

Eddward Llewelyn Jones

F-105 History

12-Jun-62

435

The fifteenth F-105D operational training Class 63A, Course 111506E, started with 25 pilots at the 4520 CCTW, Nellis AFB NV. Nineteen of the pilots were from the 18 TFW at Kadena AB, Okinawa. The class was attached to the 4526 CCTS at Nellis, commanded by Lt Col James Ellis Bean. It was scheduled to graduate on 8 August 1962 but was cancelled on 19 June 1962 when two F-105s crashed at Nellis. The pilots in this class were:

Maj Elvador E. Ritter	Capt Thomas F.C. Kozak	1Lt Charles T. Kochi
Capt William H. Bollinger	Capt Harrison W. Matthews (12 TFS)	1Lt Donald E. Langwell
Capt William M. Dalton	Capt William "Nasty Ned" Miller	1Lt Carl B. Larsen
Capt Richard E. Doucette (TFS)	Capt Raymond V. Moss	1Lt Jay N. Mitchell (12 TFS)
Capt Dennis R. Fanning	Capt Glenn E. "Wimpy" Peake	1Lt William S. Secker, Jr.
Capt Francis James Feneley	Capt Bernard C. Reck	1Lt James C. Sharp
Capt Donald G. Green	Capt Robert James Sandvick	1Lt Edwin R. Wayne
Capt James Cuthbert Hartney	1Lt Frederick E. Dose (12 TFS)	
Capt Rex A. Hill	1Lt Eddward L. Jones (Cannon AFB)	

1Lt Ed Jones had been an F-100 pilot assigned since August 1960 to the 474 TFW at Cannon AFB, NM. After upgrading to the F-105, he was assigned to the 4523 CCTS, Nellis AFB, where he was an F-105 Instructor Pilot.

4520 CCTW History, Jan - Jun 62, USAF microfilm M2196 & Ed Jones award citation for the Combat Readiness Medal via his son Dave Jones e-mail 4 Jan 2013.

01-Apr-63

5396

Capt Edward Klosterman from the 44 TFS, 18 TFW, on TDY at Nellis attending the F-105D training course, was killed in a mid-air collision with a civilian Navion. The pilot of the Navion, who was en route to Thunderbird Field in Las Vegas, also died.

Capt Klosterman's instructor pilot was Capt Eddward L. Jones.

Also, during his TDY for F-105D training at Nellis, "Capt Ralph A. Ritteman [from the 44 TFS] suffered severe leg damage when struck by the propeller of a light aircraft."

History of 18 TFW, 1 Jan - 30 Jun 1963, pg 51, USAF microfilm MO495.

23-May-63

4563

Capt Richard E. Moser was the Investigating Officer of the crash of F-105D 59-1773 during air-to-air refueling training from Nellis AFB.

Other F-105 pilots involved in this accident were:

Capt Eddward L. Jones -- "Hornet Fir 1" IP who had AC Generator failure and had returned to Nellis by the time of the accident.

Capt Russell A. Starkman -- Student pilot, "Hornet Fir #2"

Maj Thomas T. Williams -- Student pilot from the 355 TFW, George AFB, "Hornet Fir 3", the accident pilot on his first F-105D refueling. The refueling drogue broke off the tanker hose, smashed the F-105 canopy, and caused the engine to flame out. Maj Williams ejected successfully.

Capt White -- Student pilot, "Hornet Fir #4"

Capt Robinson -- Hornet Apple Flight IP

Capt Lloyd C. Smith -- Hornet Sage #1 IP

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Instructor pilot, Ed Jones remained in the 4523 CCTS at Nellis until August 1964. He received a Combat Readiness Medal for his tour at Nellis and his previous assignment as an F-100 pilot at Cannon AFB. "Captain Edward Jones distinguished himself by sustained professional performance as a United States Air Force combat ready aircrew member while assigned to the 474th Tactical Fighter Wing [Cannon AFB, NM] from August 1960 to May 1962 and the 4523rd Combat Crew Training School from June 1962 to August 1964. During this period, the outstanding airmanship and devotion to duty displayed by Captain Jones contributed significantly to the security of the free world. ..."

After his assignment at Nellis, Capt Jones was assigned as an F-105 pilot to the 67 TFS, 18 TFW, 313 AD, at Kadena AB, Okinawa.

AF Form 711 USAF Accident/Incident Report 63-5-23-1, 4 June 63 & Ed Jones award citation for the Combat Readiness Medal per Hq 313 Air Division, Kadena, Special Order G-3 dated 15 Feb 1966 via his son Dave Jones e-mail 4 Jan 2013.

18-Feb-65 26-Apr-65

543

The 67 TFS, 18 TFW, deployed from Kadena AB, Okinawa, to Korat RTAFB, Thailand, to replace the 44 TFS.

The 44th had been at Korat since 18 December 1964. "The 44th flew 380 sorties against the enemy during their first deployment logging a total of 1722 flying hours."

The 67th's deployment was in response to the build up of U.S. forces in SEA directed by President Johnson on 10 February. "A total of 34 pilots and 3 enlisted men were accompanied by 18 F-105D aircraft from the 18 TFW. ... The first contingent (of the 67 TFS) ... departed Naha at 1030 for Korat via Da Nang AB. Arriving at Korat at 1730 were Capt George W. Panas, Capt Carlyle S. Harris, Capt Ivy J. McCoy, Capt Robert C. Bigrigg, Capt Kenneth L. Spagnola, (and) 1 Lt Dennis L. Ohlemeir ..."

Two 67 TFS pilots had deployed to Korat on 11 February. They were Maj Ronald Edward Byrne and 1Lt George H. Vipond.

The remaining pilots arrived over the next week. Eight F-105Ds and pilots arrived at Korat on 21 February 1965. "The personnel were (Squadron Commander) Lt Col Robinson Risner, Major James W. Mathews, Maj Raymond Merritt, Capt Robert V. Baird, Capt John Cozine, Capt Jack L. Francisco, Capt James I. Haag, and Capt Wayne E. Sharp."

On 22 February, three more pilots flew F-105Ds into Korat. They were Maj Ronald E. Byrne, Capt Carroll N. Rather, and Capt Glen C. Ward.

On 25 February, three more F-105 pilots arrived by C-130. They were Capt Eugene Goodwin, Capt Eddward L. Jones, and Capt Paul E. Dillon. Maj Sherrell W. Wylie, Jr. and Capt Edward L. Carron arrived on 17 March 1965 and Lt Col Lawrence D. Damewood arrived on 23 March.

Capt Paul R. Craw from the 12 TFS gave the inbriefing to Lt Col Risner during the squadron changeover. "We were sitting alert on N. Vietnam gun emplacement targets at the time." (Paul R. Craw, letter to Ron Thurlow, undated but around Feb/Mar 2000.)

During the deployment, the 67 TFS flew 449 combat sorties and lost 5 aircraft to ground fire. Four of the five pilots were rescued and one became a POW.

History of the 44th TFS, 1 Jan 65 - 30 Jun 67, pg 33 & 67 TFS History, 1 Jan - 30 June 1965, pp 20 - 21.

02-Mar-65 10-Mar-65

2684

After nine days of delays, " ... Rolling Thunder 5 (RT 5) was a one-day, no recycle strike on 2

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March 1965. Targets were one ammo depot (at Xom Bang, (JCS 64)) and one naval base (at Quang Khe, (JCS 74.1)) as primary U.S. and VNAF targets. Four barracks were authorized as weather alternates. VNAF participation was mandatory. The approved effort for the week was substantially below the level recommended by the Joint Chiefs of Staff."

"The Rolling Thunder V mission was the first separate USAF strike against North Vietnam targets and the largest strike up to that time, employing some 160 aircraft."

This strike began the first of six "phases" of the Rolling Thunder campaign. This first phase lasted until 11 May 1965. ("Air Interdiction in WW II, Korea, and Vietnam", USAF Warrior Studies, Office of Air Force History, footnote pg 61.)

"Permission was ... granted by the Thai government for the use of Thailand-based aircraft for Rolling Thunder V. This would enable the U.S. to employ its aircraft much more efficiently removing the need for the planes to stage from Da Nang or other RVN bases. In Thailand, the USAF had 44 F-105s, and 20 F-100s ready for the Rolling Thunder V strike on 2 March. Another 33 F-100s were based at Da Nang in Vietnam."

The F-105s were from the 12 TFS and 67 TFS on TDY to Korat from the 18 TFW, Kadena AB, Okinawa. 1Lt John C. Morrissey, from the 12 TFS and Capt Eddward L. Jones from the 67 TFS were two of the pilots who flew this first Rolling Thunder mission.

Pentagon Papers, Gravel Edition, Vol III, pg 284 & Project CHECO, Rolling Thunder, March - June 1965, pp 18 and 22 & John Morrissey, e-mail 28 May 2009.

02-Mar-65

396

After the first four scheduled Rolling Thunder missions had been cancelled, forty-four F-105Ds from the 12 TFS and 67 TFS, on TDY to Korat RTAFB, Thailand, from the 18 TFW, flew Rolling Thunder 5 against the Xom Bang ammunition depot (JCS 64) 17 miles north of the DMZ at coordinates 17-06-59N and 106-45-10E. The depot was one of the largest storage areas in North Vietnam with a capacity of 2,000 metric tons.

Also, " ... forty F-100s from Da Nang and Takhli, seven RF-101s, twenty B-57s (from Tan Son Nhut), and six KC-135s were involved. In addition, VNAF A-1Hs supported by USAF F-100s (from Takhli) flew on the mission. The USAF strike force hit the Xom Bang ... depot with a reported 70 - 80% damage by the 120 tons dropped from the 105s and B-57s." The depot consisted of forty-nine barracks and other structures on thirty-five acres.

"The VNAF force struck the naval base at Quang Khe, which was reported 70 - 80% destroyed."

Forty-three F-105s, eighteen from the 12 TFS and twenty-five from the 67 TFS, flew on the strike. They were led by the 67 TFS squadron commander, Lt Col Robinson Risner with Maj James W. "Matt" Mathews as deputy lead. " ... The attacks destroyed or damaged an estimated 75 to 80 percent of the target area, with thirty-six to forty-nine structures completely demolished."

"Lt Col Risner led the 16 F-105D flak suppression aircraft while Maj James W. Mathews led the 24 F-105D strike aircraft." (67 TFS history, pg 29)

Capt Eddward L. Jones from the 67th received an Air Medal for today's mission. "Captain Eddward L. Jones distinguished himself by outstanding achievement while participating in aerial flight as a member of the first composite F-105 strike force in North Vietnam on 2 March 1965. On that date Captain Jones, in the face of determined anti-aircraft fire, attacked and destroyed his assigned targets. His actions deprived the enemy of needed supplies and equipment and was carried out with extreme competence under trying conditions. ..." (2nd Air Division/13 AF Special Order G-126 dated 19 June 1965 & citation provided by Ed Jones' son, Dave Jones, 4 Jan 2013).

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F-105 History

Maj William J. Hosmer from 12 TFS led the second flight behind Lt Col Risner. ("The Birds Were Silver Then", by Lowell Peterson, pg 34.)

