

# Lawrence R. Klinestiver

## F-105 History

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15-Jul-67

234

The twelfth F-105 RTU Class 67JR graduated at McConnell AFB KS. The class started on 13 Feb 67 with 22 pilots, all but two from the Air Defense Command. However, one pilot was eliminated due to a fear of flying. The class was named "Roaring 20 + 1".

Maj James D. Murray, Jr. was the "Top Gun" in the class.

The class deployed for conventional weapons delivery training to George AFB CA between 30 Jun - 14 Jul 1967 with the 560 TFS. The squadron commander was Lt Col Louis D. Braun, Jr.

The graduating pilots and their SEA squadron assignments (where known) were:

Col Carl M. Hagle - Did not graduate	Maj Donald Eugene "Digger" Odell - 34 TFS
Lt Col William C. Decker - 469 TFS	Maj Paul F. Swanson - Korat
Lt Col Orland W. Jensen - 354 TFS	Capt Anthony Charles Andrews - 34 TFS
Maj David C. Dickson, Jr. - 34 TFS	Capt Douglas A. Beyer - 34 TFS
Maj Robert W. Hagerman - 469 TFS	Capt Lawrence R. Klinestiver - 34 TFS
Maj Leslie J. Hauer - 469 TFS	Capt William H. Nottingham - 333 TFS
Maj Stanley Henry Horne - 469 TFS	Capt Robert A. Zang - 469 TFS
Maj David D. Igelman - 34 TFS	1Lt William Wallace Butler - 469 TFS
Maj Ronald Ruynan King - 333 TFS	1Lt Earl J. Henderson - 469 TFS
Maj Thomas P. Larson - 354 TFS	1Lt James L. Taylor - ?
Maj James D. Murray, Jr. - 469 TFS	

Col Hagle did not complete his F-105 training due to ulcers.

Maj Dickson was a former ADC F-106 pilot from Selfridge AFB, MI. Before starting his F-105 training at McConnell, he settled his wife, Carolyn and children near her hometown of Sherman, Texas, near Perrin AFB where he had been stationed earlier. His family remained there during his combat tour. When he departed for Korat in August, he was seen off at the airport by his wife's two uncles, George and Ben Blanton, Carolyn's mother's brothers. As a departing gift, they gave him a box of cigars and instructions to smoke one with a drink after each combat mission. During his stay at Korat, Dickson used the backs of the cigar bands to record each of his combat missions. (Dickson interview)

1Lt Bill Butler and 1Lt Earl Henderson were two ADC F-106 pilots from the 94 FIS at Selfridge. After their F-105 training, both pilots went to Jungle Survival School at Clark AB, Philippines, en route to Korat.

Maj Odell and Capt Zang were also F-106 pilots from the 71 FIS at Selfridge.

Maj Igelman came from Ent AFB, Colorado, where he was a computer programmer in the 1st Aerospace Surveillance and Control Squadron. This squadron kept track of all space objects orbiting the Earth. In prior assignments he had flown F-86Ds and F-102s at Selfridge and F-102s at Goose Bay, Labrador. He arrived at Korat in August 1967 and flew his first combat mission in early September.

Capt Beyer had been an F-104 pilot assigned to the 331 FIS at Big Spring TX. Both he and Capt Andrews reported to the 34 TFS in August 1967. (Doug Beyer, e-mail 27 Apr 10)

*23 TFW History, Jan - Jun 67, USAF microfilm MO554 & telephone interview, Carolyn Dickson, 23 Apr 2009 & Earl Henderson, e-mails 13 July 2007 and 3 Aug 2009 & Dave Igelman, e-mail 4 Apr 10.*

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**31-Aug-67**

3825

The 34 TFS history for the month of August 1967, reported that, "... numerous targets were struck by pilots of the squadron in the Chicom Buffer Zone and within the Hanoi restricted area. A marked increase was noted in all modes of defense (AAA, SAMs, MiGs) due primarily to the sensitivity of the targets." Squadron pilots flew 411 combat missions during the month, 407 to North Vietnam and 4 to Laos for a total combat time of 1063:20 hours.

"Combat pilot strength stood at 36 line pilots. During the month of August, four squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: Maj Harry Pawlik, Maj Donald F. Fryauf, Capt Jack A. Phillips [on 2 Aug] , and Capt David C. Carter. [Not listed in the squadron history for completing his 100th mission this month was Maj John O. Rollins II.] No losses were suffered during this month and 13 replacements arrived during this period of time. Two officers, Captains Skoglund and Shulmister, that had been on temporary duty with the squadron from Kadena Air Base, Okinawa, returned to their home station."

The 13 pilots arriving in the 34th in August were: Maj William M. Blakeslee, Maj Kenneth W. Mays, Maj Donald Eugene "Digger" Odell, Maj James L. Taylor, Maj David C. Dickson, Jr., Maj William J. King, Maj Raymond Walter Vissotzky, Capt Robert M. Elliot, Capt Robert B. Middleton, Capt Lawrence R. Klinestiver, Capt Douglas A. Boyer, and 1Lt Lee E. Hollingsworth.

The Squadron Commander was Maj George G. Clausen. Maj Roderick Gene Giffin was the Operations Officer and Maj William M. Blakeslee the Executive Officer.

*388 TFW history, Apr Dec 67, Vol II, 34 TFS history, 1 - 31 Aug 1967, microfilm NO584, frame 0080.*

**21-Sep-67**

6563

In a published order, Maj George G. Clausen, 34 TFS commander, designated 29 squadron pilots as Combat Ready in the F-105. The same pilots were listed in a separate order as qualified to be Flight/Element Leaders in F-105s. The pilots were:

Maj Almer L. Barner, Jr.	Capt Douglas A. Beyer
Maj Charles E. Bishop	Capt Robert M. Crane
Maj William M. Blakeslee	Capt Hugh W. Davis
Maj George G. Clausen	Capt Nicholas J. Donelson
Maj James E. Daniel, Jr.	Capt Robert M. Elliot
Maj David C. Dickson, Jr.	Capt George W. Hamlin IV
Maj Clyde L. Falls, Jr.	Capt Lawrence G. Hoppe
Maj Roderick G. Giffin	Capt Lawrence R. Klinestiver
Maj David D. Igelman	Capt Irving R. LeVine
Maj William J. L. King	Capt Robert L. Martin
Maj Kenneth W. Mays	Capt Robert B. Middleton
Maj Donald E. Odell	Capt Sam P. Morgan
Maj Dwight E. Sullivan	Capt Harry G. Paddon III
Maj James L. Taylor	1Lt Lee E. Hollingsworth
Maj Raymond W. Vissotzky	

*34 TFS Special Orders 45 and 46 dated 21 September 1967 provided by Larry Hoppe, May 2010.*

**13-Oct-67**

1436

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

A draft news release from the 388 TFW described the mission against Kep. "Things went pretty

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good. It was just one of those lucky days.' This was the assessment of a 388 TFW strike against the Kep MiG airfield, North Vietnam, given by Capt Lawrence G. Hoppe, 34 TFS. Capt Hoppe was the mission commander for the October 13 attack." It was his 75th counter and he flew for 3.6 hours. "He went on to describe the mission. 'The target was a runway. It was difficult to find it going in because it was all overcast. For a minute, I thought I was going to have to abort the run and take the force out, but just as we got to the target, it was just on the edge of the clouds. The cloud buildup made it difficult to find the target but it made it hard for those 85-mm gunners to find us. They didn't start firing until we rolled in. There was quite a bit of flak coming down the slide. You could see the ringing off on the ground and the flak coming up. It was going off pretty much around us. The bombs looked good. They were hitting on the runway. When we got together again coming off, the flak subsided considerably. I didn't see any secondaries but I did see bombs hitting on the runway. There were a few MiG calls but we were kind of ready for them this time and they didn't bother us at all.'

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

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

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

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

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

"Target: Kep airfield.

"Armament: 6x750 .025

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

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on outboard pylon during flight."

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

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

### 16-Oct-67

1438

Thirteen days after Maj Bob Barnett from the 469 TFS was shot down on a raid against this target, F-105s from the 388 TFW bombed the Dap Cau railroad bypass bridge (BE 616-02440) on the Northeast Rail Line (RR 2) in RP-6A at 21-12-40N and 107-05-27E. Reconnaissance photos on 17 October revealed the bridge was still serviceable.

The 388 TFW also bombed the nearby Dap Cau Railroad Bridge (JCS 16). Maj Spence M. "Sam" Armstrong, 34 TFS from Korat, flew his seventh combat mission into North Vietnam against this target.

Mission 7. F-105D 58-1152. Call Sign: "Hatchet". Take Off: 1410. Mission Length: 3+35. Flight Lineup:

Mission Commander - Capt Lawrence G. Hoppe flying his 77th counter for 3.6 hours.

