

William W. Kennedy

F-105 History

18-Sep-66

226

The fourth F-105 RTU Class 67BR graduated at McConnell AFB KS. The class started on 16 May 66 with 15 pilots. It was named "The Lickity Splits" and consisted of 2 Lt Cols, 8 Maj's, and 5 Capt's.

On 27 Jun 66, Lt Col Charles F. Neff, Jr. was the second 23 TFW RTU student fatality when he crashed in F-105D 59-1767 during a training mission.

The class deployed 14 F-105s with the 560 TFS to George AFB CA between 23 Aug - 19 Sep 66 for conventional weapons delivery training. The squadron commander was Maj Everett W. Harris. Maj Alfred J. Lagrou, Jr. was the Top Gun and Outstanding Pilot.

Other pilots completing the course were:

Lt Col Benjamin C. Murph	Maj Homer T. Terry
Maj R. Diaz, Jr.	Capt Gale B. Anstine
Maj William C. Eagle	Capt George R. Hennigan
Maj John A. Graff	Capt William W. Kennedy
Maj Robert W. Johnson	Capt Frank M. Smith
Maj Robert Earl Kline	Capt Frederick L. Watkins
Maj Claude C. Mitson	

23 TFW History, Jul - Dec 66, USAF microfilm MO554.

17-Jan-67

1090

F-105 pilots of the 421 TFS and 34 TFS, 388 TFW, struck the Thai Nguyen Railroad classification yard (JCS 21.11) at 21-33-33N and 105-51-05E. Returning pilots reported, "... 8 - 10 large sections exploded and numerous smaller explosions. CBU impacts were on flak sites northwest of target. Whole area covered with black and brown smoke. Of 14 rail lines, 1 is serviceable and 1 possibly serviceable, 12 pieces of rolling stock derailed and damaged. Repair and service area heavily damaged. Fairly accurate 37/57/85-mm also heavy barrage. Heaviest flak from northwest of the target. Saw MIGs inbound but they could not get behind the flights."

"Three of the strike flights were flown by members of the 34 TFS. The Force Commander was Maj Carl W. McKenzie [the squadron's Operations Officer] ... and the Deputy Commander was Maj William E. Augsburger Flight assignment was as follows:

"Dallas" - Maj McKenzie, Capt William W. Kennedy, Maj Augsburger, Capt Jackie R. Youngblood.

"Blackjack" - Maj Leo F. Callahan, Maj Earl Johnston, Maj Robert G. Miner, Capt John W. Swanson, Jr.

"Flapper" - Maj Homer T. Terry, 1Lt Gary G. Catren, Capt Alan J. Fick.

"Flak in the target area was described as light to moderate 37/57-MM. Bomb damage was extensive as supported by bomb damage assessment photos."

Homer Terry described the mission. "We ... received orders from the White House to take out the railroad marshalling yard adjacent to the steel mill by a maximum effort of forces from Korat and Takhli; 16 aircraft each from Korat and Takhli. Korat was in first and I was leading the fourth flight. We rolled into our dive bomb runs and were off target in very quick order. I had a problem! When I pushed my bomb release button, my bombs did not release. As I started to pull off target, I ejected my entire rack. No one ever asked about the collateral damage that was inflicted on the roundhouse.

"Takhli followed close behind us. Neither base suffered an aircraft loss. Photo recon showed the marshalling yard was obliterated, but about ten days later recon photos showed the North Viets had

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laid several tracks back into place and the steel mill had not yet suffered any great loss of production from the actions we had taken." (Homer Terry memoir, "Destroying The Steel making Capability of NVN #2", via e-mail 27 March 2010.)

As Flapper Lead, Maj Terry was awarded the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot in Southeast Asia on 17 January 1967. On that date, while attacking a high priority target, despite concentrated and accurate ground fire, continuous missile warnings and MiG warnings, he delivered his ordnance with unerring accuracy causing extensive damage to the target. ..."

Maj Raymond D. Anderson from the 421 TFS was awarded a Silver Star for gallantry for flying on this mission. (7AF SO G-374 14 Mar 1967)

The F-105F Wild Weasel crew of Capt Jerry N. Hoblit and EWO Capt Thomas W. Wilson, Jr. from the 357 TFS at Takhli, were each awarded a Silver Star for supporting a mission near Hanoi on this date. They decoyed SAM sites to protect the force, bombed one site, and suppressed two others with anti-radiation missiles. (E-Mail, Tom Wilson to Ron Thurlow, 7 Jul 2003.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1218 & Homer Terry, letter to Ron Thurlow, undated.

18-Jan-67

1512

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

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

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

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

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

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

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

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

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

04-Feb-67

1515

F-105s from Korat and Takhli conducted a "... full scale strike ... against (JCS 60), [the] Thai Nguyen Army Supply complex [BE 616-0210 at coordinates 21-38-18N and 105-51-04E]. The 34 TFS [from the 388 TFW] supplied three strike flights and led the entire strike force. Mission Commander was Maj Edward C. Jones. Flight lineup [was] as follows:

"Hotdog" - Maj Edward C. Jones, Capt Donald S. Aunapu, Maj Leo F. Callahan, Maj Clarence Kough, Jr.

