

Floyd E. "Skeet" Heinzig

F-105 History

11-May-67

6560

In the 4520 CCTW at Nellis AFB, NV, F-105 Class 67-E graduated 16 pilots from USAF Operational Training Course number 111506E. The class started on 14 December 1966 and was assigned to the 4526 CCTS. The pilots were TDY en route to their SEA assignments. The student pilots, their previous bases and commands, and their follow-on assignments were:

Maj James D. Gormley - Tyndall AFB FL (ADC). Assigned to the 333 TFS.
Maj Gerald C. Gustafson - Kincheloe AFB MI (ADC). Assigned to the 333 TFS.
Maj Floyd E. Heinzig - Vance AFB OK (ATC). Assigned to the 34 TFS.
Maj Dalton L. Leftwich - Eglin AFB FL (AFSC). Assigned to the 34 TFS.
Maj Dwight E. Sullivan - Topsham AFS ME (ADC). Assigned to the 34 TFS.
Maj John F. Unangst - Hancock Fld, Syracuse NY (ADC). Assigned to the 13 TFS.
Capt George F. Baird - McChord AFB WA (ADC). Assigned to the 354 TFS.
Capt Robert H. Bennett - Kirtland AFB NM (AFSC). Assigned to the 354 TFS.
Capt Hugh W. Davis - Flew F-102s at Richards-Gebaur AFB MO (ADC). Assigned to the 34 TFS.
Capt Hal P. Henning - Laredo AFB TX (ATC). Assigned to the 44 TFS.
Capt William N. Johnson - Moody AFB GA (ATC). Assigned to the 357 TFS.
Capt John H. McKillop - Reese AFB TX (ATC). Assigned to the 333 TFS.
Capt Emmett E. Ott - Selfridge AFB MI (ADC). Assigned to the 13 TFS.
Capt Harry G. Paddon III - Webb AFB TX (ATC). Assigned to the 34 TFS.
1Lt James R. Main - Moody AFB GA (ATC). Assigned to the 357 TFS.
1Lt James G. Thomas - Reese AFB TX (ATC). Assigned to the 333 TFS.

Maj Dwight E. Sullivan "... was born in 1931 in Corydon, Iowa. He enlisted in the U.S. Air Force on October 28, 1951, and entered the Aviation Cadet Program in July 1953, receiving his commission as a 2d Lt on March 24, 1954. After completing Radar Intercept Officer and All Weather Interceptor Training, Lt Sullivan served as an F-89 Scorpion Radar Intercept Officer with the 449th Fighter Interceptor Squadron at Ladd AFB, Alaska, from November 1954 to November 1956, followed by Basic and Advanced Pilot Training. Lt Sullivan was awarded his pilot wings at Webb AFB, Texas, in February 1958. He next completed All Weather Interceptor Pilot Training, and then served as an F-101 Voodoo pilot with the 62nd Fighter Interceptor Squadron at O'Hare International Airport, Illinois, and K.I. Sawyer AFB, Michigan, from August 1958 to May 1963. Capt Sullivan's next assignment was as an F-101 pilot with the 437th Fighter Interceptor Squadron at Oxnard AFB, California, from May 1963 to January 1966, followed by service as an F-101 pilot with the 75th Fighter Interceptor Squadron at Dow AFB, Maine, from January to December 1966." He was then selected to train in F-105s at Nellis. (<http://www.veterantributes.org/TributeDetail.asp?ID=1085>)

Before reporting to Korat with the 34 TFS, Capt Hugh W. Davis attended the PACAF Jungle Survival School, Clark AB, Phillipines. Previously he had flown F-86Ds at Moody AFB and, from June 1958 to November 1959, at Sidi Slimane AB in Morocco. He roomed with Capt Sullivan when he reached Korat. (Lt Col Hugh Warren Davis DD Form 214 & Hugh Davis, e-mail 9 Dec 2011)

Special Orders MD-47 Hq 4520 Combat Support Group, dated 15 Dec 1966 in History of USAF TFWC, 1 Sep - 31 Dec 66, AFHRA Call # K417.0735 Vol III.