1Lt John C. Morrissey was one of the pilots from the 12 TFS who flew on this mission. He carried eight M-117 750-lb bombs and his TOT was 14:48. He was in a strike flight with call sign "Baste". The line up of his flight was:

Baste 15 - Maj Paul S. Cleland, Jr.
Baste 16 - 1Lt John C. Morrissey
Baste 17 - Capt Raymond V. Moss
Baste 18 - 1Lt Samuel Edwin Waters, Jr.
(John Morrissey, e-mails 28 May, 20 and 30 June 2009)

Nineteen South Vietnamese Air Force A-1Hs bombed the naval base at Quang Khe (JCS 74.1) at coordinates 17-42-22N and 106-28-56E.

This first Rolling Thunder mission was costly. Six aircraft -- three F-105Ds, two F-100Ds, and a VNAF A-1H -- were shot down during the strikes. Recovered were the three F-105 pilots from the 67 TFS (Capt Robert V. Baird, Maj George W. Panas ("Baste 19"), and Capt Kenneth L. Spagnola), the Vietnamese A-1H pilot (Van Phu), and one of the F-100 pilots, 1Lt James A. Cullen.

Lt Cullen from the 428 TFS, 474 TFW, TDY to Takhli, who had attacked the Quang Khe Naval Base, was rescued from his life raft in the water ten miles off shore from Dong Hoi by an HU-16 Albatross piloted by Maj Edward Ladou, call sign "Adman 63".

The F-100D pilot not recovered was 1Lt Hayden J. Lockhart, Jr. flying F-100D 55-2857. He was from the 613 TFS, 401 TFW, on TDY from England AFB LA to Da Nang. In attacking the ammunition depot, he was hit by 37-mm AAA and ejected. After evading the North Vietnamese for seven days, he was captured and became the first Air Force POW of the war. He was released from Hanoi with the first group of POWs during "Operation Homecoming" on 12 February 1973.

The five successful rescues of pilots shot down during the first Rolling Thunder strike elicited high-level praise in a succession of letters to the Pacific Air Rescue Center (PARC) Detachment 3 at Tan Son Nhut AB, South Vietnam. This organization controlled the rescue forces; the Detachment's commander was Lt Col Edward Krafka.

The first letter dated March 3, 1965, was from Maxwell D. Taylor, the American Ambassador to South Vietnam.

"Dear Colonel Krafka:

"My attention has just been called to the extraordinary performance of some of your helicopter pilots in rescuing five out of six of our pilots downed in yesterday's attack against North Viet-Nam. This is indeed an outstanding record and testifies to the gallantry of your people in exposing themselves to rescue downed comrades.

"Will you transmit to the members of your detachment my appreciation and admiration for their conduct?

"Sincerely,

"Maxwell D. Taylor"

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A second letter, dated 5 March 1965, was from Gen W. C. Westmoreland, Commander U.S. Military Assistance Command, Vietnam.

"Letter of Appreciation Thru Commander Second Air Division.

"The attached letter from Ambassador Taylor expressing his appreciation to the members of your detachment for their extraordinary performance of duty on 2 March 1965 is forwarded with pleasure. I want to add my appreciation and congratulations for a job well done and in the highest military tradition."

A third letter dated 15 March 1965 was from MG Joe H. Moore, 2d Air Division commander, also from Tan Son Nhut. This letter forwarded Ambassador Taylor's and Gen Westmoreland's letters.

"It is a pleasure to add my personal congratulations to those of Ambassador Taylor and General Westmoreland for the extraordinary performance of your detachment on 2 March 1965. Such a performance is of great credit to the Air Force and to the nation we serve."

Finally, on 16 March 1965, Lt Col Krafka forwarded all three letters attached to his own letter of appreciation to his five subordinate organizations.

"It is indeed a pleasure to convey the congratulations and appreciation from signatories of attached letters for superb performance. The professionally coordinated and cooperative effort which combined to the overall success of the mission and elicited such laudatory comments is a tribute to all personnel participating. I am most privileged to add my appreciation and congratulations for performance in keeping with the highest traditions of the Air Rescue Service." (AFHRA Call # K318.2411-6 in folder 64/12/01-65/12/30 IRIS # 1009286.)

Project CHECO, Rolling Thunder, March - June 1965, pg 22 & "Gradual Failure: The Air War over North Vietnam: 1965 - 1966", pg 84 & 12 TFS and 67 TFS Histories, 1 Jan - 30 Jun 65 & "The Pentagon Papers" (New York Times version) pg 403.

23-Apr-65

832

Under Rolling Thunder 12, in "the biggest Rolling Thunder mission to date ..." the Air Force dropped "... some 285 tons of bombs ... on seven bridges, all of which were destroyed. This heavy pressure continued to the next week in strikes against bridges, ferries, naval installations, coastal shipping, and barracks."

Part of the strike force included members of the 67 TFS, flying from Korat RTAFB, Thailand, who struck the Phuc Thiem (JCS 18.44) and Ly Nhan (JCS 18.47) Highway bridges and the Phu Qui Highway ferry in North Vietnam. "The Phuc Thiem Highway bridge was destroyed and the Ly Nhan Highway bridge had one span dropped. The ferry approaches were cratered and the ferry probably destroyed."

The Phuc Thiem Highway bridge was 8 miles North of Vinh.

On this date, Capt Eddward L. Jones, on TDY to Korat with the 67th, was awarded an Air Medal (2 OLC) for the period 15 March 1965 to 23 April 1965.

Project CHECO report, 28 March 1966, "Rolling Thunder", pg 43 & 67 TFS History, 1 Jan - 30 Jun 1965, pp 22 and 36 & 2nd Air Division Special Order G-224 dated 4 Sept 1965 and award citation provided by Capt Jones' son Dave Jones via e-mail 4 Jan 2013.

26-Apr-65

825

After being replaced by the 44 TFS, the 67 TFS returned from Korat RTAFB, Thailand, to the 18 TFW at Kadena AB, Okinawa. The squadron, commanded by Lt Col Robinson Risner, had been deployed to Korat since 18 February 1965.

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1Lt George H. Vipond and Capt Eddward L. Jones were two of the 67th pilots returning to Kadena from this combat deployment.

During their combat tour, the squadron flew 449 combat sorties, 87 combat support sorties, and 130 training sorties.

In 1,019 hours of combat flying the squadron lost five of its 18 F-105s. The losses during this deployment were:

02 Mar - Spagnola - Resc
02 Mar - Baird - Resc
02 Mar - Panas - Resc
22 Mar - Risner - Resc
04 Apr - Harris - POW

67 TFS History, 1 January 1965 - 30 June 1965.

17-Aug-65 23-Oct-65

726

Starting their second combat deployment to Korat RTAFB, Thailand, the first group of pilots from the 67 TFS from the 18 TFW, Kadena AB, Okinawa, replaced the 12 TFS at Korat, allowing half of the 12 TFS pilots to return to Kadena by 15 August and the remainder on 25 August 1965. "Integrated missions were flown through the 25th when the remaining 12th pilots returned to Kadena AB, Okinawa."

Lt Col Robinson Risner, commander of the 67 TFS who arrived with four other 67 TFS pilots on 16 August, replaced the 12 TFS commander, Lt Col Charles W. Reed.

Nine more 67 TFS pilots arrived at Korat. "Captains Maier, Mesenbourg, Nowokunski, Baird, Stadler, and Schierman and Lt Dotson, Zieg, and Sheehy arrived via KC-135 and C-130.

On 25 August, Capt Eddward L. Jones from the 67 TFS joined his squadron. He traveled via C-130.

"During their second deployment, the 12th had improved its own combat operations by lessons learned, especially in the Toss Bomb Computer utilization and target area techniques. Refueling became daily occurrences, and two to three hour missions became the normal routine. Our maintenance effort was outstanding, due to the squadron commander having full control over specialists and crew chiefs. Only in the weapons loading area did we encounter difficulty and this was due to lack of administrative control."

During their second combat tour between 17 August - 23 October 1965, the 67 TFS lost eight F-105s. Two pilots were rescued, two were killed in action, and four, including Lt Col Risner, became POWs.

12 TFS History, 1 July - 31 December 1965, pg 8 & 67 TFS history, 1 Jul - 31 Dec 1965, pg 8 (frame 1894).

26-Aug-65

4652

"Redwood Flight, led by Capt Baird [from the 67 TFS, 18 TFW] against highway bridge. Bridge assigned was already downed. Flight proceeded to hit bridge north of original target which was still standing, completely destroying one approach.

In a mission labeled BR-57, the four F-105Ds in "Walnut" flight from the 67 TFS attacked a bend in a road in northern Laos.

The lineup was:

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- #1 - Lt Col Robinson Risner flying 62-4286
- #2 - Capt Ivy J. McCoy, Jr. flying 62-4328
- #3 - Capt Glen C. Ward flying 61-0193
- #4 - Capt James L. Goode flying 62-4221

Lt Col Risner and Capt McCoy each dropped two 3000-lb bombs while both Capt Ward and Capt Goode dropped two 750-lb bombs. "RT 6 was cratered successfully at point designated."

"Lemon Flight, led by Maj Kunichika with Maj Byrne", struck a choke point cratering a road on mission BR-56 in Laos with two 3000-lb bombs each." This flight initially had four F-105s but numbers 3 and 4 aborted before reaching the target. The original flight lineup was:

- #1 - Maj Paul M. Kunichika flying F-105D 62-4286
- #2 - Maj Ronald Edward Byrne, Jr. flying 62-4328
- #3 - Capt Robert G. Lanning in 62-4265 aborted after flying 1+30.
- #4 - 1Lt George H. Vipond in 62-4283 aborted after flying 1+30.

On another Barrel Roll mission, the 67th's "Chestnut" flight attacked a camp in northern Laos. The flight's lineup was:

- #1 - Capt William H. Bollinger flying 62-4227
- #2 - Capt Eddward L. Jones flying 61-0185
- #3 - Capt Wesley Duane Schierman flying 61-0189
- #4 - Capt John T. Clark, Jr. flying 62-4335

The flight dropped 12,000 lbs of bombs and fired 152 2.75" rockets at a headquarters.

67 TFS history, 1 Jul - 31 Dec 1965, pp 24 - 25 (frames 1910 - 1911) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

27-Aug-65

4653

"Oak and Elm flights, led by Lt Col Risner and Maj Merritt [from the 67 TFS], against the Trang highway bridge (JCS 18.9 ?). Light automatic weapons fire and flak encountered. Weather was very poor in target area.

"Pepper Flight, with Capt Bollinger lead and Captain Nowokunski, struck Lang Bun highway bridge. Bridge located 30 miles south of Chinese border. Both aircraft had direct hits on north end of bridge." Capt Eddward L. Jones, number 3 in F-105D 62-4265, air aborted when his plane couldn't take on fuel from the tanker. He jettisoned his eight 750-lb bombs and logged 1+15 flying time.

"Willow Flight, led by Maj Wylie against Lang Bun Bridge found bridge downed but dropped on target due to directions from higher headquarters to do so even if already downed."

67 TFS history, 1 Jul - 31 Dec 1965, pg 25 (frame 1911).

28-Aug-65

4654

The lineup of "Elm" flight from the 67 TFS was:

- #1 - Capt Wesley Duane Schierman flying F-105F 63-8282 with the rear cockpit empty.
- #2 - Capt John T. Stadler flying F-105D 62-4286
- #3 - Capt Eddward L. Jones flying F-105D 61-0193
- #4 - 1Lt Patrick S. "Rick" Dotson flying F-105D 62-4224

Each plane carried four MK-81 Snake Eye bombs.