- #1 - Lefty Leftwich [Maj Dalton L. Leftwich]
- #2 - Me
- #3 - Jim King [Maj William J. King]
- #4 - Larry Klinestiver [Maj Larry R. Klinestiver]

"This was my first mission into Package VIA and what an eye opener. The length of the flight was one thing and the intensity of the AAA fire was the other. We went the sea route which meant we refueled out over the Gulf of Tonkin and entered NVN north of Hanoi heading due west. There were 16 strike aircraft in the gaggle plus 4 MIGCAP F-4s and 4 F-105Fs for Iron Hand (SAM suppression). I saw 2 SAM launches on the way in to the target (Dap Cau Railroad Bridge [JCS 16], 16 miles N.E. of Hanoi) and one on egress. Our flight carried CBU to suppress flak. When we rolled in, I saw many, many orange and grey flashes coming right at me. I was told later that these were 37 & 57 mm fire, but I didn't see how we could get through them unscathed but we did. I dropped when & where Lefty did. We were attacked on the way out by 4 MiGs who fired a missile ineffectively because of our turn." (Maj Sam Armstrong's 100 mission combat log, pp 2 - 3.)

"This particular target was the Dap Cau railroad bridge 16 miles Northeast of Hanoi. We went the water route which meant that we crossed the Northern part of South Vietnam and rendezvous with the tankers out over the Gulf of Tonkin. The tankers took us up to the 19th parallel where we dropped off with a full load and headed inland just North of Haiphong. On the way in I observed my first two SA-2 launches but they were not a threat to my flight. There was a lot of flak in the air and I lost track of the target so when Left Leftwich, the flight leader, rolled into his dive I followed him down the chute and dropped my bombs a couple of counts after I saw his released. There was 57-mm and 37-mm flying by my cockpit in the dive. The red hot ingots reminded me of fireflies in the headlights of a car on a country road at night. It was hard to figure why one of those didn't hit me but it didn't. There was one more SA-2 fired as we exited and a report of some MiGs who fired missiles at us without effect. We didn't lose any aircraft and the photos showed we got some good hits on the bridge. We refueled on the way home and I logged a 3+35 flight and put a red mark on my Aussie hat back in the locker room to signify that I had flown in Pack VIA. We used blue ink

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marks around the hat band for non VIA missions. This was my 'baptism under fire!' (Lt Gen Sam Armstrong, chapter in unpublished manuscript titled, "Southeast Asia October 1967 - May 1968", pg 10.)

*Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Larry Hoppe AF Form 5.*

**18-Oct-67**

1440

F-105s from the 388 TFW struck the Lang Dang railroad storage yard (BE 616-01586) on the Northeast Rail Line (RR 2) in RP-6A at 21-38-02N and 106-35-11E in the northeast buffer zone. Pre-strike photo coverage obtained on 17 October revealed 38 pieces of rolling stock in the yard. Post-strike coverage acquired on 18 October revealed 12 pieces of rolling stock damaged or destroyed, two repair buildings were damaged, the yard was unserviceable, and all through rail lines were interdicted. The target was struck again on 23 and 24 October 1967.

A draft news release from the 388 TFW described the mission. "F-105 Thunderchiefs of the 388 TFW struck two railroad yards in the buffer zone south of Lang Son, about half way between Lang Son and Kep airfield complex.

"The mission commander, Capt Lawrence G. Hoppe, 34 TFS, said, 'The weather was clear, which was a change from the usual. It's usually cloudy and pretty overcast. Target acquisition was very simple -- you can always find a railroad. There's a whole slew of them along that northeast rail line. We rolled in on it and saw some strings of bombs going through the yards. We saw one exceedingly large secondary just off the yard. It was rather large, brilliant white flash, several hundred feet in diameter, I'd say, and a good cloud of smoke coming off of it. It wasn't POL -- there was no black smoke. It was probably munitions storage of some sort. Coming off the target, the reaction of flak wasn't as fast as usual. They started shooting and 37/57 was going off around everybody. They've got a lot of guns up there and they used them all today. Our flak suppression troops got some of the guns. They had 85s up there. There were quite a few sites going off. It was quite a bit slow in reacting, quite surprisingly. I think we got them a little bit by surprise. We used a little different approach this time and it seemed to work. Nobody got hit, which is nice. It seemed to be a rewarding mission. We had secondaries and good bombs. We got all our planes in and all of them out. I think it was a good mission. There was a train with about 40 cars sitting down there. We just walked our bombs through. They had apparently unloaded it already -- there weren't any secondaries. There is a few less rolling stock in North Vietnam today.

"There were a few MiG calls. They didn't press the attack on the strike force. Nobody in the strike force saw any MiGs. The calls were mostly about the MiGs being around us but quite a distance away. Our MiG CAP did a pretty good job. It was a smooth mission." It was Capt Hoppe's 78th counter. He flew for 3.3 hours.

"Also on the mission was Maj Dalton L. 'Lefty' Leftwich, 39, Fort Walton Beach, Fla. He is a member of the 34 TFS." (Draft 388 TFW News Release, undated, provided by Larry Hoppe, May 2010.)

Two pilots from the 469 TFS were on this strike. Lt Col William C. Decker flew F-105D 61-0132 and his gun camera film showed M-117s dropping and smoke on the railroad complex. Lt Col William N. Reed flew F-105D 59-1743 and his camera film also showed M-117s dropping and a small impact on the complex.

Maj Kenneth W. Mays from the 34 TFS also flew on this mission. "On October 18, 1967 I was fortunate to be a flight lead on what was thought to be a tough mission. The target was a railyard and bridge at Lang Dang just south of the Chinese Border. We headed in like we were going to hit Kep and then headed up the North East railway for Lang Dang railyard. All flights dropped good

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bombs and little to no AAA was seen until we were departing the area. Some MiGs launched from China, but they did not pursue.

"The importance of this mission was that 7th AF had planned our route to the target directly from the coast to the target, but cooler heads prevailed and we did our own planning and successfully completed the mission. Heavy damage was done to the railyard and the approach section to the bridge was dropped. I never understood why the Pentagon and 7th Air Force thought they were superior planners when we executed the missions, were familiar with the area, and knew for the most part where the threats were. On missions that we did the planning for at Korat, a higher level of success was achieved and fewer aircraft were lost." (Col Ken Mays, USAF (Ret), unpublished memoir, "Tour At Korat -- July 67 to Feb 68", dated 15 Dec 2003.)

Four other pilots from the 34 TFS in "Crossbow" flight also attacked this rail yard. It was Maj Spence M. "Sam" Armstrong's eighth combat mission into North Vietnam.

Mission 8. F-105D 61-0208. Call Sign: "Crossbow". Take Off: 1615. Mission Length: 4+00.

Flight Lineup:

- #1 - Leftwich [Maj Dalton L. Leftwich]
- #2 - Klinestiver [Maj Larry R. Klinestiver]
- #3 - King [Maj William J. King]
- #4 - Me

"This was a water route mission against the Lon Dong Railroad Siding. It is on the N.E. railroad about 20 miles from Red China. Our flight was the rear flight and I was the rear man. The weather was perfectly clear and we picked the target up about 15 miles out. There was moderate 37- & 57-mm flak thrown up at us as the lead flight went in. The flak suppression flight laid their CBU's in pretty close and the flak diminished considerably. I released at 10,000' with a good sight picture. All of the bombs ahead of me were in the target area. No MiGs or flak on the way out." (Maj Sam Armstrong's 100 mission combat log, pg 3.)

*Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Nat'l Archives camera record NWDNM(m)-342-USA-42649B & Larry Hoppe AF Form 5.*

### 19-Oct-67

4833

Maj Spence M. "Sam" Armstrong, 34 TFS, 388 TFW from Korat, flew his ninth combat mission into North Vietnam.

Mission 9. F-105D 60-0462. Call Sign: "Vegas". Take Off: 0600. Mission Length: 3+45. Flight Lineup:

- #1 - King [Maj William J. King]
- #2 - Me
- #3 - Lefty [Maj Dalton L. Leftwich]
- #4 - Klinestiver [Maj Larry R. Klinestiver]

"This was a water route mission against the Bac Le Railroad Yard on the northeast railroad between Hanoi & China (midpoint). Approaching Pack I, we started picking up an undercast cloud deck. Out over the water refueling we were in and out of the weather. Regrouping and turning inbound into NVN, the weather was solid undercast up to about 15,000 feet. The Iron Hand flight went inland about 30 miles and reported all undercast towards the target. The F-4 flight came in from the northwest and confirmed this report, so we made a sweeping left turn dangerously close to Haiphong and came back over the water. We dropped our bombs in Pack I with a Sky Spot control & landed. Uneventful but it was officially a Pack VI mission and a counter."

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1Lt Earl J. Henderson, 469 TFS, also attempted to fly into a target in RP-6 but was turned away by weather. Instead, he flew his 29th combat mission into Laos.

"Target: Troops in trenches in southern Laos.

"Armament: 4xCBU-24s 1 CBU-29.

"Originally scheduled Pack VI. Weather aborted just past wart. Refueled and worked with FAC. Dropped CBUs on troop area then strafed down road (530 rounds). FAC said 5 KIA and 5 probable KIA. Very easy mission but long. Almost ran out of gas."

Two pilots from the 34 TFS formed "Hartford" flight that took off at 14:30. The flight lineup was:

#1 - Maj James E. Daniel, Jr.