13-Oct-67

1436

On this Friday the 13th, the 388 TFW struck Kep Airfield (JCS 9.1) (616-8438) at coordinates 21-23-37N and 106-16-05E in RP-6A, North Vietnam. They also attacked the Dap Cau highway bridge.

A draft news release from the 388 TFW described the mission against Kep. "Things went pretty good. It was just one of those lucky days.' This was the assessment of a 388 TFW strike against the Kep MiG airfield, North Vietnam, given by Capt Lawrence G. Hoppe, 34 TFS. Capt Hoppe was the mission commander for the October 13 attack." It was his 75th counter and he flew for 3.6 hours. "He went on to describe the mission. 'The target was a runway. It was difficult to find it going in because it was all overcast. For a minute, I thought I was going to have to abort the run and take the force out, but just as we got to the target, it was just on the edge of the clouds. The cloud buildup made it difficult to find the target but it made it hard for those 85-mm gunners to find us. They didn't start firing until we rolled in. There

Floyd E. "Skeet" Heinzig

F-105 History

was quite a bit of flak coming down the slide. You could see the ringing off on the ground and the flak coming up. It was going off pretty much around us. The bombs looked good. They were hitting on the runway. When we got together again coming off, the flak subsided considerably. I didn't see any secondaries but I did see bombs hitting on the runway. There were a few MiG calls but we were kind of ready for them this time and they didn't bother us at all.'

"Capt Steven W. Long, Jr., 469 TFS, also participated in the Kep strike. He said, 'We were coming in over a cloud bank and the target was partially hidden. We were the second flight in. We were going against nearby flak sites. However, they were under the cloud banks themselves and by the time we were diving, the 85s were going off so bad that we dropped on the airfield itself rather than going across and getting any lower. I didn't see any bombs going off myself, but the two bomber flights had good runs.'

"Flight leader, Capt Hal P. Henning, 469 TFS, described the mission. 'My particular target was the runway itself. As I rolled in, I saw the flight ahead of me already bombed and I could see their bombs going off on the runway. There was quite a lot of flak and we got out fast after bombing. I don't know, but looking back it appeared that my flight's bombs had also hit on the runway. There were a few MiG calls but none of them seemed to be in our area.'

"Another flight leader, Maj Floyd E. 'Skeet' Heinzig, 34 TFS, led his flight against gun sites near Kep Airfield. 'It was a very good mission', the major said, 'we flew it exactly as fragged. On the way in, the weather was pretty bad over the coast line of North Vietnam, pretty solid undercast. However, when we got to within one minute of the target, the airfield was wide open. We wound up with just about a perfect roll-in. I got one each 85-mm site with secondaries coming out of it. I didn't get an opportunity to see the bombs hitting on the runway. It looks like all the bombs on the gun emplacements did a real fine job.' Describing the secondary explosions, the major went on to say, 'Coming out of the 85 sites, there were plumes of orange flames trailing grey smoke coming above it. The site had definitely been firing before that by the distinctive black rings on the ground. After the fireballs and smoke coming out of it, I didn't see any more firing from that site. I didn't have any opportunity to look for any MiGs on the field as my target was to the north of the airfield.'

"Other pilots participating in the Kep strike were Maj Dalton L. 'Lefty' Leftwich, Fort Walton Beach, Fla.; Capt Lawrence R. Klinestiver, Albuquerque, NM; and Capt Douglas A. Beyer, Seguin, Tex, all of the 34 TFS. Also, Lt Col William C. Decker, Accord, Tex; Major Leslie J. Hauer, Detroit, Mich; Capt Peter B. Lane, Manasquan, NJ; Capt Robert A. Zang, Verona, Mo; Capt Russell E. Temperley, Newton Centre, Mass; and 1Lt Earl J. Henderson, Houston, Tex. [all from the 469 TFS]" (Draft News Release - 388 TFW - provided by Larry Hoppe, May 2010.)

For 1Lt Earl J. Henderson, the attack on Kep Airfield was his 28th combat mission.

"Target: Kep airfield.

"Armament: 6x750 .025

"Kep Airfield on Friday 13th. YGBSM! Overcast layer almost all the way. Split-S roll-in, 60-degree dive angle really hairy. Had pipper right on runway. Flak was really light for Kep. Tore panel loose on outboard pylon during flight."