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The flight was " ... sent against the Ban Non Luc barracks. Mission was a test of a new weapon, the MK-81 Snake Eye. Each aircraft carried four MK-81s and two AIM-9 missiles for air defense. After striking the target with excellent results, Capt Schierman attacked the flak sites menacing the remainder of his flight and was struck by a large caliber weapon, disabling his plane, thus forcing him to eject. All rescue attempts were fruitless and continued the following days. Radio contact was made with the downed pilot, but rescue attempts were in vain. Lt Dotson was struck by a quick detonating bomb and forced to land at Udorn."

Capt Schierman became a POW. He was released 12 Feb 1973.

"Pine flight, led by Lt Col Robinson Risner, launched against a railroad bridge with four AGM-12Cs. However, flight was diverted to rescap for Capt Schierman. No contact was made."

"Whiplash Alpha Flight, with Capt Glen C. Ward, and Capt John T. Clark, Jr., was scrambled for rescap of Capt Schierman. Radio beacon was picked up and located but proved to be an anti-aircraft trap. A-1E from Udorn was shot down and pilot killed." (Note: CNA Loss/Damage database does not list a USAF A-1E lost on this date.)

"Whiplash Bravo Flight, with Maj Mathews and 1Lt Vipond, launched as rescap for Capt Schierman; however, attempts were in vain for no contact was made." The flight lineup was:

#1 - Maj James W. Mathews flying F-105D 61-0185

#2 - 1Lt George H. Vipond flying 62-4227

Both pilots logged 4+40 flying time. "Directed to RESCAP Capt Schierman. Refueled 3 times. Second trip into area, lead expended 2 pods of rockets and strafed damaging 2 bldgs and 1 57-mm bunker. Light flak encountered."

"Maj Raymond James Merritt led Elm Flight on RT diverted to rescap for Capt Schierman. No contact was made."

67 TFS history, 1 Jul - 31 Dec 1965, pp 25 - 26 (frames 1911 - 1912) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

29-Aug-65

951

The 67 TFS, 18 TFW, flew seven flights of F-105s to targets in North Vietnam and Laos.

In the morning, "Oak" flight with Capt Ivy McCoy, Jr. and Capt Burton C. Spurlock, Jr., flew a weather reconnaissance mission.

"'Pine' flight, led by Lt Col Robinson Risner, struck the Yen Bai ammo dump (JCS 44), northwest of Hanoi. Eighteen 750-pound bombs were dropped, heavily damaging five buildings and moderately damaging two others."

The four F-105s of "Spruce" flight were also targeted against the Yen Bai arsenal. Their lineup was:

#1 - Maj James W. Mathews flying 62-4286

#2 - Maj Jordan flying 62-4283. He was on TDY to the 67 TFS from Nellis.

#3 - Maj Sherrell W. Wylie, Jr. flying 58-1165

#4 - Maj Ronald Edward Byrne, Jr. flying 61-0193

Each pilot dropped six 750-lb bombs on the target. Maj Byrne was shot down on this mission and became a POW. After flying RESCAP, the other three pilots recovered at Udorn. Each of the three pilots logged 2+30 for the mission.

The three F-105Ds in "Willow" flight also hit Yen Bai arsenal. The flight lineup was:

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- #1 - Capt Jerome H. Maier flying 61-0208
- #2 - 1Lt Duane H. Zieg flying 61-0206
- #3 - 1Lt George H. Vipond flying 62-4328.

"Followup dive bomb on [target] with Spruce Flight. Spruce 4 down in tgt area. Spent 10 minutes looking for pilot before leaving with bingo fuel. All bombs impacted target area. Damage unknown. No flak."

In Laos, "Lemon" flight, led by Col William D. Ritchie, 6234 Wing Commander, flew BR-57 on Route 6, dropping 15,000 lb of bombs. Route was successfully cut and 36-hour delayed bombs were planted on route as well."

Whiplash Alpha Flight led by Capt Robert N. McCoy flying F-105D 62-4227 with Maj Merritt flying 61-0187, launched into Laos and was directed to a target by a FAC. The target was a troop concentration. Two pods of LAU-3 rockets and 800 rounds of 20-mm impacted on the target the FAC had marked with a white phosphorous rocket.

"Guilt" flight of four F-105Ds (Guilt 11, 12, 13, 14) led by Capt William H. Bollinger with Capt John T. Stadler, Capt Eddward L. Jones, and 1Lt Patrick S. Dotson, were directed to RESCAP for Capt Wesley D. Schierman who had been shot down the previous day. They heard a parachute beeper "... but it apparently was a trap".

*67 TFS History, 1 Jul 65 - 31 Dec 65, pp 26 - 28 (Frames 1912- 1914) & hand written squadron mission log
18 Aug - 21 Oct 65 in 67 TFS history.*

30-Aug-65

952

The 67 TFS flew two RESCAP flights searching for Maj Byrne who was downed in North Vietnam yesterday. The lineup for "Guilt" flight was:

- #1 - Maj James W. Mathews flying 61-0191
- #2 - Capt Glen C. Ward flying 61-0187
- #3 - Maj Sherrell W. Wylie, Jr. flying 62-4227
- #4 - Capt Ivy J. McCoy, Jr. in 62-4328 that ground aborted.

The three pilots made two refuelings and flew for 4+30 on the mission.

Two 67th pilots formed another "Guilt" flight for RESCAP for Maj Byrne. They were

- #14 - Capt Ivy J. McCoy, Jr. flying 61-0217
- #15 - 1Lt George H. Vipond flying 61-0197

Each pilot carried two pods of 2.75" rockets. "RESCAP for Maj Byrne. No luck. Light flak was encountered while flying over sod strip at Lang ????. Reached minimum fuel and salvoed two pods of rockets at airfield. 1 refueling." The pilots each logged 2+45 for the mission.

In addition to the two rescap flights, the 67 TFS flew three combat missions into North Vietnam and Laos.

"Oak" flight was launched on the Tho Trang Highway bridge on a Rolling Thunder mission. Capts (Jerome H.) Maier, (and John L.) Mesenbourg, ... (carried) two AGM-12Cs ... and 1Lt [Duane H.] Zieg ... (had) 750-pound bombs. Due to malfunctions, only one of the AGM-12Cs was launched and with Lt Zieg's 750-pound bombs destroyed the approaches. No flak was encountered."

"Capt William H. Bollinger led "Pine" flight against the Tho Trang Highway bridge. One and three fired two AGM-12C GAMs and two and four dropped 750-pound bombs. Approaches and bridge

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F-105 History

were damaged but remained standing." The flight lineup was:

- #1 - Capt William H. Bollinger flying 61-0189
- #2 - Capt Edward D. Nowokunski flying 61-0185
- #3 - Capt Eddward L. Jones flying 62-4335
- #4 - 1Lt Patrick S. "Rick" Dotson flying 61-0217

"Other GAMs did not fire. Recced Rt 1 and strafed barracks area."

"Elm" flight, led by Capt Robert N. McCoy was launched on Road Recce of Route 7. No moving targets were located so the flight seeded the road with delayed 750-pound bombs and damaged a small bridge with rockets."

Capt Paul E. Dillon arrived at Korat via C-130 as a replacement pilot in the 67 TFS.

67 TFS History, 1 Jul 65 - 31 Dec 65, pp 28 - 29 (Frames 1914- 1915) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

01-Sep-65

955

F-105 pilots of the 67 TFS, Korat RTAFB, Thailand, flew five flights on combat missions into Laos and North Vietnam.

Three of the flights struck the Ban Na Veng military area, 31 nautical miles east of Nakhon Phanom in the Steel Tiger region of Laos.. "Road Recce followed but no moving targets sighted." Their lineups were:

"Walnut" flight

- #1 - Capt Robert G. Lanning flying 60-0206. He logged 1+40 flying time.
- #2 - Capt James L. Goode flying 61-0189. He logged 1+35.
- #3 - Capt Eddward L. Jones flying 61-0217. He logged 1+45
- #4 - Capt Edward D. Nowokunski flying 62-4244. He logged 1+45.

Each plane dropped two 750-lb bombs and fired two LAU-3 rocket pods.

"Lemon" flight.

- #1 - Lt Col Robert Leonard Fair flying 61-0187. 1+35
- #2 - Capt Burton C. Spurlock, Jr. flying 62-4337. 1+35
- #3 - Maj Sherrell W. Wylie, Jr. flying 61-0195. 1+35
- #4 - Capt George H. Vipond flying 62-4328. 1+45.

"Barracks area (4 bldg complex) hit. Lemon lead had radio failure after accomplishing direct bomb hit on one of the bldg's (damaged another). #2 hit approx. 50' short of first building, collapsing it. #4 cratered road servicing complex. Lemon 1 & 2 departed area. #3 & 4 expended rockets at suspected truck park."

"Chestnut" flight returned to the Ba Na Veng barracks area later in the day.

- #1 - Maj James W. Mathews flying 61-0187.
- #2 - Capt James L. Goode flying 62-4337 in his 2nd flight of the day.
- #3 - Capt John E. Cozine flying 61-0197
- #4 - Capt Paul E. Dillon flying 62-4328

The flight dropped eight 750-lb bombs, fired seven LAU-3 rocket pods, and fired 2000 rounds of 20-mm ammo.

Maj Merritt led "Whiplash Alpha" flight on a Rolling Thunder mission into North Vietnam against a

Eddward Llewelyn Jones

F-105 History

truck park. "High-altitude level-drop test. Results ineffective due to loss of radar control. 2nd target area, no significant targets sighted." His flight lineup was:

- #1 - Maj Raymond James Merritt flying 61-0191. He logged 2+25
- #2 - 1Lt Duane H. Zieg flying 62-4227. 2+35
- #3 - Maj Paul M. Kunichika flying 61-0208. 2+30
- #4 - Capt John T. Clark, Jr. flying 61-0165. 2+00

Also today, "Capt McCoy led flight of four on Whiplash Delta and struck troop concentration on hilltop under direction of FAC. Eight 750s and 8 pods of 2.75 rockets were used." The lineup was:

- #1 - Capt Robert N. McCoy flying 61-0217. 1+40
- #2 - 1Lt Duane H. Zieg flying 62-4244 on his 2nd flight of the day. 1+35.
- #3 - Capt Jerome H. Maier flying 62-4335. 1+40
- #4 - Capt John L. Mesenbourg flying 61-0206. 1+40

"All bombs on mark."

67 TFS History, 1 Jul 65 - 31 Dec 65, pg 30 & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

03-Sep-65

4655

"Three four-ship flights, led by Capt R. McCoy, Maj Merritt, Maj Kunichika struck the Ban Na Niu military area and Ban Lua storage areas southeast of Son La.

The four F-105Ds in "Pine" flight flew a Rolling thunder 30-C-1 mission into RP-1, North Vietnam. Each plane carried two LAU-3 rocket pods and all pilots logged 2+15 flying time. Their lineup was:

- #1 - Capt Robert N. McCoy flying 61-0197
- #2 - 1Lt Duane H. Zieg flying 62-4227
- #3 - Capt John L. Mesenbourg flying 62-4244
- #4 - 1Lt George H. Vipond flying 61-0217

"Rockets impacted in target area. Buildings appeared to be empty and have been struck before."

