capt Waters in the 421 TFS.

1Lt William W. Koelm who was assigned to the 469 TFS for 67 days -- 24 Sept - 29 Nov 66. This was his 4th TDY to various squadrons at Takhli and Korat since April and May 1966 when he flew combat missions with the 333 TFS at Takhli.

Capt Wesley G. Cary went to the 357 TFS in the 355 TFW at Takhli.

12 TFS history, 1 Jul - 31 Dec 1966, pgs 3 - 4 & Bill Koelm, interview 6 Aug 09 & 12 TFS Temporary Duty Order dated 21 Sept 66 signed by Lt Col Robert L. Fair, commander.

31-Dec-66

4535

The 12 TFS at Kadena AB, Okinawa, had 21 F-105 pilots assigned as of 31 December 1966. They, and the number of combat missions each had flown, were:

Lt Col Russell L. Rogers - Commander - 142 (Korea F-51)
Maj Robert T. Campbell - Operations Officer - 22
Maj Dana B. Cromack - Asst Operations Officer - 100
Capt Vernon K. Frank - Flight Commander, INDIA Flight - 100

Robert T. Campbell

F-105 History

Capt Anatole Semenov, Jr. - Flight Commander, JULIET Flight - 64
Capt Eddy J. Doerschlen - Flight Commander, KILO flight - 64

Maj John C. Wright - 84 combat missions including those in Korea flying F-84s.

Lt Col Robert L. Fair - Previous commander and now 18 TFW DO - 58

Squadron pilots were:

INDIA Flight

Capt Malcolm E. Robertson - 17
Capt George A. Bogert - 43
1Lt Leon L. Garner - Not listed.
1Lt William W. Koelm - 84

JULIET Flight

Capt Samuel Chapman "Max" Maxwell - 28
Capt John C. Jones - 52
Capt William R. Jolly - "SEA tour complete"
Capt Philip C. Montagano - 103 (RF-101)
1Lt Vernon V. Sisney - 30

KILO Flight

Capt Eugene P. Beresik - Not listed.
Capt Richard E. Smith - 24
Capt John H. Busbee - 51
Capt Lawrence G. Hoppe - 22 (Eight to RP-6 during TDYs with the 354 TFS at Takhli)
1Lt Charles G. Hofelich - 79
1Lt Gordon L. Clouser - 46

Capt Thomas E. Boatman, who had resigned from the Air Force, had flown 67 F-105 combat missions.

12 TFS history, 1 Jul - 31 Dec 1966, pgs 1 and 14 and 17 & Larry Hoppe, e-mail 27 Apr 10 and AF Form 5.

17-Jul-67

3261

USAF aircraft struck four targets along the Northeast rail line (RR 2) in RP-6, North Vietnam.

The Bac Le vulnerable rail segment (BE 616-G0706) at 21-31-19N and 106-26-40E, previously struck on 10 July, was interdicted again on 17 July. Pilots expended a total of 44 M-117s and six MK-82s during 5 sorties against this target.

The Vu Chua railroad yard (BE 616-01401), at 21-28-21N and 106-22-58E, struck on 12 July, was bombed again on 17 July and 19 July in 29 sorties expending a total of 131 M-117s, 12 MK-117s with time delay fuzes, and 6 MK-118s. Five destroyed or damaged pieces of rolling stock were in the yard on the 17 July strike.

The Bac Le railroad yard (BE 616-01383) at 21-30-47N and 106-26-13E, previously bombed on 12 July, was struck again on 17 July by 4 sorties expending 4 MK-82s and 12 M-117s. "Pilots reported one rail cut." Four pilots from the 34 TFS struck this target in RP-6. They were:

- #1 - Capt Jack A. Phillips Mission Commander flying his 90th combat mission over NVN.
- #2 - Capt Lawrence G. Hoppe
- #3 - Maj George G. Clausen 34th squadron commander
- #4 - Maj Robert T. Campbell who had recently arrived in the 34th on TDY from the 12 TFS.

Robert T. Campbell

F-105 History

This mission, his 90th, made Capt Phillips "Golden". He flew his next 10 missions between 21 July and 2 August in the lower threat region of Route Pack 1.

In the afternoon, the Kep railroad yards, (BE 616-01371, BE 616-01931, and BE 616-01932) on the Northeast rail line were struck 17 July, 18 July, and 21 July as a single target complex. Thirty-one sorties expended a total of 143 M-117s, 5 M-117s with time-delay fuzes, and 4 MK-82 against this complex. A total of 95 pieces of rolling stock were sighted during these strikes with an unknown number destroyed or damaged.