Also today, Maj David C. Dickson, Jr. from the 34 TFS flew his 23rd combat mission into North Vietnam, his 12th to Route Pack 6. His target was the Bac Ninh railroad bridge and he encountered AAA.

388 TFW history, Apr - Dec 1967, USAF microfilm NO583 frame 1756 & 355 TFW history, microfilm NO463 frame 1566 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 13 Oct 67 & Earl Henderson, combat diary & Larry Hoppe AF Form 5.

17-Oct-67

1439

F-105s from the 388 TFW struck the Dap Cau railroad yard (BE 616-00039) on the Northeast Rail Line (RR 2) in RP-6A at 21-11-30N and 106-05-01E. "No BDA."

The planes dropped 750-pound bombs on the yard. (Video, "F-105 Missions Over North Vietnam", report ending 25 November 1967, Film Report FR-856, Produced by the Aerospace Audio Visual Service.)

Floyd E. "Skeet" Heinzig

F-105 History

Three F-105s from "Hot Rod" flight were lost to AAA and the pilots from the 34 TFS became POWs. In his memoirs, Maj Sam Armstrong commented on the losses. He had flown his 7th combat mission the day before. "The ... day was a no fly day for me. However, we lost three members of our squadron out of a flight of four at the Dap Cau railroad yard. Dwight Sullivan, Tony Andrews and 'Digger' O'Dell were all hit by 85mm fire just before roll-in on the target. This was the first 34th loss since the Summer so it was especially tough. There was only [one] beeper heard from the three of them and nobody saw a parachute. All three turned out to get out safely and become POW's although we didn't know that at the time."

Lt Col Robert W. Smith, also from the 34 TFS, flew his 8th combat mission against Dap Cau. He described the day in his autobiography.

"I would fly my 8th combat mission in 12 days and it proved to be one of the greatest eye openers of my flying career. A wakeup call for a morning flight and my entire tour of combat. More than any other it affected my view of what I was there for in a very positive way, because I was not only the commander but at age 39, an 'old man' of the squadron and had a job to comfort and encourage as well as set an example and lead.

"We arrived for the Wing briefing to find out this would be a tough day, but that was the ordinary. The target was announced to be Dap Cau railroad yards, located along the Song Cau river, near the larger city of Bac Ninh. That terminal was on the northwest line out of Hanoi, about 20 miles northeast of the capitol along a main highway (1A) and NVN's prime railroad tracks, northeast to China. The area was a hub of activities and therefore a defensive center for the enemy, as well. ...

"I was flying tail-end Charlie, number 4 in the 4th flight, thus be the last to roll in on the attack, so I would get a good view of all the others in their dives. Some believed the rear slots were more vulnerable, which is argumentative when there is enough anti-aircraft fire for everyone. I never felt it mattered where I was in the formation, when the dice were rolling, they didn't stop by tail number or flight position.

"We arrived at the tankers, this time over northern Laos, and took on full fuel in standard order of flight leader, 2, 3, then 4. The sequence assured the positions that used more fuel would depart for targets with the most. Each flight had its tanker and we flew formation with tankers in a racetrack pattern, until time to top off the fuel and depart for the target. The initial refueling of four took some time but the top off was brief, which assured maximum fuel for each and minimum variation within the flight.

"We flew north to about 20 degrees 45 minutes north latitude, then eastward into North Vietnam passing Dien Bien Phu, where the French had been badly defeated by the NVN. This was always a point for alertness, since the NVN had radar controlled 100 mm or 85s batteries scattered about and sometimes practiced on us in that vicinity. The entire country north is mountainous and rugged and up to a mile high, so visually acquiring them was impossible. We cruised east in spread formation for Mig watch to Thud Ridge, and there were warnings of Mig activity but no attack. Then tightened to formation flying southeast along the ridge to gain protection from SAMs, until about 20 miles north of 'Downtown'. From there we turned eastward and assumed ECM formation for the cruise to target, climbing to over 16,000 feet for our attack.

"I got my first full view of Hanoi and its' surroundings and of how large the Red River was and the great expanse of the huge delta going south of Hanoi. ...