#2 - Capt Jacob C. Shuler flying 60-0518 on his 6th combat mission.

The planned targets were:

Primary: 19-30N and 103-59E where they were to meet FACs Firefly 15 and 16.

Secondary: 21-04N and 102-36E where they were to meet FACs Firefly 17 and 18.

Both targets were in Laos.

"We each had three tanks and two 500# bombs. Our mission was primarily to work with "Wager A", a MISQ site up north just being tested [Lima Site 85]. We refueled behind OA 67 and I did a little better than the last time with three tanks. We dropped off and had quite a communications problem at first and had to orbit a while. Finally we got "Wager A", us, "Cabana" (an RF-4C taking pictures of the hits) and Fireflies 15, 16 (O-1s who were spotting the hits. Comments from the FAC: 'Has he dropped yet - is that it over there on the hill?' I then took the lead and we went for the second target. We never could raise Firefly 17 & 18 but I got permission from "Wager A" to go ahead and drop. As soon as I dropped, I rolled to the right and saw Firefly 17 & 18 flying away from the target. Dropped at 20M, 350 CAS, and 323-degree heading. Saw the bombs hit long. Coming back, we did a little trail acro after I finally figured out what a porpoise meant."

The mission lasted 2.7 hours.

Lt Col Rufus Dye, Jr. from the 388 TFW was another pilot who diverted today due to weather. He flew as "Crossbow 02" in a flight whose original target was in RP-6A. Instead, he dropped in southern Laos, the Ban Laboy complex. "Divert due WX/No BDA - WX". It was his 7th combat mission.

*Maj Sam Armstrong's 100 mission combat log, pp 3 - 4 & Earl Henderson, combat diary & Jake Shuler combat mission spreadsheet & Rufus Dye Mission History log.*

### 22-Oct-67

4335

In a mission designated RT56A-172, F-105 pilots from the 388 TFW struck the Cau Dau railroad segment on the Northeast Rail line in RP-6A, North Vietnam. The target was located at 21-35N and 106-00E.

Three pilots on this mission from the 469 TFS and their F-105Ds were:

Capt Russell E. Temperley flying 60-0428

Maj Roger P. Scheer flying 61-0208

1Lt Earl J. Henderson flying 61-0134 (Note: His combat diary has no mission this day.)

Lt Col Richard F. B. Gimmi, Jr., flying with the 469 TFS, flew his 115th and last combat mission

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during his one-year assignment as the director of the 388 TFW command post. (Dick Gimmi, phone message, 10 Nov 09)

Maj Kenneth W. Mays from the 34 TFS flew F-105D 62-4359 on this mission.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Warhawk 2" attacking a road segment in RP-6A. "Road cut." It was his 8th combat mission.

Four other pilots from the 34 TFS made up "Vegas" flight. Flying as "Vegas 2" was Maj Spence M. "Sam" Armstrong on his 10th combat mission to North Vietnam. Take Off: 1440. Mission Length: 3+05. The flight line up was:

- #1 - Maj William J. King
- #2 - Maj Armstrong flying 61-0132
- #3 - Maj Dalton L. Leftwich flying 61-0219
- #4 - Maj Larry R. Klinestiver flying 61-0220

Mission Commander - Col John Peter "Sky" Flynn, 388 TFW Vice Commander (POW 27 Oct 67).

Maj Armstrong describe this mission in his combat log. "Mission was alternate target at Dau Ca, 15 miles east of Thai Nguyen. We went the land route which was the first land route for me. We dropped off the tankers and entered NVN on a northeasterly heading then turned east and finally south to hit the target which was roughly 40 miles due north of Hanoi. There were considerable MiG calls both going in and retracing our path out but no one actually saw MiGs. No SAMs were sighted either. There was considerable 37/57-mm fire rolling in on the target but no one got hit. Larry Klinestiver saw some 85-mm burst but no one else saw it. Col Flynn was mission commander and he's not sure the rail yard we bombed was the right one. I had no idea as I was looking for MiGs all of the time."

*NARA Record NWDNM(m)-342-USAF-42649B, "Air Strike Films, Vietnam" & Maj Sam Armstrong's 100 mission combat log, pg 4 & Rufus Dye Mission History log*

### 25-Oct-67

3062

In the morning, for the second day in a row, the 355 TFW and 388 TFW attacked Phuc Yen airfield (JCS 6), in RP-6A, North Vietnam. Takhli pilots from the 357 TFS were again in this airfield strike. The four flights of F-105Ds attacked in one-minute intervals, "Shark" at 0100Z, "Marlin" at 0101Z, "Scotch" at 0101Z, and "Wolf" at 0102Z, and dropped a total of 54 M-117s, six M-118s, twelve CBU-24s, and eight CBU-29s.

"Shark" flight dropped CBUs on flak sites south of the runway. While over the target, one pilot in the flight inadvertently fired an AIM-9 while he was dropping his CBUs. "Shark 2", Capt Raymond A. Horinek from the 357 TFS, was hit by 57-mm or 85-mm AAA while in his dive bomb run over the target. He ejected and was captured on the ground.

"Marlin" flight dropped all six of their M-118s and six M-117s on the northeast revetments in Area L. KA-71 strike camera film showed two of the M-118s cratering the parking apron immediately south of Area L.

Strike camera film also verified "Scotch" flight's interdiction of the runway in at least two places. Two impacts were noted at the junction of the west crossover link, one at the junction of the center crossover link, and a string of five good interdictions running immediately west of the center crossover.

"Wolf" flight dropped 18 M-117s on the southwest revetments, Area E. The flight couldn't see their



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bomb impacts due to evasive maneuvers. "Wolf Lead" was unable to release his bombs over the target and, while on egress at 9,000 feet at 0106Z, jettisoned his six M-117s with their MER in an uninhabited area at 21-42N and 105-25E. The flight received moderate, accurate 37/57-mm, but very little 85-mm AAA, from roll-in through egress, bursting at aircraft altitudes between 6,000 and 15,000 feet. While on roll-in at 15,000 feet, "Wolf" flight saw two SAMs heading in a westerly direction in a steep climb through the strike force. The first SAM detonated over the west end of the target area at approximately 3,000 feet resulting in a large orange fireball. The second SAM passed through the strike force and detonated at 15,000 feet. Both SAMs, which appeared to be unguided, came from an unknown location and detonated within a half mile of the force. On egress, "Wolf" flight also received moderately accurate 37-mm AAA two nautical miles east of the target.

Three F-105 flights from the 388 TFW - "Hatchet", "Olympia", and "Vegas" - struck the airfield. The draft of an expanded strike report, written by 388th Public Affairs, described the mission. "'Today's mission had a little bit of everything ... MiGs, SAMS, and flak,' commented Capt Lawrence G. Hoppe, 28, from Roselle, Ill. Capt Hoppe went on to say, 'Inbound to the target, the MiGs had at the back flights and we had to break. About six to eight total came in on the deck and popped up behind us. They tried to hit at us but didn't get anybody, but then we didn't get any MiGs either. Getting in closer to the target, we saw a couple of SAMs come boiling off the ground. We could see the SAMs ignite and the cloud of smoke they create. They just start rising off the ground and arc over and come at us. Just prior to roll-in we got quite a few bursts of 85. You could see them on the ground right next to the runway. One site was really ringing off and throwing up a bunch of flak. The flak was heavy and very accurate. We could also see 37/57 going off beneath us. We had to dive through that. We dropped our ordnance on the runway. Coming around I had a chance to look back and saw four strings of bombs cutting the runway. It looked real pretty. We had good bombing.'

"Capt Hoppe also reported flak and SAMs being fired on the way out from the target, but no MiGs were encountered by his flight.

"Summing up the mission, the captain said, 'All totaled, it was a very good mission; you might say a satisfying mission. You got to do what you've wanted to do for a long time. We felt pretty good.'

"Describing the physical appearance of the airfield, Capt Hoppe said, 'The runway had been hit yesterday and had been cratered, but it looked like during the night, they had filled it in. They had just filled them with dirt. You couldn't determine any pock marks -- it looked like it had been filled in. But they have some more holes they have to fill in now.'" This was Capt Hoppe's 82nd counter. He flew for 3.8 hours.

"A flight leader on the mission, Maj Harold J. Steinke, Jr., 35, Midwest City, Okla., said, "I observed one string of bombs impacting about two thirds down the runway right on the target. The first string of bombs that went off were right in the middle of the runway and no doubt cratered it pretty well. This was a real good mission. We've been waiting a long time to hit Phuc Yen.'

"Major Almer L. Barner, Jr., 37, Ruleville, Miss., was also a flight leader on the second Phuc Yen raid. He said, 'We were the second flight to hit the airfield. We broke and rolled out and jettisoned our bombs but the MiGs had gone. We accomplished the task of getting the MiGs off the strike force. Talking to the other fellows in the flight, they think they did a pretty good job on the runway.'