Maj Thomas H. Maus from the 357 TFS flew F-105D 62-4384 against the Kep railroad yard at coordinates 21-24-48N and 106-17-36E. His strike camera film showed bomb impacts on the yard.

Capt Billy R. Sparks flew on today's missions. He received "... a Third Bronze Oak Leaf Cluster in lieu of a Fourth Award of the Distinguished Flying Cross for extraordinary achievement while participating in aerial flight as a Wild Weasel F-105F Pilot near Kep Airfield, North Vietnam, on 17 July 1967. On that date, Captain Sparks aggressively engaged numerous surface-to-air missile sites and anti-aircraft artillery radar guidance facilities in support of a strike against a vital rail yard. Captain Sparks was so effective in his radar suppression mission that not one hostile missile was fired in close proximity to the strike force and his efforts directly contributed to the overall mission, resulting in the destruction of a vital transportation facility." (General Orders: Headquarters, 7th Air Force, Special Order G-2245 (December 14, 1967), citation on line at <http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=45399>.)

PACAF 27 July 67 Rolling Thunder briefing to CINCPAC for period 8 Jul - 23 Jul 67 & Jack Phillips Mission Summary via e-mail 18 Mar 11 & National Archives Strike Camera Records, Archive Control No. NWDNM(m)-342-USAF-42718A.

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 were received during this period of time."

Maj Earl Johnston, who had been squadron commander, flew his 100th and last F-105 mission on 3 July 1967. He had accumulated 360.2 hours in the airplane.

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

Robert T. Campbell

F-105 History

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

11-Aug-67

318

For the first time, F-105s from the 355 TFW and the 388 TFW, and F-4Cs from the 8 TFW, struck the Hanoi Rail and Highway bridge (JCS 12) (BE 616-0012). The bridge was on the Northeast rail line (RR 2) at coordinates 21-02-32N and 105-51-59E in RP-6A, North Vietnam. North Vietnam's Paul Doumer bridge was an add-on target to the Rolling Thunder 57 strike package first approved on 20 July. The 19-span bridge, crossing the Red River near downtown Hanoi, was 5,532 feet long and 38 feet wide. It supported two highway lanes and a rail line carrying an average of 26 trains a day.

The bridge was named for Paul Doumer, the French governor of Indo China between 1897 and 1902. In those five years, he exploited the country financially to favor French interests, building railroads and bridges as well as opium dens to transport goods and generate income for his home country. Understandably, the Vietnamese Communists renamed the bridge, calling it the Long Bien Bridge, but the U.S. military continued referring to the target under its French colonial name. ("Vietnam" by Stanley Karnow, pgs 115 - 118.)

"On the morning of August 11, 1967, Seventh Air Force told the F-105 wings at Takhli and Korat, together with the F-4 wing at Ubon, to bomb the Doumer Bridge that very afternoon." After the wings received the frag, the strike was delayed by an hour to allow weapons load crews to reconfigure the planes from 750-pound bombs to 3,000-pound bombs. ("To Hanoi and Back", pg 85.)

Capt Richard E. Guild from the 333 TFS at Takhli recalled details of the bridge's vulnerability used at Takhli in mission planning. "The reason the Doumer is one of the easier, err weaker, err simpler bridges to drop, is because it has single cantilever tresses with non-cantilever (through-thrust) spans between cantilever spans. Hit either end of a non-cantilever through-thrust span, and that span of the bridge drops into the Red River. That knowledge, which I shared with Intel prior to the mission briefing, was one of my contributions to the dropping of the Doumer on 11 Aug 1967." (Dick Guild, e-mail to CASBAR, 25 Nov 04.)

The 31-plane strike force from Takhli consisted of a Wild Weasel flight (with call sign "Barracuda"), one flak suppression flight (with call sign "Kingfish"), four bomb flights (with call signs "Bear", "Marlin", "Scotch", and "Shark"), and cover, consisting of one F-4 MiG CAP flight from the 8 TFW.

The Wild Weasel and flak suppression flights preceded the attack on the bridge. The four F-105Fs in the Wild Weasel "Barracuda" flight attacked five AAA and SAM sites. At 0856Z, "Barracuda 3" launched an AGM-45 Shrike missile at a 3 ½-ring Fansong signal at coordinates 21-19N and 105-52E but the SAM site remained active and later fired four SA-2 missiles at the strike force.