"As we started a left turn I had a great view of Hanoi, the expansive Red River delta and very broad river. The delta had many rivers, one of which meandered past Bac Ninh, 20 miles east as we turned. ...

"We departed the ridge at about 12,000 feet, hit the burners and leveled at about 18,000 for the dive runs. The radar aimed 85 or 100 mm batteries, opened up with their large black burst around us as we approached. They posed a real threat, being lethal well above 20,000 feet. The target was to our right so I was sitting on the far left and above the last seven to make the turning roll-in to the dive before me. As the lead flights went into full dive one by one, I began to see the black bursts of the long range AAA. Then, as the lead flight started down, the smaller black puffs of 57 mm and finally the grayish puffs of 37s as the dives extended.

Floyd E. "Skeet" Heinzig

F-105 History

"Number four on the 3rd flight had rolled into his dive, so my leader would follow suit momentarily, but I was watching the diving line of attackers when an airplane from the attacking flight was blown to bits, then another was destroyed and almost simultaneously a third....three of my new squadron mates would not come home. It was a picture that was indelible yet momentary.

"Suddenly my element lead rolled in and it was my turn. Now I had only one thought and that was to place my 6 bombs on the railroad. With a rail yard's vulnerability and a careful effort, I knew I could place my entire load on target.

"When I rolled in for my dive bomb run I was completely focused and what I saw was out of mind: The best catharsis for fear on a dive bomb run and absolutely necessary to bombing accuracy. My intended 60 degree dive would be shallow, due to starting from the farthest outside of the formation, but I could adjust for it with a lower bomb release, faster speed and/or aim long. Fortunately, the railroads tracks were long and straight so only the cross-track miss distance was critical, a far easier situation. After release of ordnance I was free to make any break, keeping in mind the withdrawal direction to locate and rejoin my flight.

"We fueled in fours on our assigned tanker, inbound and out, but this time we arrived as five, because Capt. Floyd 'Skeets' Heinzig, the only flyer left in the air from the 3rd flight, joined us on our journey home. His moving in to join us really drove home the realization of what I witnessed, and I suddenly recalled the deadly reality of those black and white bursts around us all." (Robert W. Smith Autobiography at http://www.nf104.com/ab/ch_5/iv.html)

Maj Aquilla F. Britt from the 469 TFS flew on this mission for which he was awarded the Air Medal (18 OLC) for meritorious achievement. "... Major Britt was a member of Crossbow Flight assigned to attack a high priority military target. Intense and accurate hostile fire scored direct hits on three aircraft in the force. Major Britt continued on to deliver his bombs precisely on target destroying rolling stock and rendering the target area unserviceable. ..." (Citation to Accompany the Award of the Air Medal (Eighteenth Oak Leaf Cluster) (Posthumous) to Aquilla F. Britt provided by his son Bryan Britt.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Lt Gen Sam Armstrong, chapter in unpublished manuscript titled, "Southeast Asia October 1967 - May 1968", pg 10.

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

Floyd E. "Skeet" Heinzig

F-105 History

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.

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

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."

Floyd E. "Skeet" Heinzig

F-105 History

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.

17-Oct-67

F-105D 610205 34 TFS 388 TFW Korat Hit by 37/57-mm AAA while attacking the Dap Cau RR Yards. Crashed in RP-6A, North Vietnam. 21-11N 106-05E Capt Anthony Charles Andrews 34 TFS pilot became a POW. Released 14 Mar 73. Call sign: "Hot Rod 04". Capt Anthony C. Andrews flew as Hotrod 04, in a flight of four, on a strike mission to Dap Cau RR Yards, North Vietnam. His element lead was Maj Floyd E. Heinzig. The flight took off from Korat at 08:40 and Capt Andrews was shot down at 10:43.

"Capt Andrews was number four in a flight of four F-105 aircraft call sign: Hotrod. His aircraft was hit by flak as he was pulling off target and climbing through 6000 feet. His element lead, Hotrod 3, saw his aircraft go out of control, but did not see the aircraft impact. Hotrod 1 and 2 [Major Dwight E. Sullivan and Capt Donald Eugene "Digger" O'Dell] had been shot down on roll in. No one saw Capt Andrews eject or saw a chute. There was already a beeper on the air from either Hotrod 1 or Hotrod 2. None of the members of the following flights reported seeing this incident. A photograph of Capt Andrews has been released by Hanoi which identifies him as a prisoner." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-173, AFHRA Call # K717.6031-3.)