"Others on the strike were: Capt Russell E. Temperley [469 TFS], 32, Newton Center, Mass; Major James D. Murray, Jr. [469 TFS], 34, Bayonne, N.J.; Maj David D. Igleman [34 TFS], 35, Richmond, Ind; Capt Lawrence R. Klinestiver, 38, Hobbs, N.M. and Silverton B.C., Canada; 1Lt David B. Waldrop, 25, Nashville, Tenn; and Maj Spence H. Armstrong, 33, Columbia, Tenn." (Draft

# Lawrence R. Klinestiver

## F-105 History

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Expanded Strike Report - 388 TFW - 25 Oct 67 provided by Larry Hoppe, May 2010 & Larry Hoppe AF Form 5. NOTE: His Form 5 shows two missions flown on 24 Oct 67 and none on the 25th so I assume the second entry is a typo and should be 25 Oct 67.)

The flight lineup of "Vegas" flight , all from the 34 TFS, was:

#1 - Maj Almer L. "Buddy" Barner, Jr.

#2 - Maj Larry R. Klinestiver

#3 - 1Lt David B. Waldrop III

#4 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4221

This was Maj Armstrong's 12th mission over North Vietnam. Take off: 0600. Mission length: 2+45. "This was the same target, Phuc Yen Airfield, as I had hit yesterday. Today things were pretty uneventful until we spotted some MiGs as we were coming down 'Thud' Ridge. They were low and coming in at our 5 o'clock position. Since our flight was primary for MiG defense of the strike force of 20 aircraft, we punched off our bombs and tanks, went into afterburner and broke into the MiGs. They fired something but I never saw them again. They must have been trying to avoid the falling tanks and bombs and ducked down to the left. At almost 90-degrees of hard turn, a SAM detonated about 3,000' off my right wing and slightly high. We got down on the ridge and headed NW out of there. On the way out we saw one lone MiG-17 (silver, the other two were camouflaged) high and going away. No chance to get him. Sure was nice chasing MiGs rather than braving the flak." (Maj Spence M. Armstrong, combat mission log for period 5 Oct 67 - 14 Apr 68, pp 4 - 5.)

" ... Iron Hand Shrikes hit the radar and the site went off the air. Photo BDA showed the runway to be heavily cratered from this raid. Many support buildings and the Air Defense Center appeared to be badly damaged." (355 TFW Report on Outstanding Achievements, 1 Mar 67 - 29 Feb 68.)

The attacks from yesterday and today, " ... cratered Phuc Yen's runway and damaged its tower, thanks to a direct hit on the latter by a Navy Walleye guided bomb. Most of the eighteen MiGs then based at Phuc Yen were caught on the ground; reconnaissance photography indicated that perhaps a dozen of them suffered severe damage." ("To Hanoi and Back", pg 90)

F-4s from the 8 TFW flew air cover for the F-105s. They had several engagements with North Vietnamese MiGs but no planes from either side were damaged. (Video, "F-105 Missions Over North Vietnam", report ending 25 November 1967, Film Report FR-856, Produced by the Aerospace Audio Visual Service.)

The JCS history reported the results of yesterday's and today's strikes, as well as a third strike against Phuc Yen on 26 October, as "three MiGs were destroyed, three were damaged, and the runway was made unserviceable."

The PACAF briefing to CINCPAC on 7 November 1967 listed different results and also reported on North Vietnamese progress in restoring the runway. Post-strike photos showed that 5 MiG-21s and 5 MiG-17s parked in Area H were either damaged or destroyed, and that two MiG-17s in Area G were destroyed. Photos on 26 October showed at least 39 craters on the main runway and extensive damage to the adjacent revetted area. Photos from 28 October revealed repair activity on the runway but the runway remained unserviceable. Photography dated 30 October revealed that the runway had been repaired and was serviceable once again.

F-105s from the 355 TFW also struck the main runway at Hoa Lac airfield, dropping 750- and 3,000-pound bombs on the northwest and southeast ends of the center of the runway. Pilots reported large secondary explosions. (Video, "F-105 Missions Over North Vietnam", report ending 25 November 1967, Film Report FR-856, Produced by the Aerospace Audio Visual Service.)

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## F-105 History

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355 TFW JOPREP JIFFY DOI 5481 OPREP-4/1?? in USAF microfilm NO463, frame 1390 & History of the JCS, Vol III, pg 44-10 & Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967.

**26-Oct-67**

3445

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

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

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

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

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

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

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

- #1 - Maj Almer L. "Buddy" Barner, Jr.

# Lawrence R. Klinestiver

## F-105 History

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- #2 - Capt Jacob C. Shuler flying his 9th combat mission
- #3 - Maj Lawrence R. "Larry" Klinestiver
- #4 - Capt Irving E. LeVine

The flight time was 3.2 hours. A draft award justification described the flight's mission. "Major Barner was leader of Crossbow Flight, which was one of five flights in Olympia Force. ... Olympia Force had been ordered to strike the Ha Gia Railroad Bridge located east of Ha Gia and 3 miles south of Thai Nguyen. This rail line is the major link between the huge industrial complex at Thai Nguyen and Hanoi to the south.

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

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

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

### 27-Oct-67

1187

On Friday morning, continuing their attacks this week on major North Vietnamese targets, F-105s from the 355 TFW and the 388 TFW struck the Canal des Rapides bridge (JCS 13) northeast of Hanoi in RP-6A, North Vietnam. It was a costly and harrowing mission, designated RT56A-177.

Three flights of F-105Ds from the 355 TFW struck the bridge and one other flight attacked flak sites protecting the bridge. Each strike aircraft carried two 3,000-pound bombs under its wings.

1Lt Crissman R. Lawrence from the 354 TFS led Takhli's force.

Maj Charles Edward Cappelli was "Bison Lead". "Bison 2" was Capt Gene I. Basel in F-105D 62-4284, and "Bison 4" was Maj Robert W. Kennedy flying F-105D 62-4385.

Maj Robert L. Stirm in F-105D 61-0122 led "Zebra" flight from the 333 TFS. Capt David L. Tucker was Zebra 2; Capt John C. Leech, Zebra 3; and 1Lt Cal W. Tax was Zebra 4.

The strike force included a Wild Weasel flight from Takhli led by Capt Ralph E. "Sam" Adams (with EWO Capt Richard L. Grover?) as "Otter 1" from the 354 TFS, and an F-4D MIGCAP flight from the 8 TFW at Ubon, using call sign "Ford".

"Olympia Flight" from the 34 TFS led the attack from Korat. Its lineup was:

- 1 - Maj George G. Clausen the 34 TFS commander
- 2 - Col John P. Flynn, the 388 TFW Vice Wing Commander flying F-105D 62-4231
- 3 - Capt Vernon D. Ellis
- 4 - 1Lt David B. Waldrop III

Col Flynn was hit by a SAM while approaching the target. Maj Clausen recalled that the 388 TFW

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## F-105 History

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commander Col Edward B. Burdett lost his flight upon target egress and joined Olympia flight for their return to Korat.

Maj Clausen was awarded the Silver Star (1st OLC) for this mission. "Major George G. Clausen distinguished himself by gallantry in connection with military operations against an opposing armed force as an F-105 pilot in Southeast Asia on 27 October 1967. On that date, Major Clausen courageously led a force of twenty F-105s and four F-4s on a mission against a vital railroad and highway bridge near Hanoi. Although a withering barrage of surface-to-air missiles and anti-aircraft fire inflicted heavy losses upon his force prior to reaching the target, he continued in to complete a successful attack. Before departing, he turned back into the most hazardous area in an attempt to ascertain the location and condition of his downed wingman. By his gallantry and devotion to duty, Major Clausen has reflected great credit upon himself and the United States Air Force." (George Clausen, phone interview, 5 April 2010 & Award citation provided by George Clausen, received 12 Apr 2010.)

Capt Lawrence R. Klinestiver also from the 34th flew F-105D 61-0124, and Capt William Wallace Butler from the 469 TFS flew F-105D 61-0068. Klinestiver received the Silver Star for this mission.

Three miles prior to the target, as the strike force came down Thud Ridge and began contending with the first of the many SAMs they encountered on this mission, Maj Kennedy's aircraft ("Bison 4" F-105D 62-4385) had the severe flight control problems that Capt Evert had experienced in the same plane two days earlier during the attack on the Doumer bridge. In his book "Pak Six", Capt Basel told what happened. His plane swapped ends "... up and down in a gigantic porpoise movement. His speed brakes popped out and the bombs and fuel tanks tore from the plane and tumbled out of sight. ... Bob broke formation, out of control, turning violently left and down to the deck." The 355 TFW OPREP described the event a bit differently reporting that "Bison 3" and "Bison 4" "... Jettisoned their four M-118s safe in a wooded area ..." because "Bison 4" was experiencing flight control problems (violent pitch oscillations). "Bison 3" escorted Maj Kennedy back to Takhli.

The North Vietnamese defended the bridge with barrages of SAMs and AAA. "At least four missile regiments engaged the attackers. Three battalions of the 236th Regiment mass-fired their missiles downing one F-105." ("The -ology War: Technology and Ideology in the Vietnamese Defense of Hanoi", 1967, Merle L. Pribbenow II, in *The Journal of Military History*, Jan 2003, pg 194.)