"Spruce flight, led by Maj Kunichika recycled to rescap downed pilot from Takhli. Beacon but no contact." The flight's lineup was:

- #1 - Maj Paul M. Kunichika flying 61-0165. 3+50
- #2 - Capt Edward D. Nowokunski flying 61-0217. 4+00
- #3 - Capt Eddward L. Jones flying 61-0191. 4+15
- #4 - Capt John T. Clark, Jr. flying 62-4335. 4+20

"Struck barracks area south east of Son La. After crossing fence, vectored to tanker and recycled to rescap Plymouth. Ban Lua storage area. 4 buildings emphatically damaged." The RESCAP was for Capt John Quincy Collins, "Plymouth 03", from the 36 TFS, shot down on 2 September 1965, who became a POW.

As "Oak 01", "Maj Glen C. Ward led flight of four on RT 30-3 against highway bridge. Approaches were cut and light damage to bridge." (NOTE: Glen Ward was still a Captain on this date.)

Capt Edgar Lee Hawkins and Capt Benjamin D. Stanton from the 67 TFS arrived at Korat via KC-135 and C-47 as replacement pilots.

67 TFS History, 1 Jul 65 - 31 Dec 65, pg 31 (frame 1917) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

Eddward Llewelyn Jones

F-105 History

04-Sep-65

4656

"Elm flight, led by Capt Mesenbourg [from the 67 TFS] launched against Vinh Radar Reconnaissance. All bombs on target." The flight lineup was:

- #1 - Capt John L. Mesenbourg flying 62-4335 carrying four 750-lb bombs. 2+05.
- #2 - 1Lt George H. Vipond flying 62-4286 carrying four 750-lb bombs. 2+00
- #3 - Capt Robert N. McCoy flying 62-4244 carrying two LAU-3 rocket pods. 2+00
- #4 - 1Lt Duane H. Zieg flying 61-0191 carrying two LAU-3 rocket pods. 2+00.

"The bombs hit on target, with two bombs going slightly long, hitting a school, hospital & orphanage. [Note: Fighter pilot grim humor.] Rockets expended during road recce of Rt 1A."

"Lt Col Risner led flight of four against Lan Dong military barracks. Target hit by all four aircraft and second group of barracks was strafed.

"Capt Jones led flight of four on BR Spec 205 against military supply area. Due to weather and low fuel, flight was forced to expend on road cut near target area through a hole in the clouds." The lineup of "Maple" flight was:

- #1 - Capt Eddward L. Jones flying 62-4283. 1+40.
- #2 - Capt Edward D. Nowokunski flying 61-0206. 1+45.
- #3 - Capt Robert G. Lanning flying 61-0195. 1+45.
- #4 - 1Lt Patrick S. "Rick" Dotson flying 61-0189. 1+45.

#1 and 2 each dropped two 3000-lb bombs and #3 and 4 dropped two 750-lb bombs with 36-hour delayed fuzes. "Unable to locate target due to undercast & reaching bingo fuel shortly after reaching target area, hence road cut & mil area hit."

"Maj Merritt led Whiplash Flight to cut road east of Ban Ban.

"Maj Mathews led flight of four on BR Spec 205 against a group of caves. Four 3,000 lb bombs and four 750 delayed bombs were dropped on target approximately 25 miles east of Sam Neua.

"Walnut flight led by Capt Ward on BR 180 using three MK-82s and two LAU-3s each struck Phou Son Ma defense and storage area north of Sam Neua. All bombs on target with moderate flak encountered." The flight lineup was:

- #1 - Capt Glen C. Ward flying 61-0187. 2+20
- #2 - Capt Benjamin D. Stanton flying 62-4337. 2+20.
- #3 - Capt Eddward L. Jones flying 62-4221 on his 2nd flight of the day. 2+40
- #4 - Capt James L. Goode flying 61-0208. 2+20.

67 TFS History, 1 Jul 65 - 31 Dec 65, pp 31 - 32 (frames 1917 - 1918) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

05-Sep-65

4657

F-105 pilots Capt Michael C. Stevens, Capt Jack L. Francisco, and Capt Merwin Lamphrey Morrill from the 67 TFS, 18 TFW, arrived on TDY at Korat from Kadena.

Also in the 67 TFS:

"Two flights of four [all planes carrying eight 750-lb bombs] took off on RT against Ban Tha ammo dump but recalled by 2nd Air Force. Jettisoned ordnance at Sattahip Range." They were "Elm" flight led by Maj Merritt and "Oak" flight led by Lt Col Risner. The lineup of "Oak" flight was:

Eddward Llewelyn Jones

F-105 History

- #1 - Lt Col Robinson Risner flying 61-0191. 2+00.
- #2 - Capt John T. Clark, Jr. flying 61-0187. 2+10.
- #3 - Capt Robert N. McCoy flying 61-0208. 2+00.
- #4 - 1Lt George H. Vipond flying 62-4221. 2+05.

"Mission recalled by 2nd Air. Ordnance expended live on Sattahip Range. Returned low level."

"Maj Kunichika led flight of four on Whiplash under FAC against troop positions on top of ridge 35 miles west of Sam Neua. FAC confirmed excellent hits.

"Spruce Flight and Pine Flights led by Capt Ward and Maj Mathews against Bac Can ammo storage (JCS 47.22 in RP-6A) diverted to secondary because of Fan Song singing [SAM warning passed by EB-66]. Struck four bridges north of Yen Bai severely damaging one and destroying another." The lineup of "Pine" flight was:

- #1 - Maj James W. Mathews flying 61-0197.
- #2 - Capt Edward D. Nowokunski flying 62-4244.
- #3 - Capt Eddward L. Jones flying 61-0206
- #4 - 1Lt Patrick S. "Rick" Dotson flying 61-0189.

Each pilot logged 2+30 flying time on this mission. "Pine flight had to abort strike on target due to Fansong singing. Struck bridge north of Yen Bay, severely damaging same."

In "Pepper" flight, "Capt R. McCoy led a flight of three against Bac Can ammo storage (JCS 47.22 at location 22-06-50N and 105-53-10E). Was not diverted due to Fan Song as other flights were and struck target with 24 750-lb bombs. One building and two bunkers destroyed and three buildings heavily damaged with no secondary explosions." "Pepper" flight's lineup was:

- #1 - Capt Robert N. McCoy on his second mission of the day flying 61-0187. 2+15
- #2 - 1Lt George H. Vipond flying 62-4335 on his second mission of the day. 2+25
- #3 - Capt John L. Mesenbourg flying 68-1165. 2+20.

"Struck Bac Can ammo storage depot. Cobweb (B-66 coordinator) said area was clear of MiGs and SAMs at our time of arrival and cleared us into target area. Pepper was the only 67th flight able to expend on this target. Lead hit bldgs 17 and 18 -- #2 hit area (ammo dump). #1 and #3 hit bldgs 19, 20 and 21. No flak in target area. Great day! Lead had radio problems. 1 bldg destroyed, 2 bunkers destroyed, 3 bldgs heavy damage. No secondary explosions."

67 TFS History, 1 Jul 65 - 31 Dec 65, pg 32 (frame 1918) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

07-Sep-65

7159

The four F-105Ds in "Elm" flight from the 67 TFS, 18 TFW, on TDY at Korat, bombed the Co Dinh Army Barracks NW (JCS 39.35), near Thanh Hoa in RP-4, North Vietnam. Each plane carried eight 750-lb bombs. The flight lineup was:

- #1 - Capt Robert N. McCoy flying 62-4265. 2+00.
- #2 - 1Lt Duane H. Zieg flying 62-4244. 2+00
- #3 - Capt John L. Mesenbourg flying 61-0189. 2+05
- #4 - 1Lt George H. Vipond flying 61-0194. 2+00.

"Bad weather all the way to target. Struck Area B. Good hits observed. No flack observed. Recovery hectic."

The three-ship "Spruce" flight struck a headquarters area in North Vietnam. The flight lineup was:

Eddward Llewelyn Jones

F-105 History

- #1 - Maj James W. Mathews flying 61-0195. 2+15
- #2 - Capt Merwin Lamphrey Morrill flying 61-0217. 2+15
- #3 - Capt Eddward L. Jones flying 62-4231. 2+10

Each plane dropped four 750-lb bombs and fired two pods of LAU-3 rockets. "Hq barracks. Estimate 75% damage."

Hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

10-Sep-65

4661

The 67 TFS, flying from Korat, launched five flights of F-105Ds to attack targets in North Vietnam.

Maj Raymond James Merritt from the 67 TFS, flying F-105D 62-4221, led "Walnut" flight against a bridge. Number 2 was Capt Paul E. Dillon in 62-4286, number 3 was Capt Jack L. Francisco in 62-4335 and number 4 was 1Lt Dean Albert Klenda in 61-0188. Each plane carried 4 750-pound bombs. In addition, Walnut 4 carried 2 LAU pods of rockets. "Wx low in target area - dropped ordinance from 16M on radar vector."

The 67 TFS squadron commander, Lt Col Robinson Risner, led the four-ship "Lemon" flight to attack a supply area on the north side of the river coming out of Vinh in RP-1. Each plane carried four 750-pound bombs while Lemon 1 and 2 also carried two pods of LAU rockets. The flight lineup was: Lt Col Risner flying F-105D 61-0206, Capt Edgar Lee Hawkins flying 62-4278, Capt Ivy J. McCoy, Jr. flying 62-4265, and Capt Stanton flying 62-4227. "Primary tgt was weathered - road recce of Rt 7 & tgt of opportunity hit. All bombs save one wrought destruction in a group of 8 - 10 buildings & misc war materials at a point NE of Vinh. Lead & 2 expended rockets on Vinh Son radar site (JCS 67.2)."

Maj James W. Mathews, flying 61-0195, led "Redwood" flight that consisted of Capt Michael C. Stevens in 62-4268, Capt Robert G. Lanning in 61-0208 and 1Lt George H. Vipond in 62-4265. Each plane carried six 750-pound bombs and struck the Pha Khe barracks area. "Flight dive bombed area A-2. All bombs scored well (area air scored by following flight (Maple) as obliterated). Lead and 2 strafed areas A-1 and A-3 leaving 6 - 8 buildings aflame."

Col William D. Ritchie, Jr. was Maple 1 while flying 61-0211. His flight consisted of Capt Burton C. Spurlock, Jr. #2 in 61-0187, Capt Glen C. Ward #3 in 62-4335 and Capt James L. Goode #4 in 61-0188. They each dropped six 750-pound bombs on a barracks area. "Tgt was approx 30 miles north of Pak Sane. Light flak encountered."

Maj William H. Bollinger led a Whiplash Alpha flight for a rescap of a downed Navy pilot. He flew 61-0189. Capt Merwin Lamphrey Morrill was #2 in 62-4231, Capt Eddward L. Jones #3 in 61-0194, and Capt John T. Stadler #4 in 62-4283. Each plane carried 2 pods of LAU rockets. "Flt was scrambled from Whiplash alert for rescap of Navy pilot down S. of Vinh. Went as flt of two elements. Flt was not requested to suppress ground fire, so expended pods on Hon Matt Isl."

The downed Navy pilot was Lt Cmdr Wendell Burke Rivers from VA-155 on the USS Coral Sea. He was shot down in A-4E 149991 and became a POW. (Vietnam Air Losses pg 31.)