At 0858Z, "Barracuda 4" dropped 4 CBU-24s on an active 57-mm AAA site at coordinates 21-21N

Robert T. Campbell

F-105 History

and 105-34E. The crew did not see their results "... due to evasive maneuvers from numerous defenses encountered in area."

At 0859Z, a plane in the flight dropped two 750-pound bombs on a possible AAA site at coordinates 21-45N and 105-20E. The bombs hit near the site but the flight could not determine bomb damage due to "... evasive maneuvers from defenses in area." The plane returned to Takhli still carrying one AGM-45 missile.

At 0901Z, another plane in the flight fired an AGM-45 missile at a 2 ½ ring Firecan signal near the coordinates 21-07N and 105-54E. The crew was "... unable to determine if signal was damaged due to numerous other signals from same vicinity."

At 0903Z, a plane in the flight fired three AGM-45 missiles at a 3-plus Fansong signal from a SAM site near the coordinates 21-31N and 105-12E. The "... signal went abruptly off (the) air 45 seconds after missile launch." (355 TFW JOPREP JIFFY DOI 4718 OPREP-4/RT/05 in USAF microfilm NO463, frame 251.)

Leading the entire strike force as "Kingfish 1" was Col Robert M. White, the 355 TFW DO, flying with the 357 TFS from Takhli. Col White's element lead, "Kingfish 3", was Capt Theodore G. Moeller from the 357 TFS. "... We were the flak suppression guys. ..." (Ted Moeller, letter to Ron Thurlow, 17 Oct 2001.)

At 0901Z, the four F-105Ds in "Kingfish" dropped sixteen CBU-24s and four CBU-29s on flak sites 7,000 feet east and 7,500 feet northeast of the bridge. The pilots did not see the results of their ordnance due to heavy AAA. While approaching their targets, the pilots saw two MiG-17s take off from Phuc Yen and circle the airfield. These MiGs were soon joined by two more. The pilots lost track of the MiGs among the many flights of F-105s. Two minutes before the target, while flying at 8,000 feet, the flight saw two SA-2s arch over them at 13,000 feet and explode at 20,000 feet in a white fireball. A minute later, they saw another SA-2 launch straight up and explode at 25,000 feet. (355 TFW JOPREP JIFFY DOI 4714 OPREP-4/102 in USAF microfilm NO463, frame 248.)

The strike aircraft from the 355 TFW, "Scotch", "Bear", "Marlin", , and "Shark" flights, used 3,000 pound bombs to drop the number 5 span of the bridge.

At 0902Z, four 355 TFW F-105Ds in "Scotch" flight, followed one minute later by four others in "Bear" flight, dropped 16 M-118 bombs on the bridge. Four bombs hit the center span of the bridge engulfing the structure in smoke. Strike camera film from "Scotch 4" (F-105D 62-4336) confirmed the hits.

Capt Richard E. Guild from the 333 TFS was "Scotch 3". "We were mass-briefed to aim at the third pylon from the eastern shore of the bridge, which was one of two mid-span pylons between cantilever tress spans, i.e., the pylon was supporting two non-cantilevered spans. Bill "Col Mac" McDonald (Bear 1) was slightly long, Mal Winter (Bear 2) was slightly short, Dick Guild (Scotch 3) saw only those hits before he released, and thinks he got it, as Bob Lindsey (Bear 3) saw the third set hit before he released, and he might also have hit it, and John Piowaty (Bear 4) stated he aimed mid-span and he might have hit it, too. In any case, we aimed to take out the second non-cantilevered span from the eastern shore, and that is what we got, which established Takhli's claim as the 355th TFW 'Bridge Busters.' " (Dick Guild, e-mail to CASBAR, 25 Nov 04.)

While approaching the target, flying between 8,000 and 10,000 feet, both flights saw a SAM pass 7 miles away and burst at 10,000 feet in a white donut shape. The flight also saw four MiG-17s from Phuc Yen flying at 8,000 feet. "The MiGs made no attempt to engage." As they got closer to the bridge, the flight encountered 85-mm AAA from Phuc Yen "... picking up in intensity as the flight neared the target." As they rolled in to the target, an 85-mm site on the northern bank of the river

Robert T. Campbell

F-105 History

continued to fire at the planes. "Bear 4" (Capt. John Piowaty) was hit by shrapnel and landed at Udorn. (355 TFW JOPREP JIFFY DOI 4715 OPREP-4/103 in USAF microfilm NO463, frames 249 and 250.)