Capt Andrews had accumulated 168.8 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.)

U.S. Navy CNA Loss/Damage Data Base

21-Oct-67

6159

Four F-105 pilots in "Olympia" flight from the 34 TFS, 388 TFW, took off at 05:55 on a bombing mission against a target at location 21-26N and 105-16E 43 NM NW of Hanoi in RP-6A. However, they were diverted to another target to work with a Cricket FAC and Nail 61. Flying time was 2.2 hours. The flight lineup was:

#1 - Maj James E. Daniel, Jr. flying F-105D 60-0458
#2 - Capt Jacob C. Shuler flying 62-4242 on his 7th combat mission
#3 - Capt Lawrence G. Hoppe flying 58-1152 on his 79th combat mission
#4 - Maj Floyd E. Heinzig flying 61-0161
Spare - Maj William J. King in 60-0464

Jake Shuler described the mission in his log. "This was my first four ship. We took off at 0555 just day break and refueled behind RA 30. After we dropped off the tanker, we contacted Cricket who told us to contact Nail 61 who was circling above the upper deck. He had another FAC (O-1) below on the target. We finally spotted him and the target and weaved ourselves through the clouds. Larry kept pretty tight to lead forcing me to watch him a lot. We tried for road cuts but all missed. We ended up with 10- to 15-degree dive angle and pickled about 2000' AGL. Glad there was no AAA. I accidentally pickled twice but one bomb hit about 50' from the road. I was way behind and really not used to this type of delivery. Recced Route 7 then RTBd."

1Lt Earl J. Henderson from the 469 TFS flew his 30th combat mission into North Vietnam.

"Target: Bridge pack I.
"Armament: 6x500

Floyd E. "Skeet" Heinzig

F-105 History

"Airborne spare for strike force. Not used, so diverted to pack I. Hit 'papa' tanker first. What a nightmare! FAC marked small bridge and we clobbered it. Saw a couple of muzzle flashes during dive."

Jake Shuler combat mission spreadsheet and "Mission # 7 Narrative" via e-mail 28 July 10 & Larry Hoppe AF Form 5 & Earl Henderson, combat diary.

26-Oct-67

3445

Air Force planes attacked six targets along the Hanoi-Thai Nguyen Rail Line (RR 5) in RP-6A.

- 1) The Thai Nguyen railroad yard #2 (BE 616-G0777) at 21-33-21N and 105-51-31E. "Pilots reported all ordnance on target."
- 2) The Tung Tu railroad siding (BE 616-M1892) at 21-29-30N and 105-52-59E. Pilots reported all their bombs hit the target with at least one track cut.
- 3) A railroad bridge at 21-26-20N and 105-53-00E. "No BDA."
- 4) A rail segment at 21-27-20N and 105-53-00E. "No BDA."
- 5) A vulnerable rail segment at 21-25-00N and 105-53-00E. "No BDA."
- 6) A railroad segment at 21-30-00N and 105-52-00E. Pilots reported the rail was cut.

The Ha Gia Railroad Bridge was the primary target of "Olympia" and "Crossbow" flights from the 34 TFS, 388 TFW. "Olympia" took off from Korat at 14:05; the mission lasted for 2 hours 50 minutes. Olympia's flight lineup was:

- #1 - Maj Floyd E. Heinzig
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0134
- #3 - Maj Donald W. Revers
- #4 - Capt Vernon D. Ellis

This was Maj Armstrong's 13th combat mission to North Vietnam. "We were directed to hit our first alternate target which was the Ha Gia Railroad Bridge, between Hanoi and Thai Nguyen on the north rail line. Coming in via the land route, the clouds were almost completely undercast around the entire route. The target was completely clobbered with clouds as we traversed down 'Thud' Ridge. Skuts Heinzig very wisely decided as mission commander, to roll in on the rail line between Ha Gia and Thai Nguyen instead. We cut the rail line in several places which I think is more trouble for them than cutting a bridge in one spot. There was considerable 37/57-mm fire from Thai Nguyen as we pulled off the target. This was the first mission where I had carried two 3,000# bombs. It is a good load to carry. No MiGs seen, only 2 SAMs, and no 85-mm although other guys saw 85-mm fire." (Maj Spence M. Armstrong, combat mission log for period 5 Oct 67 - 14 Apr 68, pg 5.)