67 TFS History, 1 July 65 - 31 December 1965

11-Sep-65

7161

In a Rolling Thunder 31A bombing mission, the four F-105Ds in "Oak" flight from the 67 TFS were fraged against an ammunition dump in North Vietnam. Each plane carried eight 750-lb bombs. Their flight lineup was:

- #1 - Maj James W. Mathews flying 62-4278. 2+20

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F-105 History

- #2 - 1Lt George H. Vipond flying 62-4283. 2+30.
- #3 - Capt Robert G. Lanning flying 61-0194. 1+45
- #4 - Capt Edward D. Nowokunski flying 61-0189. 2+30

"#3 air abort due to stab-aug malfunction. Unable to locate ammo dump due to undercast. However, located large factory & barracks and all bombs impacted in target area. Extensive smoke observed obscuring target. 37-mm flak and auto weapons encountered."

The four F-105Ds in "Pine" flight each dropped eight 750-lb bombs on a barracks and ammunition dump in North Vietnam. The lineup was:

- #1 - Capt William H. Bollinger flying 61-0217. 2+20
- #2 - Capt Merwin Lamphrey Morrill flying 61-0191. 2+15
- #3 - Capt Eddward L. Jones flying 62-4244. 2+15
- #4 - Capt John T. Stadler flying 62-4286. 2+10

"Weather obscured target area. Bombed military area close to designated target. Good hits on target."

Hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

12-Sep-65

540

During the third combat mission against Yen Khoai barracks (JCS 47.1) in North Vietnam, Lt Col Robinson Risner, call sign "Elm 01", flying F-105D 61-0191, was hit in the canopy. Other members of the flight were: Captains Edward Nowokunski in 62-4221, Jack L. Francisco in 61-0188, and John T. Stadler in 62-4335, all TDY with the 67 TFS from Kadena AB, Okinawa, to Korat RTAFB, Thailand. "Elm Lead got no release on target, but 2, 3, and 4 had all bombs on target. Elm lead attacked flak site in target area on re-attack, and at that time received hit in canopy shattering it."

He was able to return to Korat at "low altitude and slow speed after refueling." Elm 3 was hit in the radome, and Elm 4 was hit in the stabilizer. For his courage and professionalism in leading these three days of strikes against this JCS target, Lt Col Risner was awarded the Silver Star. His citation read, "The President of the United States of America ... takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Silver Star to Lieutenant Colonel James Robinson Risner, United States Air Force, for gallantry in connection with military operations against an opposing armed force over North Vietnam on 9, 11 and 12 September 1965. On these dates, Colonel Risner led a strike force of F-105 aircraft against a highly important and heavily defended target deep in enemy territory. His courage and aggressiveness were continually evident as he faced multiple enemy threats in the successful accomplishment of each assigned mission. By his gallantry and devotion to duty Colonel Risner has reflected great credit upon himself and the United States Air Force." (PACAF Special Order No. G-184, October 26, 1965, on-line at <http://militarytimes.com/citations-medals-awards/recipient.php?recipientid=3441>)

"Pine" and "Spruce" flights from the 67 TFS also struck JCS 47.1. Each plane dropped six 750-lb bombs. The lineup for "Pine" flight was:

- #1 - Capt William H. Bollinger flying 62-4231. 2+30
- #2 - 1Lt Patrick S. "Rick" Dotson flying 61-0208. 2+25
- #3 - Capt Eddward L. Jones flying 62-4244. 2+20
- #4 - Capt Merwin Lamphrey Morrill flying 61-0189. 2+20

"Partially destroyed Area C."

The lineup for "Spruce" flight was:

Eddward Llewelyn Jones

F-105 History

- #1 - Capt Robert N. McCoy flying 62-4247. 2+10
- #2 - Capt Michael C. Stevens flying 61-0191. 2+15
- #3 - Capt John L. Mesenbourg flying 61-0187. 2+05
- #4 - Capt Burton C. Spurlock, Jr. flying 62-4271. 2+10

"Target barracks area C & F."

"The three day effort (against this target) left about 100 barracks and other buildings destroyed or damaged."

Also today, the Navy continued to search for SAM sites. " ... From September 12 to 14 Navy pilots launched another intensive effort to locate and destroy sites, flying 338 Iron Hand sorties without success."

67 TFS History, 1 July - 31 December 1965 & "Gradual Failure: The Air War Over North Vietnam; 1965 - 1966", pgs 170 and 181.

13-Sep-65

961

The 67 TFS launched four F-105 flights on strikes into North Vietnam. "Pepper" flight, led by Capt John L. Mesenbourg, and "Spruce" flight, led by Maj Raymond James Merritt, could not reach their primary targets due to weather so flew armed reconnaissance on Route 1 and struck a highway and railroad bridge.

" 'Oak' flight of Capt Eddward L. Jones flying 62-4238 and Capt Merwin Lamphrey Morrill flying 61-0206 flew weather recce. "Bad wx everywhere."

"Elm" flight, led by Maj William H. Bollinger on RT-31-A-2 struck a small bridge, but low visibility and excessive smoke prevented accurate BDA."

The four F-105Ds in "Pine" flight were fragged against the Dien Bien Phu bridge and barracks area (JCS 26). Each plane carried six 750-lb bombs. Their flight lineup was:

- #1 - Capt Ivy J. McCoy, Jr. flying 62-4265. 2+20.
- #2 - 1Lt George H. Vipond flying 62-4221. 2+30.
- #3 - Capt Paul E. Dillon flying 62-4278. 2+30.
- #4 - Capt James L. Goode flying 61-0189. 2+35.

"Struck alternate target. We're ashamed. Bridge still standing."

67 TFS History, 1 July - 31 Dec 65, pg 37 & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

15-Sep-65

785

In Rolling Thunder campaign RT-31A, " ... six USAF F-105s struck the Yen Khoai army barracks and ammunition storage area, (JCS 47.1) 35 miles WNW of Hanoi, damaging a bunker and 3 buildings. Heavy flak was encountered; all planes returned safely." The F-105 pilots were from the 67 TFS flying from Korat RTAFB, Thailand. Maj James W. Mathews led "Elm", a flight of two, after #s 2 & 3 air aborted, and Maj William H. Bollinger led, "Pine", a flight of four. "Pine" flight's lineup was:

- #1 - Capt William H. Bollinger flying 61-0195. 2+15.
- #2 - Capt Merwin Lamphrey Morrill flying 62-4287. 2+15.
- #3 - Capt Eddward L. Jones flying 61-0217. 2+10.
- #4 - Capt Edward D. Nowokunski flying 62-4247. 2+15.

Each plane dropped six 750-lb bombs. "Ammo dump struck -- #2 no release. Jettisoned bombs."

Eddward Llewelyn Jones

F-105 History

Heavy flak."

"F-105s also conducted 3 additional strikes. Twenty-four Thunderchiefs hit the Bac Can ammunition depot 70 miles North of Hanoi, (JCS 47.22) and the same target area was struck again by 16 USAF F-105s."

"Oak" flight from the 67 TFS was made up of Capt John E. Cozine flying 62-4231 and 1Lt George H. Vipond flying 61-0187. They flew weather reconnaissance over the target area. "Spotted Phuc Yen Airfield. No activity. Cowards!! Maybe someday!"

"Eight other F-105s struck the Co Dinh army barracks (JCS 39.35) west of Thanh Hoa. A total of 18 buildings was reported destroyed, and 18 damaged. All planes returned safely." The two flights of F-105Ds on this strike were flown by 67 TFS pilots.

"Spruce" flight was led by Lt Col Risner. He flew F-105D 62-4335. "Spruce 2", 3, and 4, were Capt Hawkins in 61-0197, Capt Ivy McCoy in 62-4265, and Capt Spurlock in 62-4238. The flight "... destroyed two and damaged several other buildings in the Co Dinh Complex. Two storage buildings were strafed and set afire as well as road-building equipment. Two pontoon bridges each with two boats underneath were also strafed." Lt Col Risner dropped six 750-pound bombs and fired his full load of 20-mm ammunition. Capt Hawkins and Capt McCoy each dropped six 750-pound bombs and fired 800 and 860 rounds of 20-mm. Capt Spurlock dropped four 750-pound bombs and fired 800 20-mm rounds.

"Pepper" flight was led by Capt Robert N. McCoy in F-105D 61-0195. Numbers two, three, and four were 1Lt Duane H. Zieg in 62-4224, Capt John L. Mesenbourg in 61-0206, and Capt Michael C. Stevens in 61-0217. Each pilot dropped six 750-pound bombs on the target. "Results of "Pepper" flight unknown due to smoke in the target area, but road recce by (the) flight found two railroad cars and a train with no engine which were strafed."

Thunderchief World Wide Report on Republic's F-105 Fighter-Bomber, Vol I No 2, October 1, 1965 & handwritten squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

16-Sep-65

963

"Sixteen Republic F-105s conducted an armed route reconnaissance and strike in North Vietnam. Pilots reported 12 buildings destroyed and 2 damaged, at the Co Din barracks area (JCS 39.35) west of Thanh Hoa. All planes returned safely."

Pilots from the 67 TFS flew in five other flights from Korat RTAFB, Thailand. "Capt Ward led a flight of four against the Pahang radar site on BR-242 (in Laos). The GCI site was bombed with thirty-two 750-pound bombs, but BDA was not feasible due to excessive smoke." The lineup for "Maple" flight was:

- #1 - Capt Glen C. Ward flying 61-0187. 2+30
- #2 - Capt John T. Clark, Jr. flying 61-0195. 2+40
- #3 - Capt Eddward L. Jones flying 62-4271. 2+30
- #4 - Capt Burton C. Spurlock, Jr. flying 61-0194. 2+30

"Bombed GCI radar (20-43N/104-30E). All bombs impacted in target area. Damage could not be seen due to smoke in area."

Also in Laos on BR-41, "Redwood flight, led by Capt John L. Mesenbourg, cratered Route 6 and seeded eight delayed 750-pound bombs"

67 TFS squadron commander Lt Col Robinson Risner ("Pepper 1" flying 61-0217) and Maj Raymond James Merritt ("Oak 1" flying 61-0189) were both shot down while attacking SAM sites

Eddward Llewelyn Jones

F-105 History

and became POWs.

"Pine flight of Capt Robert N. McCoy [flying 62-4335] and 1Lt George H. Vipond [flying 62-4221] launched on Iron Hand against a SAM site at Yen Bay carrying four napalm and two CBU's. Both aircraft had direct hits on the area (that was) claimed to be occupied by a SAM site, but due to low altitudes and high airspeeds, aircraft were unable to confirm occupancy. Suspect that the equipment was camouflaged. Both aircraft were hit two times each by ground fire, and upon recovery, were recycled on rescap for Lt Col Risner and Maj Merritt." Both pilots logged 3+30 for this mission.

"Whiplash Alpha flight, with Capt Ivy J. McCoy, Jr. [62-4264] and Capt Merwin Lamphrey Morrill [62-4278] launched on a FAC flight ... (but was) diverted to rescap for Oak and Pepper leads [Merritt and Risner]. (They) remained on station approximately twenty minutes then rendezvoused with a Navy tanker and returned to Korat. No contact was made with the downed pilots. ... Diverted to RESCAP for Oak & Pepper lead. Took over capping Oak Lead from Oak 2 [Capt Jimmy L. Goode]. We stayed on station approx 20 min when fuel was down to minimum. 1 & 2 bombed a pontoon bridge. Refueled over Bonecrusher with Navy AD-6. Returned to base."