"Bear" flight from the 354 TFS, 355 TFW, was led by Squadron Commander, Lt Col Nelson J. McDonald in F-105D 59-1824. "Bear 02" was Capt Malcolm D. Winter on his 26th combat mission flying F-105D 62-4367. "Bear 03" was Maj Robert Lindsey in F-105D 62-4372, and "Bear 04" was Capt John Piowaty in F-105D 60-0415.

After leaving the target area, strike planes went supersonic and overflew the Hanoi Hilton POW prison.

Capt Winter recorded these comments in his mission log. "We were led in by Col. White - his flight was flak suppression. We dropped the bridge. Piowaty took a hit but made it to Udorn. NO LOSSES. It's most gratifying to know I got the bridge. Also the guys in the POW camp (and this by far supersedes anything else) know again that we have not stopped. Their faith will be renewed. This was George Guss' 1st 6A. Quite memorable as MiGs & flak were everywhere. (Stores of George may have gotten MiG with jettison of ordinance & tanks when they were at 6 o'clock)." (Combat mission log of Mal Winter transcribed by his son, Mike Winter.)

In November, after his promotion to Major, Mal Winter was awarded the Distinguished Flying Cross. "In spite of numerous surface-to-air missile launches directed at his flight and intense and accurate antiaircraft fire, Major Winter conducted a bombing attack which destroyed one span of the bridge and seriously damaged the remaining structure." (Takhli Times, November 24, 1967.)

While exiting the target area, "Bear 04" was hit by 85-mm AAA severely damaging the aft fuselage. Capt Piowaty landed at Udorn. Due to combat damage, his drag chute did not work and the plane ran off the runway. The landing gear snagged the barrier cable blowing the right main tire. The plane was repaired at Udorn and returned to Takhli on 22 August 1967. ("Thud" by Lou Drendel, pgs 30 - 38.)

Capt Piowaty, "Bear 04", recalled more details of the mission. "... Mo (Maj Elmo Clinnard Baker) and Tom Kirk (Lt Col Thomas Henry Kirk, Jr., the 357 TFS Ops Officer) in flights behind me said I got the one span downed. Two were damaged. Funny how many big awards went to guys who missed! Lindsey missed the tanker, going back to Green [refueling track] when the 135s had moved over to Orange for our post strike. Lotzbire got a tiny hole from flak in his windscreen. I got hit in the tail by an 85, but made it to Udorn where a new empennage (from an F, I was told) was emplaced." (John Piowaty, e-mail to Ron Thurlow, 7 Feb 2001.)

"Marlin", the third flight from Takhli, was led by the 357 TFS Squadron Commander, Lt Col Obadiah A. Dugan in F-105D 62-4284. Other 357 TFS pilots were Maj Elmo C. "Mo" Baker, Capt. Bruce J. Lotzbire, flying F-105D 62-4262 as "Marlin 3", and Capt George S. Balog in 61-0181. Maj Baker received a Silver Star (1 OLC) for gallantry for this mission. "... Major Baker led a flight of four F-105 Thunderchiefs on a strike against the most vital railroad/highway bridge in North Vietnam linking important transportation routes from Hanoi to China. Major Baker led his flight on a successful bomb run resulting in the complete destruction of the center span of the bridge. ..." (Valor Awards at <http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=24074>.)

Four minutes from the target, flying at 9,000 feet altitude, the flight spotted four MiG-17s at their 2 o'clock position circling 3,000 feet over Phuc Yen airfield. Three minutes from the target, while flying at 8,000 feet, a SAM exploded 3,000 feet above the flight. The pilots also saw smoke from the ground indicating the launch of another SAM but did not see the missile. During their approach to the target, flying 3 to 4 NM north of Phuc Yen airfield, the flight encountered a fairly accurate light

Robert T. Campbell

F-105 History

barrage of 85-mm AAA bursting at their altitude of 6,000 feet.

At 0901Z, "Marlin's" four F-105Ds dropped eight M-118 bombs on the bridge. The flight couldn't see their bombs hit the target but did see bombs from a previous flight hit directly on the center of the bridge. While diving on the target, the flight flew through very heavy and accurate 85-mm flak that lasted until they got beyond 5 NM south of the bridge. Pulling out of his bomb run in a left jinking turn, "Marlin 3" (Capt Lotzbire) was struck by shrapnel that punched through the plane's front and right windscreen and landed on the instrument panel. The flak also put a one-inch hole in the right side of the plane's nose. The pilot landed safely at Takhli. His strike camera film showed one of his bombs making a direct hit on the bridge.