In his memoir, Sam Armstrong further described the mission. "... I carried 3,000# bombs for the first time and was impressed how much sleeker the F-105 was with this load as opposed to the 750# bombs carried on the centerline. The target, Ha Gia between Thai Nyugen and Hanoi, was clearly under the clouds so the mission commander wisely directed us to hit the part of the rail line that was clear and we did so nicely. Two SA-2's were fired without effect. (Lt Gen Sam Armstrong, chapter in unpublished memoir titled, "Southeast Asia October 1967 - May 1968", pg 11.)

"Crossbow" flight's lineup against the Ha Gia Railroad Bridge was:

- #1 - Maj Almer L. "Buddy" Barner, Jr.
- #2 - Capt Jacob C. Shuler flying his 9th combat mission
- #3 - Capt Lawrence R. "Larry" Klinestiver
- #4 - Capt Irving E. LeVine

The flight time was 3.2 hours. A draft award justification described the flight's mission. "Major Barner was leader of

Floyd E. "Skeet" Heinzig

F-105 History

Crossbow Flight, which was one of five flights in Olympia Force. ... Olympia Force had been ordered to strike the Ha Gia Railroad Bridge located east of Ha Gia and 3 miles south of Thai Nguyen. This rail line is the major link between the huge industrial complex at Thai Nguyen and Hanoi to the south.

"Just after the final turn toward the target, the Ironhand Flight informed the Force Commander that the primary target was overcast and acquisition would be impossible. The force Commander immediately briefed a new attack heading through an opening in the clouds along the rail line to the north of the primary target and south of Thai Nguyen. Quick and decisive action was required making it necessary for Major Barner to reposition his flight for attack while under intense and accurate barrage type flack of 37, 57 MM size.

"The railroad line was visible through a broken deck of clouds but the late afternoon sun reflecting on a thin haze layer made target acquisition extremely difficult. With coolness and precision, [each pilot] maneuvered his aircraft through the flack and clouds to place his 3000 pounders directly on the tracks. Strike photos showed three large cuts on the tracks and attest to the accuracy of [the pilots] while under fire."

Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967 & Jake Shuler mission log spreadsheet and e-mail 5 July 2010.

06-Nov-67

F-105D 624286 469 TFS 388 TFW Korat Hit by a SAM while attacking Hanoi's Gia Thuong Storage Area. Crashed in RP-6B, North Vietnam. 21-12N 106-14E Maj Robert Warren Hagerman 469 TFS pilot was MIA then KIA. Call sign: "Crossbow 02". Lt Colonel Robert W. Hagerman flew as Crossbow 02 in a flight of four F-105s on a strike against a military storage area in North Vietnam. Other members of Crossbow flight were:

- #1. Capt Hal P. Henning.
- #3. Maj Floyd E. Heinzig from the 34 TFS
- #4. Maj William C. Diehle, Jr.

The flight from the 469 TFS took off from Korat at 05:52 and Lt Col Hagerman was hit by a SAM over the target at 07:57.

"Capt Hal P. Henning, Crossbow Lead, observed the following: '... At approximately two minutes from the target, SAMs were called along with launch lights within the force. Crossbow Lead saw one SAM missile approach from the 11 o'clock position about 35 degrees pitch and explode below and in front of Crossbow 02. Pieces of shrapnel went through Crossbow 02's left wing and he immediately began burning. The aircraft started a shallow banked descending turn while on fire. I lost sight of Crossbow 02 as he passed behind and beneath me. When I saw him again he was 3 - 5 miles behind and all I could see was a fireball. I did not see impact. I did not see a parachute or hear a beeper. Terrain is heavily populated delta area near Nui Con Voi, DRV. Crossbow 02 made no transmissions to the best of my knowledge. No one in the area called sighting a chute or hearing a beeper.' ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-185).