"Capt John E. Cozine and Capt Edward D. Nowokunski (were) launched on rescap. Although a beacon was located, (the) downed pilots were not and the flight returned to base. Heavy flak was encountered in the area."

Thunderchief World Wide Report on Republic's F-105 Fighter-Bomber, Vol I No 2, October 1, 1965 & 67 TFS History, 1 July - 31 Dec 65 & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

17-Sep-65

5506

The day after Lt Col Risner and Maj Merritt were lost, the 67 TFS sent two four-ship flights back to the area to search for the downed flyers.

Pepper flight. #1 Capt Ivy J. McCoy, Jr. in 62-4244 3:30. #2 Capt Edgar Lee Hawkins in 61-0197 3:30. #3 Capt John T. Clark, Jr. in 62-4265 3:40. #4 Capt Glen C. Ward in 62-4238 3:25. Each carried 2 LAU rocket pods. "RESCAP for Col Risner/Maj Merritt. No contacts, recycled once into area." (Note: Three days later, on Sep 20, Hawkins died while flying 62-4328 when he ran into a mountain top while pulling up from a 30-degree dive after firing rockets at a bridge in RP-5.)

Oak flight. #1 Maj William Henry Bollinger in 61-0194 4:00. #2 Capt John T. Stadler in 62-4231 4:00. #3 Capt Eddward L. Jones in 61-0195 4:00. #4 Capt Edward D. Nowokunski in 62-4278 4:30. "RESCAP for L/C Risner/Maj Merritt. Unsuccessful. Expended rockets on Hon Mat [radar site]. #4 recovered Udorn."

On this date, Capt Jones was awarded an Air Medal (2nd OLC) for the period 28 June - 17 Sept 1965.

67 TFS History, 1 July - 31 Dec 65 flight line up records & Hq 7th Air Force Special Order G-433 dated 28 May 1966 provided by Capt Jones' son Dave Jones via e-mail 4 Jan 2013.

19-Sep-65

7221

"Redwood" flight from the 67 TFS destroyed a military rest area in the Barrel Roll region of northern Laos. The lineup was:

- #1 - Capt William H. Bollinger flying 61-0194. 6 x 750, 1 LAU-3. 2+30.
- #2 - Capt Merwin Lamphrey Morrill flying 61-0197. 6 x 750. 2+30
- #3 - Capt Eddward L. Jones flying 61-0195. 2 LAU-3. 2+30
- #4 - Capt John T. Stadler flying 61-0188. 6 x 750, 2 LAU-3. 2+35

"6x750 slashed into NW corner of area, leaving nothing but scorched earth. 2 x 2.75" slashed into

Eddward Llewelyn Jones

F-105 History

8-building complex in SW corner of area C.

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

20-Sep-65

7163

The four F-105Ds in "Oak" flight from the 67 TFS attacked a truck park in northern Laos under mission BR 275. The flight lineup was:

- #1 - Maj William H. Bollinger flying 62-4286. He fired two GAM-12C Bullpup missiles. 2+30
- #2 - 1Lt George H. Vipond flying 62-4221. He fired two GAM-12C Bullpup missiles. 2+40
- #3 - Capt Eddward L. Jones flying 62-4335. He dropped four 750-lb bombs, fired two cannisters of LAU-3 rockets, and had a camera on his aircraft. 2+40.
- #4 - Capt Edward D. Nowokunski flying 61-0188. He dropped four 750-lb bombs and fired two cannisters of LAU-3 rockets. 2+40.

"All ordnance impacted in trees with results unobserved due to heavy vegetation."

Hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

21-Sep-65

7164

The four F-105Ds in "Pine" flight from the 67 TFS attacked a truck park in North Vietnam under mission RT 32C-5. Each plane carried four 750-lb bombs and two LAU-3 rocket pods. The flight lineup was:

- #1 - Capt Robert N. McCoy flying 62-4328. 1+50.
- #2 - 1Lt Patrick S. "Rick" Dotson flying 61-0188. 1+45
- #3 - Capt Jerome H. Maier flying 62-4271. 1+45
- #4 - 1Lt George H. Vipond flying 62-4278. 1+45.

"Struck truck park and cratered adjoining Route 7. Lead fired one pod of rockets at same area but flak was called and leader said no more passes. Moderate flak."

Two flights of F-105Ds from the 67 TFS provided MiG CAP for strikes in North Vietnam. The lineup of "Pecan" flight was:

- #1 - Capt William H. Bollinger flying 62-4328. 2+45
- #2 - 1Lt Patrick S. "Rick" Dotson flying 61-0208 on his 2nd mission of the day. 2+30
- #3 - Capt Eddward L. Jones flying 62-4271. 2+40
- #4 - Capt John T. Stadler flying 62-4287. 2+40

"Hi-cover mission north & west of Hanoi. MiGs came up when we departed area."

The lineup of "Spruce" flight was:

- #1 - Capt Glen C. Ward flying 62-4255.
- #2 - Capt Burton C. Spurlock, Jr. flying 62-4271.
- #3 - Capt Jack L. Francisco flying 61-0194.
- #4 - Capt Michael C. Stevens flying 61-0197.

Each pilot logged 3+20 flying time. "Hi-cover mission north & west of Hanoi. MiGs went back down after we arrived."

Also today, the 67 TFS launched "Beak" flight for a RESCAP -- probably for Capt Frederick R. Greenwood, 562 TFS from Takhli who was downed by AAA and rescued in Laos. The flight's lineup was:

Eddward Llewelyn Jones

F-105 History

- #11 - Capt Robert N. McCoy flying 61-0194. 2+00.
- #12 - Capt Michael C. Stevens flying 62-4255. 2+00.
- #13 - Capt John L. Mesenbourg flying 62-4221. 1+30
- #14 - 1Lt George H. Vipond flying 62-4278. 1+30.

"RESCAP was completed when flight was @ 80 NM out. 3 & 4 recovered at Korat. 1 & 2 recovered at Udorn."

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

22-Sep-65

822

"Four USAF F-105 Thunderchiefs attacked a string of railroad box cars approximately 95 miles northwest of Hanoi, destroying at least 12 box cars and disrupting 600 feet of rail."

The four F-105Ds in "Pine" flight from the 67 TFS attacked a bridge in North Vietnam under mission RT 32-C-6 . Each plane carried four 750-lb bombs and two LAU-3 rocket pods. The flight lineup was:

- #1 - Capt James L. Goode flying 61-0195. 2+05.
- #2 - Capt Burton C. Spurlock, Jr. flying 62-4231. 2+10
- #3 - Capt Glen C. Ward flying 62-4278. 2+10.
- #4 - 1Lt George H. Vipond flying 62-4221. 2+15.

"Primary target was a small bridge on a secondary road. This target could not be found. Alternate target of a large bridge on a main road was attacked. Rockets were expended on a small bridge along road recce route."

The four planes in "Redwood" flight each dropped one tank of propaganda leaflets over North Vietnam. Their lineup was:

- #1 - Capt William H. Bollinger flying 62-4328. 2+15
- #2 - Capt Merwin Lamphrey Morrill flying 62-4255. 2+15
- #3 - Capt Eddward L. Jones flying 62-4271. 2+15
- #4 - 1Lt Patrick S. "Rick" Dotson flying 61-0187. 2+20

"Flutter, flutter, flutter all the way down. 50% expended."

"Spruce" flight also attacked a bridge. Each of the four planes dropped four 750-lb bombs. Lineup:

- #1 - Capt Robert N. McCoy flying 61-0195. He fired one pod of 2.75" rockets. 2+15.
- #2 - Capt Michael C. Stevens. 2+20
- #3 - Capt Jerome H. Maier flying 6-4278. 2+15
- #4 - Capt John L. Mesenbourg flying 62-4221. 2+20

"Expended on highway bridge. All bombs close. One observed direct hit. #1 fired rockets at target. #4 reported light AW fire."

"Aspen" flight cut a road in North Vietnam. Each plane dropped four 750-lb bombs and fired two LAU-3 rocket pods. Lineup:

- #1 - Maj James W. Mathews flying 62-4265. 2+05
- #2 - Capt Edward D. Nowokunski flying 61-0194. 2+05
- #3 - Capt John E. Cozine flying 61-0206. 2+05
- #4 - Capt John T. Stadler flying 61-0197. 2+00

Eddward Llewelyn Jones

F-105 History

"Flight cratered both sides of road with possibility of delays on road. LAUs expended on barracks area with bright yellow flames billowing from buildings."

Republic Aviation Thunderchief Report, Vol. I No 6, February 1, 1966 & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

23-Sep-65

7165

The 67 TFS, on TDY to Korat from the 18 TFW, launched three flights of F-105Ds into North Vietnam under mission RT 32C-7.

"Elm" flight from the 67 TFS attacked bridges and barges in North Vietnam. Each plane dropped four 750-lb bombs and fired two pods of LAU-3 2.75" rockets. Lineup:

- #1 - Capt William H. Bollinger flying 61-0194. 1+45
- #2 - Capt Edward D. Nowokunski flying 62-4231. 1+40
- #3 - Capt Eddward L. Jones flying 61-0195. 1+40
- #4 - Capt John T. Stadler flying 61-0188. 1+40

"All bombs hit on target wiping out two parallel bridges. Rockets expended on barges with excellent results."

The four F-105Ds in "Oak" flight attacked a highway bridge. Each plane carried four 750-lb bombs. The flight lineup was:

- #1 - Capt Robert N. McCoy flying 62-4221. 1+40.
- #2 - Capt Michael C. Stevens flying 62-4278. 1+45.
- #3 - Capt Jerome H. Maier flying 62-4335. 1+45
- #4 - 1Lt George H. Vipond flying 61-0197. 1+45.

"Devoured highway bridge at coordinates 18-06N and 106-18E."

The four F-105Ds in "Aspin" flight attacked a concrete bridge. The flight lineup was:

- #1 - Capt Glen C. Ward flying 62-4221. 1+40.
- #2 - Capt Burton C. Spurlock, Jr. in 62-4278. Ground aborted due to a hydraulic leak.
- #3 - Capt James L. Goode flying 62-4335. 1+40
- #4 - 1Lt Patrick S. "Rick" Dotson flying 62-4255. 1+50.

" 'Fraid we missed."

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

07-Oct-65

2658

Air Force planes hit and destroyed the Vu Chua railroad bridge (JCS18.74) at location 21-26-35N and 106-21-28E 33 NM northeast of Hanoi.

The four planes in "Elm" flight from the 67 TFS on TDY at Korat from Kadena attacked a railroad bridge west of Yen Bay. Each dropped four 750-lb bombs. The lineup was:

- #1 - Maj James W. Mathews flying 62-4265. 2+30
- #2 - Capt Roger P. Scheer flying 62-4284. 2+30
- #3 - Capt Ivy J. McCoy, Jr. flying 62-4255. 2+30
- #4 - Capt Burton C. Spurlock, Jr. flying 61-0197. 2+35

"1 & 2 bombed primary tgt & destroyed same. 3 & 4 bombed concrete culvert type bridge 5 miles east of primary. Damaged same (too damn strong to lay down).