Lt Col Dugan was awarded the Silver Star for leading "Marlin" flight. His award citation read, "... Col Dugan led a flight of four Thunderchiefs on a highly significant strike mission that resulted in the destruction of the largest and most important railroad/highway bridge in North Vietnam. Colonel Dugan courageously led his flight through multiple concentrations of surface-to-air missiles, MiG aircraft, and bursting flak to insure that all bombs would impact on the bridge. When his number three man sustained a hit, Colonel Dugan selflessly turned back into the intense flak barrage to provide directions and escort his crippled flight member to safety." (355 TFW JOPREP JIFFY DOI 4713 OPREP-4/101 in USAF microfilm NO463, frame 247 & National Archives Gun and Strike Camera records, archive control no. NWDNM(m)-342-USAF-42718A.)

The fourth strike flight from the 355 TFW was led by Lt Col William C. Norris, commander of the 333 TFS. (Bob White, e-mail to Ron Thurlow, 12 Sep 2001.)

The 8 TFW and 388 TFW, attacking several minutes behind the 355 TFW planes, dropped two highway spans on the northeast side of the bridge. The flak suppression flight dropped CBUs to knock out one 85-mm AAA site. The two F-105Fs and two F-105Ds of the SAM-suppression flight destroyed six SAM sites. During the mission, the 36 strike aircraft dropped 92 tons of bombs.

Lt Col Harry W. Schurr, commander of the 469 TFS at Korat, led the 20 F-105s from the 388 TFW, while Col Robin Olds, Commander of the 8 TFW, led the F-4Cs from Ubon.

Korat's AAA and SAM suppression flight, "Splendid", was led by Lt Col James F. McInerney, Jr., commander of the 13 TFS from Korat, with his EWO Capt Fred W. Shannon. His 388 TFW Iron Hand flight consisted of one other "F" and two F-105Ds. Lt Col Richard F.B. Gimmi, Jr., was "Splendid 02" in an F-105D.

The four lead pilots, Col White from Takhli, Lt Col Schurr, Lt Col McInerney, and his EWO Capt Shannon from Korat, and Col Olds from Ubon, were awarded the Air Force Cross.

Col White's Air Force Cross citation read, in part, "... Colonel White led the entire combat force against a key railroad and highway bridge in the vicinity of Hanoi. In spite of fourteen surface-to-air missile launches, MiG interceptor attacks, and intense antiaircraft artillery fire, he gallantly led the attack. By being the first aircraft to dive through the dark clouds of bursting flak, Colonel White set an example that inspired the remaining attacking force to destroy the bridge without a single aircraft being lost to the hostile gunners ... ". (Extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.)

"Penetrating heavy AAA fire and SAMs, the force reported dropping the center section and walking their 3,000-pound bombs down the multi-span bridge. ... A crew member in the Iron Hand flight, Capt Fred Shannon, said, 'we visually acquired a SAM site, eight miles north of Hanoi, and were lining up to roll in on it when another SAM site, 13 miles northwest of Hanoi, fired at us and missed. We attacked both sites, with resulting secondary explosions sending smoke to 3,000 feet. We destroyed both positions as well as their associated equipment.'"

Robert T. Campbell

F-105 History

"Leader of the third element [from Korat] attacking the bridge was Lt Col Harry W. Schurr, 469 TFS. 'Our flight rolled in and all hits appeared to be right in the area and quite a few were right on the bridge. You could see the 3,000-pounders popping like big orange balls as they struck the bridge.'" (388 TFW history, Apr - Dec 67, USAF microfilm NO583 frames 1575 and 1576.)

Col Schurr's aircraft was hit by flak. "Just as I was getting ready to roll in, a 100-mm went off just under me flipping me up-side-down and the smoke made me disappear from my flight for a short while. I had holes all over the belly of my Thud but limited damage." (Harry Schurr, e-mail, 21 July 2003.)