The strike force encountered 11 SAMs while flying to the target. The SAMs were launched in pairs approximately 30 seconds apart. The missiles appeared to be accurately guided and detonated at approximately 10,000 to 12,000 feet. The force's pod formation appeared to be effective probably due to the close range and the large number of SAM sites. SAMs were fired from sites L-46, L-37, and L-44. Other probable firing sites were L-87, L-30, and L-15. In his book, Capt Basel described the SAM encounters. "The sky was fast filling up with flaming missiles. We were caught in a massive crossfire. They came through the formation from both sides, from ahead. ... The Weasels were going crazy. Against this attack, the most savage to date, they could do little. All their Shrikes were gone. They had killed three sites, but they could kill no longer."

The SAMs knocked one of the attacking planes out of the sky. Its pilot, Col Flynn, "Olympia 02", from the 388 TFW, was captured.

SAMs claimed a second pilot. On ingress at 0111Z, "Zebra Lead", Maj Robert L. Stirm from the 333 TFS at Takhli received a direct hit by a SAM at coordinates 21-09N and 105-54E. The QRC pods in "Zebra" flight were operational and the flight was in standard pod formation, yet the SAM, launched from site VN-009 BE 616-01087, succeeded in finding a target. The pilot was climbing to roll-in altitude and was at 12,000 feet and 410 knots. "Zebra 2" and "Zebra 3" jettisoned four M-

## Lawrence R. Klinestiver

### F-105 History

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118s armed at 21-12N and 105-30E and attempted to escort "Zebra 1 out of the area.. However, Maj Stirm's aircraft went out of control and into tight unstable right turns. No one saw a chute but one crewmember thought he heard a beeper. Maj Stirm was reported as MIA and was later confirmed captured. He was released with other POWs on 14 March 1973.

The planes jinked to avoid SAMs and maneuvered for their dive bomb attacks. AAA opened up. As Capt Basel described, "The sky suddenly erupted with red explosions in and around the formation. We were now in range of the 85 millimeter guns on the outskirts of Hanoi. ... As we neared the target, the flak grew in intensity, bursting very close. ... All along the river and on the edge of the city, glaring, ugly red rings grew and faded. Flak sites spewing death into the morning sky. The sun was being blotted out by a growing cloud of smoke and debris over Hanoi."

AAA shot down one of the MIGCAP F-4Ds.

At 0111Z, flying flak suppression, the four F-105Ds in "Bear" flight dropped 12 CBU-24s, and 8 CBU-29s on AAA sites protecting the bridge. "Bear 3" noted what appeared to be two square, revetted artillery rocket sites firing four rockets at a time in quick succession and at a much faster rate than a AAA site can fire. One site was located approximately 7,000 feet northwest of Gia Lam airfield, immediately west of the rail line where the road branched east and cut across Gia Lam's runway. The other site was approximately 1,000 feet north northeast of the first site.

Reaching the bridge at 0112Z, two F-105Ds in "Bison" flight and four F-105Ds in "Shark" flight dropped 10 M-118s on the bridge followed one minute later by a single F-105D in "Zebra" flight that dropped two more of the 3,000-pound bombs. Pilots were unable to determine BDA due to extremely heavy defenses and smoke in the target area but they estimated they cut the bridge or its north approach. The flights experienced very intense accurate barrages and tracking 37/57/85-mm three minutes prior to the target, throughout their ordnance delivery, and continuing one nautical mile after egress.

Sometime during the attack, "Shark 2", F-105D 62-4347, received a four-inch by six-inch hole in the left horizontal stabilizer.

At 0114Z, when the two remaining pilots of "Bison" flight dove on the bridge and pickled their bombs, Capt Basel, "Bison 2", became separated from his flight lead. "... Basel rolled out at 3,000 feet on a southerly heading paralleling the Red River." As he turned from 200 degrees to 260 degrees, he saw two camouflaged MiG-17s moving into position behind "Bear" flight. All aircraft were at 3,000 feet in the vicinity of 20-51-30N and 105-52-00E, and heading 260 degrees. Capt Basel closed the distance between himself and the lead MiG from 3,000 feet to 2,000 feet and then fired approximately 600 rounds of 20-mm at the MiG. "I switched to dive function on the mode selector and closed to within 2,000 feet pulling lead on him. He didn't see me, and was intent on positioning for an attack on the flight ahead of me until he felt the 20-mm impacts. At that time he reversed his direction abruptly, fire belching from his tailpipe. The MIG continued rolling left to a rear inverted position until lost from sight. ... " "Bison 2" continued on with "Bison 1" and neither pilot saw the two MiGs again. "Bison 2's" gun camera film showed 20-mm impacts and flames coming from the MiG's aft section just forward of the exhaust. Capt Basel claimed one MiG destroyed. His mission had lasted three hours. (Aces & Aerial Victories, pg 71 & Capt Basel's individual flight record.)

The 7 AF Enemy Aircraft Claims Evaluation Board initially approved Capt Basel's claim in their release NR 11-67-185. However, on 5 December 1967, the Board withdrew their approval of the claim. "Although Captain Basel's claim for destroying a MiG-17 was initially denied because of a lack of information, it was confirmed after study of his gun camera film showed that the MiG-17 was on fire in its aft section and could not have recovered." (Fairchild Hiller memo, 6 Feb 68,

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## F-105 History

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quoting 7 AF letter in 388 TFW history, Jul - Dec 67 frame 1876.)

"Zebra" flight reported intercepting two 15-second oriental language transmissions over guard (OPREP cut off).

The North Vietnamese lost a MiG-17 but the Americans paid a higher price. Three aircraft were lost over the target and two F-105 pilots, Col Flynn and Maj Stirm, and the pilot in the F-4D, Capt Jon D. Black, became POWs. The F-4 GIB, 1Lt Lorenza Conner, was killed.

Today's attacks did not damage the bridge and so the F-105s returned to hit the bridge again on Saturday.

*355 TFW JOPREP JIFFY DOI 5503 OPREP-4/165 in USAF microfilm NO463, frame 1392 & "Pak Six", by G. I. Basel, pgs 67 - 80 & National Archives camera shot lists, record number NWDNM(m)-342-USAF-42649B & "Aces & Aerial Victories", pgs 69 - 71.*

### 28-Oct-67

179

For the second day in a row, F-105s struck the Hanoi railroad and highway bridge, in RP-6A, North Vietnam. As they did on Friday, "F-105s of the 355 TFW teamed (again on Saturday) with F-105s of the 388 TFW in a combined effort to insure success on the Canal des Rapides Bridge (JCS 13) near Hanoi, North Vietnam. The 388th went ahead of the 355th by mere seconds, its entire force laden with flak suppression ordnance (CBUs). This cleared the way for an unhampered bomb run by the 355th." (355 TFW Outstanding Achievements.)

North Vietnamese SAM sites countered the attack by barrage firing more than 10 SAMs "... using track-on-jam tactics." ("The -ology War: Technology and Ideology in the Vietnamese Defense of Hanoi", 1967, Merle L. Pribbenow II, in The Journal of Military History, Jan 2003, pg 194.)

Post-strike coverage on 28 October disclosed that one span was destroyed, one span dropped into the canal, and a third span was damaged. F-105s from the 355 TFW had destroyed the bypass bridge on 22 August and it still was unserviceable. (Rolling Thunder Status and Analysis Report to CINCPAC for the period 16 - 31 October 1967.)

Beginning at 0050Z, four flights of 355 TFW F-105Ds attacked the bridge. Fifteen planes, four F-105Ds in each of "Shark", "Marlin, and "Wolf" flights, and three F-105Ds in "Cheetah" flight, dropped a total of 30 M-118s on the bridge.

The flights saw impacts near the center of the bridge and also on the southwest end of the bridge with black smoke coming from some of the impacts.

The F-105s encountered heavy AAA and numerous SAMs. However, the pilots acknowledged that excellent CBU flak site coverage provided by the 388 TFW decreased AAA response noticeably from yesterday's strike on the same target. The majority of flak came from south of Hanoi and the Gia Lam airfield. The first flight on the target noticed no flak until pull-off and egress where they encountered moderate, accurate 37/57-mm AAA.

The following flights received heavy, accurate barrage, predominately 85-mm from roll-in through pull-off, and primarily moderate to heavy 37/57-mm bursting at aircraft altitudes of 7,000 to 8,000 feet on egress south of Hanoi. The last flight on the target started receiving 85-mm AAA five nautical miles on ingress to the target but it did not become intense until roll-in. The flak continued through pull-off. Numerous 37-mm AAA sites fired along the east-west road.

Seven SAMs were launched during the flights' ingress from 20-44N and 106-20E to the target while the F-105s were at 10,000 to 12,000 feet altitude and heading 344 degrees. Pilots could not see

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the SAMs until they were within 2,000 to 3,000 feet of them due to heavy haze in the area. The flights saw one SAM from L-17 (VN 003) pass approximately 2,000 feet below them. Thirty seconds later, the force saw two SAMs from the vicinity of L-27 (VN 159) or L-5 (VN 19) and four from the area of L-9 (VN 14). The SAMs from L-27 or L-5 passed 2,000 feet below the force. The four from L-9 passed through the force. Three of these SAMs were seen to detonate in the vicinity of 20-45N and 105-56E, at 14,000 to 17,000 feet. Detonations were one mile behind the flights. On egress, at least two SAMs were seen launching from L-5 (VN 19). These two SAMs detonated at approximately 300 feet in the vicinity of 21-07N and 105-52E. All missiles appeared to be unguided.