Eddward Llewelyn Jones

F-105 History

"Whiplash Bravo" flight, also from the 67 TFS, attacked troops in woods in Laos. Each pilot dropped four 750-lb bombs, fired two LAU-3 pods, and strafed with the 20-mm gun. Each logged 1+40 flying time. Lineup:

- #1 - Capt William H. Bollinger flying 62-4341.
- #2 - Capt Willard Selleck Gideon flying 62-4264.
- #3 - Capt Eddward L. Jones flying 62-4271.
- #4 - Capt John T. Stadler flying 62-4248.

"Troop concentration south side of small dirt runway."

Capt Donald L. Totten from the 334 TFS, on TDY to Takhli from Seymour Johnson, flew two F-105D combat missions today, his 35th and 36th counters. For his 35th, he flew for 2 hours 15 minutes and for his 36th, he logged 2 hours 35 minutes, 30 minutes of which were on instruments in weather with 1 hour 15 minutes at night.

"Gradual Failure: The Air War over North Vietnam: 1965 - 1966", pg 200 & 67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI & Don Totten's flight log.

08-Oct-65

7170

The 67 TFS, on TDY at Korat from the 18 TFW at Kadena launched six flights of F-105Ds into North Vietnam and Laos.

Each of the four planes in "Spruce" flight dropped four 750-lb bombs and fired two LAU-3 pods of rockets while attacking a bridge in North Vietnam. The flight lineup was:

- #1 - Capt William H. Bollinger flying 61-0195. 2+25
- #2 - Capt John T. Stadler flying 62-4271. 2+20
- #3 - Capt Eddward L. Jones flying 62-4278. 2+20
- #4 - Capt Willard Selleck Gideon flying 62-4221. 2+20

"It's still there."

"Whiplash Alpha" flight supported a ground battle in Laos. Each pilot dropped four 750-lb bombs, fired rockets, and strafed. Lineup:

- #1 - Capt Jack L. Francisco flying 61-0197. 2+20
- #2 - Capt Cowan Glenn Nix flying 62-4265. 2+20
- #3 - Capt Jerome H. Maier flying 62-4231. 2+30
- #4 - 1Lt Patrick S. "Rick" Dotson flying 62-4236. 2+20

"Destroyed enemy concentration on hilltop 3 NM East of L-36."

"Redwood" flight dropped six canisters of propaganda leaflets in the Red River Valley of North Vietnam. Lineup:

- #1 - Capt Ivy J. McCoy, Jr. flying 62-4254. 2+00
- #2 - Capt Roger P. Scheer flying 62-4335. 2+10
- #3 - Capt Jerome H. Maier flying 62-4328. 2+00
- #4 - Capt Burton C. Spurlock, Jr. flying 62-4284. 1+30

"#4 had a wing tank that wouldn't feed. He air aborted, dropped his tank, and landed with the leaflet bombs."

Eddward Llewelyn Jones

F-105 History

The four pilots in "Whiplash Bravo" attacked ground troops in Laos dropping four 750-lb bombs and firing two LAU-3 pods of rockets. Lineup:

- #1 - Maj James W. Mathews flying 62-4271. 1+50
- #2 - Capt Willard Selleck Gideon flying 62-4278. 1+45
- #3 - Capt Eddward L. Jones flying 62-4264. 1+45
- #4 - Capt Merwin Lamphrey Morrill (Acft not identified). 1+50

"Troops in a wooded area."

"Whiplash Charlie" flight flew a FAC-controlled mission in Laos. Lineup:

- #1 - Capt William H. Bollinger flying 62-4231. 1+45
- #2 - Capt Michael C. Stevens flying 62-4236. 1+50
- #3 - Capt Robert G. Lanning flying 61-0197. 2+00
- #4 - Capt Edward D. Nowokunski flying 62-4265. 1+50

"Rendezvoused with FAC expended ordnance as directed."

In their RT-35C mission, each of the four planes in "Oak" flight bombed a bridge in North Vietnam. Numbers 1, 2 & 3 each carried four 750-lb bombs and two LAU-3 rocket pods. Number four carried four 750-lb bombs, one LAU-3 rocket pod, and a camera pod. The flight lineup was:

- #1 - Capt Robert N. McCoy flying 62-4248. 2+20
- #2 - 1Lt George H. Vipond flying 62-4341. 2+25
- #3 - Capt John L. Mesenbourg flying 61-0195. 2+30
- #4 - 1Lt Duane H. Zieg flying 62-4255. 2+30

"Bombs cratered approaches. Bridge still standing. Rockets on a suspected truck park."

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

09-Oct-65

7223

Three flights of F-105Ds from the 67 TFS struck a JCS target, the Chuc Army Barracks & Supply Area (JCS 63.13) in RP-2, North Vietnam, at location 18-05-55N and 105-41-35E. Each pilot dropped six 750-lb bombs and strafed his target.

"Oak" flight:

- #1 - Maj James W. Mathews flying 61-0197. 2+30
- #2 - Capt John T. Stadler flying 62-4265. 2+25
- #3 - Capt Jack L. Francisco flying 62-4221. 2+25
- #4 - Capt Willard Selleck Gideon flying 62-4335. 2+25

"Destroyed assigned area. One building 'guttled', one totally destroyed. Two buildings strafed."

"Elm" flight:

- #1 - Capt Jerome H. Maier flying 62-4278. 2+20
- #2 - Capt Michael C. Stevens flying 62-4284. 2+25
- #3 - Capt Robert N. McCoy flying 62-4328. 2+15
- #4 - 1Lt George H. Vipond flying 62-4341. 2+25

"95% target destruction. Piece of cake. No flak and pretty good visibility. Elm lead set a tough act by flattening his assigned building. #2 smothered his building. #3 also smothered his and Dirty Dick #4 didn't do too bad either. God save the queen. P.S. Wish you were there!"

Eddward Llewelyn Jones

F-105 History

"Spruce" flight:

- #1 - Capt William H. Bollinger flying 62-4271. 1+50
- #2 - Capt Merwin Lamphrey Morrill flying 62-4254. 1+45
- #3 - Capt Eddward L. Jones flying 62-4263. 1+50
- #4 - 1Lt Patrick S. "Rick" Dotson flying 62-4335. 2+00

"Complete destruction of target Area E. Strafing everyone else's targets."

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

11-Oct-65

7171

Each of the four F-105Ds in "Redwood" flight from the 67 TFS, 18 TFW, dropped two propaganda "leaflet dispensers" over North Vietnam. The flight lineup was:

- #1 - Capt Jerome H. Maier flying 61-0195. 2+15
- #2 - 1Lt George H. Vipond flying 62-4279. 2+25
- #3 - Capt Edward D. Nowokunski flying 62-4328. 2+15
- #4 - Capt Cowan Glenn Nix flying 62-4335. 2+20

"As advertised"

"Oak" flight attacked a bridge in RP-1, North Vietnam. Three of the planes dropped eight 750-lb bombs.

- #1 - Capt Robert G. Lanning flying 62-4254. 2+00
- #2 - Capt Michael C. Stevens flying 62-4236. 2+05
- #3 - 1Lt Duane H. Zieg flying 62-4255. 1+55
- #4 - Capt John L. Mesenbourg in 62-4231. Ground aborted.

"Bridge dropped by 1 & 2. Coordinates 17-54N and 105-49E."

"Whiplash Alpha" flight supported action in the Ban Ban area of Laos. Each plane carried four 750-lb bombs and two pods of LAU-3s.

- #1 - Capt Eddward L. Jones flying 62-4264. 1+40
- #2 - Capt Edward D. Nowokunski in 62-4248. Ground aborted.
- #3 - Capt Willard Selleck Gideon flying 61-0195. 1+40
- #4 - Capt William H. Bollinger flying 62-4271. 1+45

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

16-Oct-65

7224

Two flights from the 67 TFS, 18 TFW, at Korat, attacked a bridge in North Vietnam. Each of the eight planes dropped six 750-lb bombs. Their lineups were:

"Pecan" flight

- #1 - Capt Eddward L. Jones flying 62-4231. 1+40
- #2 - Capt Michael C. Stevens flying 62-4271. 1+45
- #3 - Capt John E. Cozine flying 62-4248. 1+40
- #4 - Capt John T. Stadler flying 61-0195. 1+35

"Weather was bad in area. No damage to bridge. Heavy AAA."

"Aspen" flight

- #1 - Maj James W. Mathews flying 62-4265. 1+45
- #2 - 1Lt Duane H. Zieg flying 62-4255. 1+35

Eddward Llewelyn Jones

F-105 History

#3 - Capt Jack L. Francisco flying 62-4221. 1+35

#4 - Capt Cowan Glenn Nix flying 62-4236. 1+30

"Bad weather in target area. Moderate AAA & AW fire. #3 hit at release and jettisoned tanks. Started for Danang but after evaluating damage returned to Korat." The plane was hit in the radome and nose.

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

17-Oct-65

7156

A photograph taken on 17 October 1965 showed the officers assigned to the 67 TFS who were on TDY to Korat. The officers were:

Back row (L to R): Capt Robert Lanning, Capt Glenn C. Ward, Capt Jimmy L. Goode, Capt John Clark, Jr., Major James W. Matthews, Commander, Major William H. Bollinger, Capt Williard S. Gideon, Capt. Robert N. McCoy, Capt Robert V. Baird, Capt Michael Kulcyk, Maintenance Officer.

Center row (L to R): 1st Lt George H. Vipond, Capt Merwin L. Morrill, Capt Roger Scheer, Capt John E. Cozine Jr., Capt Jerome Maier, Capt Ivy J. McCoy, Jr., Capt Jack L. Francisco, Capt John L. Mesenbourg, 1st Lt Patrick S. Dotson Jr.

Front Row (L to R): Capt Edward D. Nowokunski, Capt Michael C. Stevens, Capt John T. Stadler, Capt Burton C. Spurlock, Capt Cowan G. Nix, Capt Eddward L. Jones, 1st Lt Duane H. Zeig, and Capt John Morgan, Flight Surgeon.

<http://67tfs.org/Vietnam65.html>

24-Oct-65

4641

Maj James W. Mathews and Maj William H. Bollinger from the 67 TFS returned home from Korat to Kadena, "... to terminate the Southeast Asia tour of the 67th." The 44 TFS was the only squadron from the 18 TFW still flying combat at Korat.

1Lt George H. Vipond and Capt Eddward L. Jones were two of the 67th pilots returning to Kadena.