His Air Force Cross citation said he "... distinguished himself by extraordinary heroism in connection with military operations against an opposing armed force as commander of a strike force of twenty F-105 Thunderchiefs against the most heavily defended target in North Vietnam on 11 August 1967. Though intense, accurately directed hostile force had damaged his aircraft prior to reaching the target, Lt Col Schurr, with undaunted determination, indomitable courage, and professional skill, led the strike in a devastating attack against the primary target in the very capital of the adversary. ... One span was destroyed and others heavily damaged. As a result, the flow of war materials into this area was appreciably reduced ... "

The leader of "Splended", the SAM-suppression flight from Korat, Lt Col James E. McInerney, Jr. and his EWO, Capt Fred W. Shannon flying F-105F 63-8295, were also awarded the Air Force Cross "for extraordinary heroism". "... Colonel McInerney suppressed six active surface-to-air missile sites defending a strategic highway and railroad bridge. Despite concentrated barrages of antiaircraft fire and three missiles directed against his flight, Colonel McInerney displayed the highest degree of courageous leadership in destroying two missile sites and forcing the other four into sporadic operation. As the direct result of his actions, the strike force suffered no losses and imposed extensive damage on this vital target" The wording of Capt Shannon's award citation was nearly identical. (Extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.)

Lt Col Richard F.B. Gimmi, Jr., 469 TFS, flying as "Splendid 02" in Korat's Wild Weasel flight, received the Silver Star for this mission. "On 11 August 1967, Colonel Richard F.B. Gimmi, Jr., (then Lt Colonel) distinguished himself by gallantry in action against an enemy force as the pilot of the number two F-105 aircraft in a four aircraft flak suppression flight (call sign, Splendid) over North Vietnam. On that date, Colonel Gimmi, as Splendid Two, helped to suppress six enemy surface-to-air missile (SAM) sites which were defending an important strategic transportation link - the Doumer Bridge over the Red River near Hanoi - against an incoming 388th Tactical Fighter Wing strike force of twenty-four F-105 aircraft carrying two 3,000 pound high explosive bombs each. Despite three surface-to-air missiles launched at Splendid Flight, which were outmaneuvered by aggressive evasive action; the threat of airborne MiG fighters in the target area; and intense antiaircraft artillery fire, which did damage Splendid Two's aircraft, Colonel Gimmi, with undaunted determination and courage, destroyed a SAM radar control center and three surface-to-air missiles. In addition, several other surface-to-air missile sites were forced into sporadic operation which greatly reduced the SAM threat to the F-105 Strike Force. Before returning to its base at Korat, Thailand, Splendid Flight remained in the target area providing continued enemy antiaircraft artillery, SAM and radar suppression until all strike aircraft had entered and departed the target area. The extraordinary performance of each Splendid Flight member, individually and as a team, greatly reduced the amount and accuracy of the awesome fire power focused on the Strike Force. Thus, the F-105 strike aircraft were able to drop their bombs with concentrated accuracy inflicting severe and extensive damage to the target without a single loss of USAF aircraft or aircrew. By his gallant actions and devotion to duty, Colonel Gimmi reflected great credit upon himself and the United States Air Force." (Gimmi Silver Star award citation in "Airman. The Life of Richard F. B. Gimmi", by Russell M. Gimmi, iUniverse, Inc., pp 309 - 310.)

Robert T. Campbell

F-105 History

Col Olds' Air Force Cross citation read, "... Col Olds led his strike force of eight F-4C aircraft against a key railroad and highway bridge in North Vietnam. Despite intense, accurately directed fire, multiple surface-to-air missile attacks on his force, and continuous harassment by MiG fighters defending the target, Colonel Olds, with undaunted determination, indomitable courage, and professional skill led his force through to help destroy this significant bridge. As a result, the flow of war materials into this area was appreciably reduced. Through his extraordinary heroism, superb airmanship, and aggressive leadership, Colonel Olds reflected the highest credit upon himself and the United States Air Force." ("Recipients of the Medal of Honor and Air Force Cross" by Eric Caubarreux, pg 214.)

Maj William W. Raitt, flying with the 44 TFS, received the Silver Star. "The President of the United States of America, authorized by Act of Congress, July 8, 1918 (amended by act of July 25, 1963), takes pleasure in presenting the Silver Star to Major William W. Raitt (AFSN: FV-3029471), United States Air Force, for gallantry in connection with military operations against an opposing armed force while serving with the 44th Tactical Fighter Squadron, in action on 11 August 1967, over North Vietnam. On that date, Major Raitt led a flight of four F-105 Thunderchiefs against the Hanoi Railroad/Highway Bridge. Major Raitt completely disregarded his own personal safety and flew through heavy 85-mm. flak, evaded four SA-2 surface-to-air missiles and delivered his ordnance precisely on target. By his gallantry and devotion to duty, Major Raitt has reflected great credit upon himself and the United States Air Force." (General Orders: Headquarters, 7th Air Force, Special orders G-2166 (December 4, 1967), on-line at <http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=24674>)

Maj Donald W. Revers from the 34 TFS flew on this mission.