At 0050Z, while pulling off the target at 6,000 feet, heading 060 degrees, 550 knots, 37/57-mm AAA hit "Shark Lead", the force commander, Lt Col Thomas H. Kirk, Jr., the 357 TFS Commander flying F-105D 61-0169. The AAA punched a three by four foot hole in the aft fuselage and the engine became engulfed in flame. The hit blew off part of the panel behind the cockpit. The cockpit was smoking when the pilot ejected at approximately 20-50N and 105-47E. The aircraft impacted at approximately 20-50N and 105-46E. The pilot had a good chute and beeper but no voice contact made. (355 TFW JOPREP JIFFY DOI ????? OPREP-4/1?? in USAF microfilm NO463, frame 1393.)

Lt Col Kirk became a POW and was awarded the Air Force Cross. Maj James E. Light, 357 TFS operations officer, replaced Lt Col Kirk as commander of the 357 TFS.

Other 357 TFS pilots flying against the bridge who received the Silver Star were Capt Francis T. Torikai, Capt George A. Miklos, Lt Col Obadiah A. Dugan (1 OLC), and Maj Robert T. Cavanagh.

An F-105D pilot also from the 357 TFS at Takhli was Capt Ronald A. Venturini, Shark 4, flying 61-0109. His gun camera footage showed strafing of the bridge at coordinates 21-04-35N 105-54-43E.

F-105D pilots from the 469 TFS at Korat hitting the same target coordinates were Maj Robert M. Clark in 61-0055 and Navy exchange officer Lt James Karg flying 60-0458. Other 469 TFS pilots who struck the bridge at coordinates 21-04-55N 105-54-46E were Capt Steven W. Long, Jr. in 62-4283, Maj Eugene L. Main flying 62-4359, Capt Hal P. Henning in 59-1750, and Maj Roger P. Scheer in 61-0219.

Maj Dalton L. Leftwich from the 34 TFS at Korat flew F-105D 62-4248.

Three other F-105D pilots from the 34 TFS in "Crossbow" flight also struck the bridge. The flight took off at 0605 and the mission lasted 3 hours 5 minutes. The flight line up was:

- #1 - Capt Sam P. Morgan in 62-4270
- #2 - Maj David C. Dickson, Jr. in 59-1760, on his 29th combat mission
- #3 - Maj Spence M. "Sam" Armstrong in 60-0488
- #4 - Maj Larry R. Klinestiver who aborted on tanker for fuel problems.

This was Maj Armstrong's 14th combat mission into North Vietnam. "This was the hairiest of them all so far. The target was the railroad bridge over the Canal des Rapides [JCS 13], downtown Hanoi. Korat was to put 16 birds in to drop CBUs for flak suppression and Takhli was to come in and put 3000# bombs on the bridge. We approached Hanoi from due south, 35 bombs. We started getting SAMs fired at us from the time that we were 4 minutes out until we had dropped and back to the same point. Our flight of three had to evade 7 missiles ourselves. The last four were fired at us in volley and came over and ahead of us by less than 500'. The 85-mm, & 37/57-mm coming up from the target was heavy. The film showed that we put our CBUs on the target. L/C



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## F-105 History

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Kirk [Lt Col Thomas Henry Kirk, POW], the Takhli mission commander, was shot down coming off the target & bailed out right in the area. My mouth was dry from all of the action until we were clear of North Vietnam. Nobody else got knocked down." (Maj Spence M. Armstrong, combat mission log for period 5 Oct 67 - 14 Apr 68, pp 5 - 6.)

"Our wing and Takhli were both going to hit the Canal Des Rapides railroad bridge just outside of Hanoi. We were to go in first again and again carry CBU's for defense suppression and Takhli carried 3,000# bombs to knock down the bridge supports which were so hard to hit. We all flew the land route then turned Eastward to come up the East side of the Red River. On the way in our flight of three (one guy had aborted and there was not a spare available) ducked 7 SA-2s. The last one passed in front of me close enough that I thought I could see its flight control fins move.

"... We carried jamming pods which transmitted on the same frequency as the SA-2 tracking radars. We could put enough static on their scopes that they couldn't pick out the returns from our aircraft. We had some faith in the pods but sometimes one couldn't be sure so we tried to keep them in sight to see if they were guiding on us. If there were no clouds, we could easily see the swirl of dust as the SA-2 lifted off. Shortly afterwards the booster would fall off and the SA-2 would then be propelled only by a small sustainer motor which emitted a nice flame. If you could see that the missile had a profile, then it wasn't a danger to you. However, if it looked like a 'burning bowling ball' then it was wise to 'take it down'. This called for a firm forward push on the stick, pulling some negative g's, with the wings level. Keeping the wings level was important because the pods radiated in a conical downward pattern and banking would uncover their radar scopes. If the missile was guiding on you it would turn downward and you could then do a rapid pull up and outmaneuver it because of the speed it was traveling it couldn't adjust in time. If it wasn't, you eased up on the stick and let your aircraft climb back to the original altitude.

"So by the time I had done this 7 times, most of them I didn't personally see because my area of responsibility was to the East, I was exhausted. When the time came to roll in on our target, my mouth tasted like it was filled with cotton. The Takhli guys hit the bridge but their mission commander, Lt. Col. Tom Kirk, was shot down and captured.

"Besides the abort in our flight, there were several others to the result that there were other three ship flights between us and Takhli which was close behind. Before we got into the target area, I noticed a lone F-105D trying to join up with us and then visiting other three ship flights when we didn't look familiar. When we got back to Korat and had the mass debriefing, which we held after every Pack VIA mission, I asked if anyone else had noticed this lone F-105D? A voice spoke up: 'It was me. I was taking a leak and I lost my flight'. This was Francois 'Frenchy' Walsh [Maj Francis "Frank" P. Walsh, 44 TFS, flying an F-105D as #2 in a 4-ship Iron Hand flight]. He had been a C-141 pilot and was barely adequate in the F-105. He was born in France of a French mother and an American father. He came to America, as he liked to say, to avoid being drafted by the French and sent to Vietnam. Everybody got a laugh out of this since Frenchy was quite a character if not a good pilot. He would frequently lose the rest of his flight and have to egress by himself. He was lucky he wasn't picked off by an alert MiG." (Lt Gen Sam Armstrong, chapter titled, "Southeast Asia October 1967 - May 1968" in unpublished memoir, pp 11 - 12.)

*355 TFW Report on Outstanding Achievements, 1 Mar 67 - 29 Feb 68, in USAF microfilm NO462 & National Archives camera records, control #s NWDNM(m)-342-USAF-42649B & NWDNM(m)-342-USAF-42718A*

**08-Nov-67**

1444

In addition to the Dai Loi bypass bridge, F-105s from Korat and Takhli concentrated on other targets along the Northwest Rail Line (RR 1) in RP-6A, North Vietnam.

F-105s from the 388 TFW bombed the Hoi Thinh railroad yard (BE 616-01358) at 21-17-25N and 105-31-25E. BDA photos revealed the yard was unserviceable, there was no through track, and 4

# Lawrence R. Klinestiver

## F-105 History

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of the 16 rail cars were damaged. Post-strike coverage showed that all through rail lines were interdicted at the choke point and 4 pieces of rolling stock were destroyed or damaged. "Two rail cuts were claimed in the Hoi Thinh Railroad Yard in a strike by 12 Korat-based aircraft." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

"Twenty-seven miles (44 km) northwest of the North Vietnam capital city, strike pilots estimated at least six rail interdictions in the Hoi Thinh railroad yard following the strike. 'As I pulled off the target, I noticed both my bombs and my number two man's bombs going off,' said Capt Vernon D. Ellis, 28, Yuma, Ariz., a [34 TFS], 388 TFW pilot. 'They hit dead center on target.' Dense smoke and dust over the target limited bomb damage assessment." (Hq 7th Air Force News Release 11-67-240, Thursday, Nov 9, 1967, pg A-1.)

Planes struck the Lang Kay railroad bridge (BE 616-01131) at 22-03-43N and 104-29-10E. BDA photos from 9 November showed a cut on the southern approach and another possible cut 50 feet north of the bridge. "Post-strike photography confirmed the report of a Korat-based flight that the Lang Kay Railroad Bridge was destroyed following the release of 24 M117s." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 6.)

"F-105 Thunderchief pilots from the [34 TFS], 388 TFW, who included Maj Harold J. Steinke, Jr., 35, Park Ridge, Ill., flew deep into enemy territory yesterday afternoon to knock out the Lang Kay railroad bridge, 113 miles (181 km) northwest of Hanoi. Numerous hits were reported on the center of the structure. One mile further northwest, other pilots cut rails in the Lang Kay railroad siding. Maj James E. Daniel, Jr., 37, Fort Worth, Tex., was one of the pilots that hit the siding." Capt Jacob C. Shuler also flew on the Lang Kay strikes. (Hq 7th Air Force News Release 11-67-240, Thursday, Nov 9, 1967, pg A-1.)