Since their arrival at Korat on 17 August 1965, 67th squadron pilots flew 2,087 hours and 947 combat missions. They lost eight F-105s to combat. Four of the pilots who were shot down became POWs, two were KIA, and two were rescued. The losses were:

28 Aug - Schierman - POW
29 Aug - Byrne, Jr. - POW
31 Aug - Bollinger - Resc
06 Sept - Clark, Jr. - Resc
16 Sept - Risner - POW
16 Sept - Merritt - POW
17 Sept - Klenda - KIA
20 Sept - Hawkins - KIA

The variety of munitions the squadron dropped or fired included:

2979 M-117 750-pound bombs
60 M-118 3,000-pound bombs ("Baby Hueys")
137,000 20-mm cannon shells
48 AGM-12C
16 MK 81 (250-lb) Snake Eye
50 MK 82 (500-lb) Snake Eye
26 CBU pods

Eddward Llewelyn Jones

F-105 History

46 Leaflet dispensers
228 Leaflet bombs
10,564 2.75" rockets

67 TFS history, 1 Jul - 31 Dec 1965, pp 8 and 15 (frames 1894 and 1901).

13-Nov-65 **19-Nov-65**

385

The 67 TFS, 18 TFW, deployed six F-105s from Kadena AB, Okinawa, to Osan AB, Korea, for "Nightmare Kilo", an exercise to practice close-air support with the Army. During the deployment, the aircraft flew a total of 46 sorties and 83 hours. The nine pilots were:

Lt Col Gerald F. "Jerry" Fitzgerald, squadron commander.
Maj William H. Bollinger
Capt Willard Selleck Gideon
Capt Wayne E. Fullam
Capt Eddward L. Jones
Capt Merwin Lamphrey Morrill
Capt Edward D. Nowokunski
Capt John T. Stadler
1Lt Patrick S. "Rick" Dotson

18 TFW History, Jul - Dec 65, USAF microfilm MO497 & 67 TFS history, 1 Jul - 31 Dec 1965, pg 9 (frame 1895).

04-Jul-66

7219

Two pilots from the 67 TFS, 18 TFW, at Kadena, went on TDY to the 388 TFW at Korat "... in support of PACAF Op ORD 131-65." They were Capt Wayne Eugene Fullam and Capt Eddward L. Jones.

67 TFS History 1 Jul - 31 Dec 1966, pg 7, AFHRA IRIS # 42054.

27-Sep-66

1056

To make up for pilot shortages due to combat attrition, the 80 TFS from Yokota AB, Japan, provided five F-105 pilots for temporary duty to the 354 TFS at Takhli RTAFB, Thailand. The pilots were Maj Arthur S. Mearns, Capt Victor Vizcarra, Capt Bob Spielman, Capt Robert P. "Peckerwood" Taylor, and Capt Bob "The Wedge" Keller.

Over the next two months, three of the five pilots were shot down. Capt Vizcarra, shot down in an Iron Hand flight, and Capt Taylor were rescued but Maj Mearns was killed.

Capt Eddward L. Jones from the 67 TFS at Kadena went on TDY to the 34 TFS at Korat. He remained there until 27 November 1966 when he completed his 100th combat mission over North Vietnam.

Victor Vizcarra, "Thud Pilot", unpublished memoirs, chapt. 7 pgs 3 - 6 & Dave Jones e-mail 4 Jan 2013.

07-Nov-66

6087

Four pilots from the 469 TFS, 388 TFW, flew a mission into RP-6. The flight lineup was:

#1 - Maj Dain W. Milliman, Jr.
#2 - Capt Charles C. "Clint" Murphy flying 61-0068 on his 13th mission.
#3 - Capt Donald F. Smith
#4 - 1Lt William W. Koelm

Capt Murphy logged 2:55 for his flight time. Capt Smith and 1Lt Koelm were on TDY from the 12 TFS at Kadena to fly combat missions with the 469th.

In his combat log, Capt Murphy described the mission, his first to RP-6. "Takeoff was at 12:35 for

Eddward Llewelyn Jones

F-105 History

refueling with Orange Anchor 47 just above Udorn. We were one of the seven strike flights to be escorted by three Iron Hand flights into Package 6 just above Hanoi. We crossed The Red River at the tit just west of Yen Bay. From there we turned 81 degrees for 8':30" to hit the Bac Kan Military Barracks and Storage Area.

"As we entered the package, Robby called out several Fan Songs in the area [Maj William Perry "Robby" Robinson, Wild Weasel pilot from the 13 TFS]. Just then one flight (Vulture) called a launch light. Their Iron Hand called out No Launch, but too late. Vulture had punched tanks and bombs and headed for the deck. Number two's MER fell off and, because he was hit, they headed out. Airborne GCI called MiGs and immediately everyone was suspect.

"We got to our target and all four dropped our bombs directly in the middle of the complex. Lead forgot to drop his two outboard 750s, so he came around to put them on target. Reluctantly we followed him back over the target. While passing over, I counted at least 18 buildings destroyed or damaged. We suspected a small secondary at the north end. Our ECM pods worked beautifully and we encountered no flak. It turned out we were the only flight to put our bombs on our fragged target. This is my pack 6A and red stitch for my hat."

Three pilots in the flight, Capt Murphy, Capt Smith and 1Lt Koelm, received the Distinguished Flying Cross for this mission. (1Lt Koelm's and Capt Smith's awards were the DFC 2nd OLC.) Lt Koelm's award citation for extraordinary achievement read in part, "... Lieutenant Koelm was a member of a strike flight of F-105 Thunderchiefs assigned the extremely hazardous mission of destroying the heavily defended Bac Kan storage, barracks and communications complex, adjacent to the Bac Kan Airfield. Realizing the importance of this target, Lieutenant Koelm fought his way through heavy ground fire, MiG threats, and numerous SA-2 missile launches to deliver his high explosive ordnance on the target, resulting in complete destruction of the target. ..."

Capt Eddward L. Jones, on TDY to Korat from the 67 TFS at Kadena was in an Iron Hand flight during today's missions. He was awarded the Distinguished Flying Cross. "... Capt Jones piloted an F-105 Thunderchief fighter tasked with protecting a large strike force [against] surface-to-air missile sites. Although his aircraft was badly damaged during a successful attack on a missile site, Capt Jones elected to remain in the area; he continued his patrol in the hazardous environment, subjected to attack by MiG aircraft and surface-to-air missiles, until the last strike had departed. ..." (Hq 7th AF Special Order G-2799 dated 11 Sep 1968 & citation provided by Ed Jones' son, Dave Jones, 4 Jan 2013).

Maj Edward J. Kohlmeier, also from the 469th, flew his 68th combat mission, this one into RP-1.

"Today we couldn't get to our primary target due to weather so hit a ford over on the coast near Ron Ferry, which has been known to be pretty hot but observed no target defenses. It was hard for me to get my mind on the mission because I was sure I would be on the big one tomorrow for LBJ. In fact, I was sure I would be leading one of the 14 flights in and I was already getting in the proper frame of mind and just going through the paces on this one (which is a mistake). The weather up there is not good but just good enough I think to get a go on it.

"Well they fooled me again. Don't ask me to ever figure out how they come up with their decisions at the big brain house but the whole thing was scrubbed, at least for tomorrow. So I have an early one not in real bad Indian country.

"Had a real scare today. #4 Ray Bryant (the new guy) [Capt Ray H. Bryant] lost us coming off the target and when transmitting that he didn't have us, he lost his radio. All three of us were sure that he was zapped."

Ed Kohlmeier's mission diary & Clint Murphy, mission log & Hq 7th Air Force Special Order G-192 dated 3 Feb 67 & Bill Koelm's award citation.

Eddward Llewelyn Jones

F-105 History

27-Nov-66

7225

Capt Eddward L. Jones, 67 TFS, received an Air Force Commendation Medal for the period "... while assigned to the 34 TFS from 27 September 1966 to 27 November 1966. While on temporary duty to this organization, Captain Jones' demonstrated outstanding initiative, professionalism and devotion to duty greatly enhanced squadron mission accomplishment. His exemplary knowledge of tactical operation procedures readily enabled factual solutions to problems of major importance. ..."

While serving with the 34th, he also received the Air Medal (3rd thru 6th OLC) for the period 29 Sept to 22 Nov 1966.

Hq 13th Air Force Special Order G-17 dated 17 January 1967 & Hq 7th Air Force SO G-56 via e-mail from Dave Jones 4 Jan 2013.

30-Nov-66

5153

Six pilots assigned to the 34 TFS at Korat completed flying 100 missions during November 1966. They were:

Capt Ralph D. Watkins
Maj Kenneth T. Blank
Capt William O. Lessard
Capt Robin K. Nierste
Capt Eddward L. Jones - On TDY from the 67 TFS
Capt Duane H. Zieg - On TDY from the 67 TFS

Capt Jones' remained at Kadena until January 1967. He last flew the F-105 in February 1967 and had accumulated 905.8 hours in the airplane. His next assignment was with the 4532nd CCTS, England AFB, LA until May 1968. From "... May 68 to Jun 70 he was with the 327th Air Division Taipei Air Station, and Jun 70 to Nov 72 he was with the 427th Sp Op Trng Sq (TAC) at England AFB."

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Dave Jones e-mail 4 Jan 2013 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

12-Jan-67

4562

Col William S. Chairsell, commander of the 388 TFW, sent a letter of appreciation to Col Neil J. Graham, 18 TFW commander, for the support that 18 TFW F-105 pilots gave to the 388th. "I am long overdue in writing you to express our appreciation for the significant contributions made by pilots of the 18th Tactical Fighter Wing who have served here on a temporary duty basis. Without their help, we simply would not have been able to fulfill the fraged sortie load on many occasions. Their experience and leadership have been appreciated by our pilots, many of whom are recent RTU graduates, and much of the praise heaped on this wing by higher headquarters has been earned by 18 TFW pilots. ..."

"I would like to cite the names of those who have served with us - a sort of Honor Roll - and pray that the collective memory of the present 388th Wing hasn't omitted anyone:

Maj Ralph H. Bowersox	Capt John L. Measenbourg
Maj Dana B. Cromack	Capt Cowan G. Nix [POW 1 Oct 66]
Maj Pike G. Grubbs	Capt William W. Raitt
Maj Howard E. Johnson	Capt John F. Rehm
Maj Glen C. Ward	Capt Anatole Semenov, Jr.
Capt Allen L. Anderson	Capt Donald F. Smith TDY to the 469 TFS
Capt Thomas E. Boatman	Capt William H. Snell
Capt John H. Busbee	Capt Burton Spurlock

Eddward Llewelyn Jones

F-105 History

Capt John E. Cozine, Jr.	Capt John T. Stadler
Capt Patrick Dotson	Capt Michael C. Stevens
Capt Jack L. Francisco	Capt George H. Vipond
Capt Vernon E. Frank	Capt Albert C. Vollmer
Capt Wayne Eugene Fullam	Capt Samuel E. Waters, Jr. [KIA 13 Dec 66]
Capt Charles H. Hofelich, Jr.	Capt Duane H. Zieg
Capt Eddward L. Jones	1Lt William W. Koelm
Capt Thomas E. Mason	

"In conclusion, may I say that I wish we could have permitted all the 18 TFW pilots who were here last month to remain here. You have helped us when we needed you and it's frustrating that we can't help you in return. But the last two weeks have seen the many expected replacements from RTUs arrive and by next week we should be overmanned. Now that the Personnel pipeline is pumping, there seems no way to regulate it. We are having to build more hootches to accommodate them.

"Again, warm thanks to you and your professionals for seeing us over the hump."

The pilots had supported each of the squadrons in the 388 TFW: 34 TFS, 469 TFS, and the 421 TFS.

History of the 12th Tactical Fighter Squadron, 1 July - 31 Dec 1966, pgs 15 - 16.

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Maj Eddward L. Jones died from cancer. He was born 9 April 1933.

On Aug 28, 2003, he was buried at Arlington National Cemetery, Section 54, Grave 3253.

*Jack Phillips e-mail 24 Dec 12 & Dave Jones e-mail 5 Jan 13 &
<http://public.mapper.army.mil/ANC/ANCWeb/PublicWMV/ancWeb.html>*