Four pilots on TDY to the 34th made up another of Korat's flights. The lineup was:

- #1 - Maj Robert T. Campbell
- #2 - Capt Rodney A. Skoglund
- #3 - Maj John O. Rollins
- #4 - Capt Lawrence G. Hoppe flying his second sortie of the day and his 41st mission to NVN. He logged 3.0 hours. (Larry Hoppe e-mail 14 June 2010 & AF Form 5.)

In conjunction with the attack on the Doumer Bridge, Wild Weasel pilot Maj George O. Guss from Takhli's 333 TFS (reported to be flying F-105F 63-8320) claimed an unusual MiG kill. "... Maj ... Guss cleared the aircraft wings of ordnance and jettisoned the racks in preparation for a dogfight with a flight of four MiG-17s. A MiG flew straight into the ejected rack and was destroyed." (He was not officially granted a MiG kill.) (USAF Museum Friends Bulletin Vol 3, No. 1, Spring 1980.) "The story about me downing a MiG with ejection racks happened on my first flight over North Vietnam. I was #2 in our flight of two F-105F's when four MiG-17's jumped us. My leader tried to turn with them which was impossible. One of them was firing and he couldn't get enough lead. The other three were beginning to move under me which didn't look good. At that time, I pushed what we called the 'master panic button' that jettisoned everything on the plane - bombs, pylons and rockets - and went for the deck. My leader looked back and saw a ball of fire and thought I had been hit. He swears he saw an airplane go down. All I know is I had a full load and they had a lot of garbage to dodge." (Letter from the late Lt Col George O. Guss, USAF Ret, to Rick Versteeg posted on Thud Ridge Web site.)

Post-strike bomb damage assessment confirmed the bridge was downed. A gun camera film clip showed one bomb impact directly on the bridge. Film from an aft-looking camera showed smoke from numerous impacts covering portions of the bridge. "...Strike photos showed numerous impacts on or adjacent to the bridge and a large gap where a span had been dropped into the river. Post-strike photos taken shortly after the strike clearly showed the extent of damage. In

Robert T. Campbell

F-105 History

addition to the downed span, the superstructure of the adjacent span had been heavily damaged and the highway decking destroyed at three locations. The transmission lines crossing the bridge were severed and a fire, probably from a burning vehicle, could be seen. Numerous other vehicles were still on the bridge with several appearing to be damaged. Destruction of JCS 12 effectively denied through traffic to Hanoi on all northern rail lines." (PACAF 16 August 67 Rolling Thunder briefing to CINCPAC for period 24 Jul - 13 Aug 67)

"Since the North Vietnamese could no longer send trains across the Doumer Bridge, they had to transfer cargo to trucks and ferry them across the river, delaying cargo moving west from Haiphong as well as south from China. The efficiency of the northeast railroad was further reduced by attacks on rail yards and bridges in the buffer zone along the Chinese border." ("To Hanoi and Back", pg 85.)

BDA photos on 11 and 12 August showed the bridge having two spans destroyed but the bridge was being bypassed with rail ferries. (PACAF briefing.)

By 3 October 1967, North Vietnam had repaired the bridge. F-105s returned to strike the bridge for the second time on 25 October 1967.

355 TFW History, Jul - Sep 67, USAF microfilm NO463 & "Battle at the Bridge", by Ted R. Sturm, Airman Mag, Dec 69 & National Archives Gun and Strike Camera Film List, Control Number NWDNM(m)-342-USAF-42718A & "The Tail of Two Bridges", pgs 67 - 77.

31-Jan-68

2915

(Approximate date) The 12 TFS, 18 TFW, published a crew roster of 64 names that included "Whisky" Flight, the Wild Weasel crews from Nellis that deployed on TDY to Osan due to the USS Pueblo crisis. Two of the crews were Maj Harrison W. Matthews and EWO Maj David Brog, and Maj John J. Revak and Maj Stanley E. Goldstein, whose Wild Weasel training at Nellis had been curtailed due to the deployment to Osan.