F-105s from the 388 TFW bombed the Som Tra railroad yard (BE 616-M1195) at 21-52-30N and 104-42-00E. BDA photos from 9 November showed the yard was still serviceable. "Multiple rail cuts were reported in the Som Tra Railroad Yard following a strike by Korat-based F-105s with 24 M117s." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 6.)

"Multiple rail cuts were the result of another 388th TFW strike at the Som Tra railroad yard, 94 miles (159 km) northwest of Hanoi. Colonel James E. Bean [388 TFW DO flying with the 469 TFS], 43, Arlington, Va., reported dense smoke and dust over the target limited bomb damage assessment." (Hq 7th Air Force News Release 11-67-240, Thursday, Nov 9, 1967, pg A-1.)

Air Force planes struck the Ga Ngoi Hop railroad yard (BE 616-M1227) at 21-49-15N and 104-45-30E. BDA photos taken 9 November showed the yard was still serviceable. "Ubon-based F-4s hit the Ga Ngoi Hop Railroad Yard, with 20 M117s and twelve 500-pound bombs resulting in two rail interdictions." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 6.)

Air Force planes struck the Lang Kay railroad siding (BE 616-G0119) at 22-04-05N and 104-28-50E. BDA photos taken 9 November showed the yard was still serviceable. "Four ... 388 TFW aircraft struck the Lang Kay Railroad Siding and pilots claimed three rail cuts." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 6.)

"A 388 TFW flight claimed moderate damage to a 40-foot highway bridge [southeast of Lang Kay on the River Claire] following the release of six 500-pound bombs." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 6.)

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## F-105 History

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Air Force planes bombed the Dong Cuong railroad yard (BE 616-01151) at 21-58-15N and 104-35-45E. BDA photos from 9 November showed the yard was still serviceable. "The Dong Cuong railroad yard, 102 miles (163 km) northwest of Hanoi, was also hit by 388 TFW F-105 pilots. One of the strike pilots, Capt Lawrence R. Klinestiver [34 TFS], 36, Hobbs, N.M., observed several rail interdictions before the target was obscured by smoke." (Hq 7th Air Force News Release 11-67-240, Thursday, Nov 9, 1967, pg A-2.)

The 357 TFS from the 355 TFW hit the Yen Bai support area " ... with a small secondary noted." "The construction activity at Yen Bai was hit by eight strike aircraft from the 355 TFW. A small secondary explosion was noted in the service area following the release of 54 M-117s." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 3)

"Thunderchief pilots from the [333 TFS] 355 TFW dropped their bombs on the Yen Bay airfield support area, 78 miles (125 km) northwest of Hanoi. Targets hit at the complex included the support area, service area, heavy equipment support area, and flak sites in the vicinity. Major Donald M. Russell, 36, Westbrook, Maine, Maj James D. Gormley, 36, Rapid City, S.D., observed bombs on target and a secondary explosion in the service area. Detailed bomb damage was unobtainable due to heavy flak and smoke and dust. [The 333 TFS Wild Weasel crew of] Capt Gerald P. Fey [EWO], St. Louis, and Lt Col Robert M. Wall [pilot], 41, Laredo, Tex., also took part in the strike." (Hq 7th Air Force News Release 11-67-240, Thursday, Nov 9, 1967, pg A-2.)

*Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1757 & 355 TFW history, Oct 67 - Mar 68, USAF microfilm NO463, frame 1583 .*

**09-Nov-67**

4836

Two days after returning from his first R&R in Japan, Maj Spence M. "Sam" Armstrong from the 34 TFS flew his 17th combat mission over North Vietnam.

His flight's call sign was "Fresno" that took off at 0645. The mission length was 2+00. Their lineup was:

- #1 - Maj Larry R. Klinestiver
- #2 - Maj Armstrong flying F-105D 60-0445
- #3 - Capt Robert M. Crane
- #4 - Maj William J. King

"We went to our 2nd alternate target over in Pack I for some reason. The weather in Pack VI was forecast to be fairly good. We refueled, went directly east and got a CSS from Bravo to the target. The target was a truck park 5 miles inland from Ron Ferry. The target was in the clear but we took a Sky Spot drop and surprisingly enough, covered the target completely. Afterwards, we flew around over there and made a strafing pass on what looked like a truck just off a main road."

Capt Jacob C. Shuler, also from the 34th, flew his 19th mission this day. His mission card shows his flight's call sign was also "Fresno". The takeoff time was 0755 and TOT was 0900. This flight's lineup was:

- #1 - Capt Erving E. LeVine flying F-105D 62-4387
- #2 - Capt Jacob C. Shuler flying 60-0435
- #3 - Capt Clyde L. Falls, Jr. flying 61-0161
- #4 - Capt Carl William Lasiter flying 61-0124

"I do not recall any specific details of this mission. The target coordinates, 17-38N and 106-31E, suggests a recce mission in RP-1 near Dong Hoi."

*Maj Sam Armstrong's 100 mission combat log, pg 7 & Jake Shuler's mission card and narrative via e-mail 11 Jan 2011.*

# Lawrence R. Klinestiver

## F-105 History

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**10-Nov-67**

4837

Maj Spence M. "Sam" Armstrong from the 34 TFS flew his 18th combat mission over North Vietnam.

His flight took off at 0615 and the mission lasted 3 hours 50 minutes. The line up of "Laredo" flight from Korat was:

#1 - Capt Lawrence G. Hoppe (Mission Commander) on his 87th combat mission

#2 - Maj Larry R. Klinestiver

#3 - Maj William J. King

#4 - Maj Armstrong flying F-105D 61-0124

"The target was a railroad siding up on the northeast railroad, 20 miles down from China. The weather was forecast to be problematic and it was. We crossed a solid undercast on the eastern edge of Thailand and seldom saw the ground again until we came back over the same area. We dropped off the tankers, proceeded up to the 'island' and the 'wart' and inbound. The 'Iron Hand' flight ahead of us said that there was no way to see the target. We made a left turn and got out of there when about 3 minutes out from the target. We came back and dropped our bombs just north of the DMZ on a spot marked by an O-2 FAC. The target was in the sandy area of the beach. We didn't hit it too well because of working under an overcast of 7,000' and a poor dive angle."

*Maj Sam Armstrong's 100 mission combat log, pg 7.*

**17-Nov-67**

6985

"Bad weather over North Vietnam finally broke recently and pilots of the 388 TFW took advantage of clear skies to launch an attack on the Bac Mai airfield south of Hanoi.

"The Thunderchief pilots dodged MiGs, surface-to-air missiles (SAMs) and heavy flak to strike the main base support area, including underground command post and personnel bunkers, a communications site, and flak sites around the airfield. All pilots reported good results.

"Capt Lawrence R. Klinestiver [34 TFS], 38, Albuquerque, N.M., led a flight of F-105s that went after the flak sites with bombs and air-to-ground missiles.

"We had MiGs hampering us all the way in, but a flight of F-4s was working with us and when the MiGs started to close in, we lit the afterburners, took the ole 'Chief down and separated from the attackers. We weren't bothered at all on the way in.'

"Well planned, well managed and almost perfectly executed,' said Maj James R. Bassett [44 TFS], 32, Dennison, Tex. He led his flight against the command post bunker and termed his roll-in and run-in on the target as, 'picture perfect; just like on the practice ranges back in the States. I also saw numerous bombs from the flights ahead striking the target.'

Pilots reported a number of SAMs launched at the strike force and Bassett also reported seeing two MiG-21s waiting to 'bounce' his flight as he approached the target.

"However, our timing was perfect and when we broke off and dove toward the target, they overshot, and we were in and out before they could get reorganized.'

"Maj James E. Daniel, Jr. [34 TFS Ops Officer], 37, Fort Worth, Tex., who led his flight against the communication site on the southeast end of the runway was the last flight in and reported extremely heavy flak of all calibers. He reported bombs going right through the roofs of a personnel area on hits from another flight.

# Lawrence R. Klinestiver

## F-105 History

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"The last man in Daniel's flight, Capt Douglas A. Beyer [34 TFS], 33, Seguin, Tex., saw the comm site completely engulfed in smoke and debris as he pulled out and also observed some bombs causing a cut in the airfield runway.

"The 388th TFW's SAM suppression flight was led by Capt Robert E. Dorrough, Jr. [44 TFS], 29, Dallas, and they reported damaging two fire control sites and one SAM site.

"Other pilots taking part in the mission against Bac Mai included: Capt Robert M. Elliot, 38, Newberry Springs, Calif., Major Spence H. Armstrong, 33, Columbia, Tenn., Capt Robert M. Crane, 29, Duarte, Calif., Maj Donald W. Hodge, 38, Panama City, Fla., Capt Raymond W. Vissotzky, 38, Stoughton, Mass. [all from the 34 TFS], Maj Stanley H. Horn, 41, Madison, Wisc., Maj James D. Murray, Jr., 34, Bayonne, N.J., Capt Hal P. Henning, 27, Contoocook, N.H. [all three from the 469 TFS] and Lt Col Robert A. 'Red' Evans [44 TFS commander], 45, Rangeley, Maine."