Capt Sam P. Morgan from the 34 TFS was in a nearby flight and saw Maj Hagerman's plane hit by the SAM. "I was Number 4 in the flight to the left of Crossbow and I don't remember the call sign of my flight. As Number 4, I was the high member of my flight and I was next to Crossbow 2 who would have been the low man in his flight. I was to the right of my flight lead and Crossbow 2 was to the left of his flight lead. We were closer to each other that day than was normal.

"There were lots of missiles in the air at the same time. I saw a missile fired at my ten o'clock low. Lots of pilots called out the launch when it came off the ground. It was arcing over and I thought it was coming for me. I pulled the nose up as the missile started closing to see if it came up with me and it stayed on track. As it approached I rolled left to watch it and, as it went under me, I rolled back to the right to pick it up on the other side. It looked to me as if it was a direct hit on Crossbow 2.

"He was straight and level when it hit so I don't think he saw it coming. It was a huge fireball that completely enveloped the aircraft. I was below and to the left of Crossbow 2 when the missile detonated so it could have been a

Floyd E. "Skeet" Heinzig

F-105 History

proximity detonation and not a direct hit although to me I saw the fireball completely envelop Crossbow 2. I remember being surprised when the aircraft came out of the fireball still looking like an F-105. It seemed to be okay as it seemed to continue in the formation for what seemed like a considerable period of time. Then the left wing started to drop and the aircraft was sliding down toward me. I lifted the nose and it slid under me. I was having a hard time watching Crossbow 2 and tending my flight lookout duties at the same time. We were at the roll in point so I went back to making the maneuver with my flight.

"On the way in there was a gun site at the airport on the northeast side of Hanoi that was firing at us. It was a large circle on the ground that had six to eight guns around the circle and they would fire sequentially in a ring which made it easy to see. As Number 4, it was my job to look at things across my formation so I could easily see this gun site and I decided I was going to get him on the way out with the cannon.

"After coming off the target I went to take care of this gun site. I was over 700 knots and diving on the site with the idea of emptying the cannon. As the gun was firing there was an enormous noise, the aircraft pitched violently up, and all of the instruments failed. I was sure I was hit and I yelled the same on the radio. After I got my heart down to a reasonable rate and assessed the situation I realized that the supersonic speed, firing of the gun so long, and whatever else had caused the Air Turbine Motor to drop off line which failed the AC electrics and the utility hydraulic system. The instant stop of the gun hardware must have caused the nose to pitch up. The turbine started up fine, the AC generator came back on line, and the aircraft was okay. When I got to the tanker the guys who were already there asked what all the yelling was about." (Sam Morgan, e-mail, 28 Apr 2009)

"On 6 November, 62nd Missile Battalion shot down an F-105, the first victory for the test unit that had pioneered the track-on-jam concept. The [North] Vietnamese were so proud of this success that the wreckage of the F-105 was shipped to the Soviet city of Leningrad as a war trophy."

Maj Hagerman was born 28 August 1922 in Kansas City, Missouri, and entered the service from Chicago, Illinois. He was declared dead on 6 November 1979. His body was recovered. His name appears on the Vietnam Memorial Wall on panel 29E line 30.

"The -Ology War: Technology and Ideology in the Vietnamese Defense of Hanoi", 1967, Merle L. Pribbenow II, in The Journal of Military History, Jan 2003, pg 195 & U.S. Navy CNA Loss/Damage Data Base

11-Dec-67

8073

Maj Floyd E. Heinzig from the 34 TFS flew the F-105 for the last time. Since his first flight on 1 February 1966, he had accumulated 389.3 hours in the Thunderchief.

F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

31-Dec-67

5162

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

Maj George G. Clausen - Squadron Commander. Flew his 100th on 22 November 1967.

Maj Dalton L. Leftwich - Flew his 100th on 22 November 1967.

1Lt David B. Waldrop III

Maj Floyd E. Heinzig

Capt Lawrence G. Hoppe

Maj Clausen was reassigned to the F-111A program at Nellis AFB, NV.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & George Clausen, phone interview, 5 April 2010.