"Domino" - Maj William E. Augsburger, Capt Coy W. Gammage, Maj William C. Eagle, Capt

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"Acorn" - Lt Col Richard M. Heyman, Jr., 1Lt Donald O. Austin, Maj Homer T. Terry, Maj Harry Pawlik."

Pilots from the 469 TFS also participated in the strike.

"Strike flights were loaded with 3,000-pound GP bombs (M-118s). The strike was most successful and although no BDA is yet available the target was heavily damaged. Strike cameras carried by the second flight recorded the results of the flak suppression attack. The CBU-24s were released on target and gave complete coverage Pilots reported very light inaccurate 37/57/85-MM AAA in the target area. Nine SAMs were observed to airburst within five nautical miles of the strike flights on the inbound run, and four SAMs observed to air-burst within ten nautical miles. During egress from target, 8 MiG aircraft were observed during the attack."

As Hotdog 1, mission commander Maj Edward C. Jones received the Silver Star for leading this mission. (Ed Jones letter to Ron Thurlow, 25 March 01.) His citation read, in part, "... Maj Jones was the mission commander in the lead of 40 aircraft directed to attack and destroy a complex Army supply depot. With a complete disregard for his personal safety, he successfully led his strike force through intense AAA, SAM launches, and hostile aircraft to accomplish the assigned mission. ..." (Ed Jones e-mail 26 Apr 2010.)

As Acorn 3, Maj Homer T. Terry received the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 4 February 1967. On that date, Maj Terry attacked a high priority target at Thai Nguyen, North Vietnam. Despite intense and accurate hostile ground fire, continuous surface-to-air missile warnings and numerous launches, he delivered his ordnance with unerring accuracy on the target, causing extensive damage. ... " (Homer Terry, letter to Ron Thurlow, undated.)

Maj Ralph Laurence Carlock from the 357 TFS, 355 TFW, was awarded the Silver Star for gallantry for flying on this mission. The award was made posthumously after he died in combat in Laos on 4 March 1967. (Hq 7th AF SO G-453 dated 29 March 1967.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1221 and 1222.

31-May-67

760

F-105s from the 388 TFW flew more hours during the month of May 1967 "... than any USAF Fighter unit has ever done". The wing flew "... 5,219 hours of which 4,950 were in combat strikes over North Vietnam. Major targets struck by the 388th during May (were) the Hoa Loc MiG Airfield, Bac Giang Railroad Highway bridge (JCS 18.23) and vital lines of communications." Col William E. Fish, Director of Materiel said, "The primary reason for this total ... figure is the work ... by our maintenance personnel on the line..."

The history of the 34 TFS reported that the squadron flew 418 combat sorties during May 1967, 402 in North Vietnam and 16 in Southern Laos, for a total of 1066:20 combat hours. "A change was noted in enemy fighter tactics. MiG-17s are now being deployed in the target area at very low altitudes (100 - 500 feet AGL) in an attempt to strike the F-105s as they pull off the target. This change in tactics was probably due to the presence of F-4C flights ingressing the target area with the strike force.

Three pilots from the 34 TFS completed their 100th combat mission over North Vietnam during May 1967. They were Maj William C. Eagle, Lt Col Robert W. Johnson, and Capt William W. Kennedy.

Lt Col Johnson's 100th mission was his last flight in the F-105. He had accumulated 352.9 hours in

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

The squadron had 22 line pilots that included the commander, executive officer and operations officer as well as four attached pilots from the 388 TFW staff. They gained four new pilots to offset the three losses of the pilots who completed their tours. The inputs during May 1967 were Maj George G. Clausen, Maj Robert G. Miner, Capt Robert L. Martin, and Capt Nickolas J. Donelson (a Ryan's Raider pilot who had arrived in April.)

34 TFS history, 1 - 31 May 67, USAF microfilm NO584, frame 0072 & Sawadee Weekly, Saturday, June 10, 1967, pg 6 & 34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm>.

15-Nov-67

2367

(Approximate date). "At a special ceremony last month in Las Vegas, NV, 100 mission certificates were presented to 42 pilots [and four EWOs] who recently completed 100-mission tours in SEA." Maj Edward M. Dobson was one of the 46 men receiving certificates. Another was Capt William W. Kennedy, a former 34 TFS pilot.

Four 100-mission pilots were photographed by an F-105B on a pedestal at McClellan AFB, CA. The pilots were Maj John S. Burklund, Maj Corneil M. "Neil" Dollarhide, Maj Robert A. Perkins, and Major Homer T. Terry, who flew 100 missions with the 34 TFS.

Thunderchief Worldwide Report, Vol III No 4, Dec 67.