*Hq 7th Air Force News release 11-67-515, pp 1 - 3.*

**17-Nov-67**

4839

"Hatchet" flight from the 34 TFS was one of the four flights from Korat's ALPHA force that attacked Bac Mai Airfield (JCS 7). The flight took off from Korat at 0620 with a TOT of 0855 to 0858, four minutes ahead of Takhli's BRAVO force. Their mission lasted 2 hours 50 minutes.

The flight lineup was:

#1 - Maj Larry R. Klinestiver

#2 - Capt Robert Malcolm Elliot, KIA 14 Feb 68

#3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4248

#4 - Capt Robert M. Crane

This was Maj Armstrong's 21st combat mission to North Vietnam. "We finally got into the Bac Mai Airfield just south of Hanoi and, I think, in the city limits. The weather was absolutely perfect once we crossed eastward from the mountains into the delta. We were tapped by MiG-21s as we turned north into the target, 30 miles south of Hanoi, but they were not able to get a shot at us. Lead and myself launched Shrike missiles toward Hanoi about 12 miles out. I don't know what they hit. We rolled in with the CBUs and were rather fast on airspeed so I released a little early. I was aiming for the flak sites on the southeast end. There was heavy 85-mm flak as we rolled in from the northeast & pulled off. No one got hit despite the heavy fire and the 3 SAMs that were launched. Takhli's Force Commander was shot down just behind us in the delta [Maj Charles Edward Cappelli, 354 TFS, KIA]. No rescue possible there. We got good hits on the airfield targets.

"That night we faced an inquisition because some ordnance had hit the Russian, English and I.C.C. embassies. None of ours, however."

In his memoir, Lt Gen Armstrong elaborated on this mission. "The next day the weather was much improved in Pack VIA. Our target that morning was the Bac Mai airfield which we had originally planned to strike the day before. Several days earlier a bunch of us in the 34th concluded that the SA-2 radars seemed to shut down whenever a Shrike missile was fired. The Shrike left a very tell-tale gray trail which couldn't be confused with a Sidewinder, for instance. So we opined that it might be a good idea to just fire some Shrikes just before entering the SA-2 ring and see if that held down the radars. So we persuaded the command post to order a Shrike missile to be loaded on the outboard station of the lead and #3 aircraft in the first two flights. Why they agreed to such a wild scheme, I'll never know but they did. Our plan was for the mission commander to transmit a code word about 20 miles from the target and the four of us would hose off our missiles.

"We headed up the land route and turned East to cross the Red River and fly the last 80 miles on the East side of the river so we could make a left hand roll-in on the airfield. I was #3 in the second

# Lawrence R. Klinestiver

## F-105 History

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flight which meant I was carrying CBU's. We briefed to drop them on any 85-mm site that fired on us. If we didn't see any firing, then lead and his wingman would dump theirs on the 85-mm site on the Southwest end of the field and I would do likewise on the site on the Northeast end which we knew were there from photos of the target. Everything was proceeding according to plan until we were about to cross the Red River. We got a call that two 'blue bandits' (MiG-21's) were closing on us from the North. We executed our standard defensive maneuver: lower the nose, go into afterburner, and race them to the SA-2 ring. I noticed a flicker on my airspeed tape which indicated that I had gone supersonic but I didn't think anything more about that as it I was still concerned about the MiGs. They must have overshot us because they caused us no more grief.

"When we were about 20 miles from the target (using the Doppler navigation system for reference) the code was transmitted to fire the Shrikes. I hosed mine off and it accelerated away in level flight leaving the tell-tale smoke trail. We saw no SA-2s being launched although we knew there were plenty of them in this area. When the time came to roll-in, nobody was firing so [I] aimed at my pre-designated 85-mm site. Since nobody was firing, I made a picture-perfect dive and released my CBU's right on the numbers. The other guys put their bombs on the barracks on the field which was the real target. The airfield itself was too short for any combat usage.

"Unscathed, we returned to Korat feeling pretty good about the mission and our nifty idea of firing the Shrikes. After dinner, we were all called down to the command post. There was an urgent inquiry from the White House who wanted to know about the report that there were casualties that morning at the International Control Commission, the English Embassy, and the Soviet Embassy. Fortunately, the #4 aircraft was equipped with a 70-mm camera which took pictures upon bomb release. The 180-degree pictures showed the CBU's coming off the rack and starting to spin rather than fall away smoothly pulling the wire that allowed the propeller on the nose of the CBU container to unscrew and open up the container like a pea pod. Normally this was calculated to happen at a couple thousand feet above the target which allowed aerodynamic forces on the curved fins of the bomblets to spread them into a lethal circle of about 200-foot diameter.

"But since they were spinning, the propeller didn't turn and the container did not split in two. The film showed that the containers impacted over a mile laterally and emitted a puff of white smoke which was the indication that the bomblets were not armed by the aerodynamic forces. They impacted along Embassy Row parallel to our run-in heading. This could have been the cause of the casualties that the White House was asking about. Or it could have been that there were radar sites on those buildings which our Shrikes homed in on. Anyhow, that's all that we could tell them and we didn't feel like we owed anybody an apology. But we were told that the Shrike gambit was not to be used again. Too bad -- it seemed to work! It was normal to try different tactics. Sometimes changing from the morning mission to the afternoon mission. The mission commanders had a lot of flexibility as it should have been."

*Maj Sam Armstrong's 100 mission combat log, pp 8 - 9 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pp 15 - 16.*

**21-Dec-67**

4855

Four pilots from the 34 TFS of "Scuba" flight took off from Korat at 14:30 on a mission to bomb a target in northern Laos. They refueled from Red Anchor 40. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 59-1759
- #2 - Capt Lawrence R. Klinestiver flying F-105D 62-4248
- #3 - Lt Col Robert W. Smith, 34 TFS Commander flying F-105D 60-0462
- #4 - Capt Jacob C. Shuler flying F-105D 62-4270 on his 32nd mission.
- Spare - Maj Kenneth W. Mays in 60-0449

It was Maj Armstrong's 41st combat mission. "This was to be my first flight as Mission

# Lawrence R. Klinestiver

## F-105 History

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Commander of the strike force. The weather was bad up in Pack VI so we went as individual flights instead up into northern Laos to work with a FAC. We had to wait for about 20 minutes orbiting the target, just penetrating Pack IV for a counter. We finally hit a road segment. All four of us put our bombs squarely on the target. Other than that, an uneventful mission." The flight lasted 2.7 hours.

This was one of the last combat missions for Larry Klinestiver. He made his last flight in the F-105 in December by which time he had accumulated 254.1 hours in the airplane.

Jake Shuler described how he remembered the mission. "Due to bad weather over the primary target, we were directed to work with FACs, Firefly 17 & 18, target 120 degrees 20 NM from Channel 97. We may have also worked with Raven FACs 40 & 41 with a time on target of 1510 hours, both targets in northern Laos."

Maj David C. Dickson, Jr. in another flight with the 34 TFS, 388 TFW, flew his 50th combat mission, this one into Laos and Route Pack 2. He struck some trucks.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 3" against a truck park in the Barrel Roll region of Laos. "100%/ 1 large secondary." It was his 22nd combat mission.

*Maj Sam Armstrong's 100 mission combat log, pg 17 & Jake Shuler's mission card and e-mail 11 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 21 Dec 67 & Rufus Dye Mission History log.*

### 05-May-91

5317

Lawrence R. "Larry" Klinestiver, Lt Col USAF (Ret) died.

Birth: Saturday, 10 Nov 1928

Death: Sunday, 05 May 1991

Obituary ([http://www.579sms.com/inmemory\\_lawrenceklinestiver.htm](http://www.579sms.com/inmemory_lawrenceklinestiver.htm))

"Lawrence Robertson Klinestiver, 62 of Idaho Falls, died May 5, 1991, at Eastern Idaho Regional Medical Center following a sudden illness.

"He was born Nov. 10, 1928, at Inglewood, Calif, to Harry Paul and Margaret Mary Robertson Klinestiver. He grew up and attended schools in British Columbia, and received a doctorate degree in physiology. He served in the U.S. Air Force for 20 years and was a fighter pilot during the Korean and Vietnam wars. He was also a professor at the U.S. Air Force Academy and was employed by EG&G for 10 years retiring in 1989. He had lived in Idaho Falls since 1983.

"He married Patricia Gibbs and they were divorced in 1986.

"He enjoyed tennis, skiing, fishing and hunting.

"Survivors include his children, Paul Kid of Hurst, Texas, and Lori Seymour of Arlington, Texas; and three grandchildren.

"Funeral services will be Wednesday at 1p.m. at Buck-Sullivan Funeral Home in Idaho Falls with the Rev. Dave Mampel of the First Congregational Church officiating. Burial will be in British Columbia."

*Earl Henderson, e-mail 19 Jul 07 & Rick Versteeg, e-mail 14 July 2011*