Other pilots on the roster included:

Capt Lawrence G. Hoppe was a pilot in Lima Flight.
1Lt James Benton West was a pilot in Kilo Flight.
Col William L. Janssen was an attached 12 TFS pilot.
Capt Jack A. Phillips - 12 TFS. Nympho Flight pilot.
Maj Anatole "Tony" Semenov, Jr. 12 TFS. Juliet Flight Flt Cmdr
Maj John C. Wright was an attached pilot.
Capt Bruce L. Melton - 12 TFS. Lima Flight pilot
Maj Roger P. Scheer was the Asst Flt Comdr in Kilo Flight
Maj Robert T. Campbell was the 12 TFS commander assigned to "X-Ray " Flight.

Capt Robert D. Pielin was listed as Asst Flt Commander of "Metro" Flight. Captains Douglas G. Lauck and Stanley S. Ryneer were listed as pilots in "Nympho" Flight. Capt Clifford H. "Ted" Rees, Jr. was an Assistant Flight Commander in Nympho Flight.

Lauck and Pielin were F-105D instructor pilots with the 562 TFS at McConnell while Ryneer was an instructor pilot with the 561 TFS. Rees was a 100-mission pilot assigned to the 23 TFW. All four had been deployed from McConnell on TDY to Osan.

12 TFS Roster from John J. Revak.

15-Feb-69

4284

At the 23 TFW, Lt Col Robert T. Campbell replaced Lt Col John M. Rowan as Operations Officer of the 562 TFS. The squadron commander remained Lt Col Louis T. Braun, Jr.

23 TFW History, Jan - Jun 69, USAF microfilm MO555, frame 04??.

Robert T. Campbell

F-105 History

01-Mar-69

4294

Maj Gen Jay T. Robbins, Commander 12 AF, visited McConnell AFB on 1 March 1969 and presented DFCs to 15 F-105 pilots for missions they flew in South East Asia. Five receiving the awards were from the 562 TFS. They were: Lt Col Louis D. Braun, Lt Col Robert T. Campbell, Maj Robert R. Huntley, Maj William S. Pachura, and Capt Richard W. Arnold. Lt Col Braun was the commander of the 562 TFS, Lt Col Campbell was the Operations Officer, and the others were instructor pilots assigned to the 562 TFS.

Other F-105 pilots receiving the DFC were: Lt Col Nevin G. Christensen, Maj Gene W. Goodwin, Maj Paul F. Koeltzow, Maj David L. Nichols, Maj Lloyd R. Partridge, Maj Richard A. Smith, Capt James T. Hannam, Capt Douglas F. Mahan, Capt Robert V. Hannah, Jr., and Capt William H. Striegel.

Six enlisted men also were awarded the DFC.

23 TFW history, Jan - Jun 1969, USAF microfilm NO555, frames 0539 and 0609.

25-Jul-69

4311

Lt Col Robert T. Campbell, 562 TFS Operations Officer, departed PCS from McConnell AFB. He had accumulated 1095.3 hours in the F-105 by the time he last flew the airplane on 25 Aug 1969. Maj Robert R. Huntley replaced him as Operations Officer. On 1 August 1969, Maj Kenneth G. Frank was reassigned from the 563 TFS to become the squadron Operations Officer replacing Maj Huntley.

23 TFW History, Jul - Sep 1969, USAF microfilm MO555, frame 0751 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

30-Mar-14

7348

"Soupy" Campbell, RIP

Lt Col Robert T. "Soupy" Campbell of Shalimar, FL passed away on Sunday, March 30, 2014. He was born April 3, 1927 in Niagara Falls, N.Y., the son of Daniel H. and Clara I. Campbell. Soupy was raised on a farm in Western New York and graduated from Cornell University where he received his commission in the United States Air Force through the ROTC program. He became a fighter pilot and flew in combat in both the Korean and South East Asia wars. He was squadron commander of the 12th TAC Fighter Squadron on Okinawa. After a tour in the Pentagon, he joined the Tactical Air Warfare Center at Eglin AFB, FL and retired there in 1980. Soupy was a command pilot with more than 4700 hours, primarily in tactical fighter jet aircraft.

Soupy is survived by son Daniel Stuart and wife Sue and their 4 children living in Valrico, Florida. He is preceded in death by his wife, Bobbie Jean and their son, Robert Scott.

RatNet Digest, 5 Apr 2014.