

William W. Koelm

F-105 History

02-Nov-65

6226

1Lt William W. Koelm graduated from F-105 training in Class 66-C in the 4520 CCTW at Nellis AFB, NV. On 14 May 1965, he had entered F-105 upgrade as a 2nd Lieutenant directly from undergraduate pilot training at Williams AFB, AZ. During his 167 days at Nellis, he was in the 4523 Combat Crew Training Squadron where Capt Buddie R. Reinbold was his instructor pilot.

His next assignment was to the 12 TFS, 18 TFW, Kadena AB, Okinawa, arriving there on 6 January 1966.

Bill Koelm, AF Form 11 Officer Military Record and AF Form 475 Training Report, dated 22 Nov 65, signed by Capt Buddie R. Reinbold.

31-Dec-65

4404

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

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

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

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

Maj Ralph H. Bowersox, Flight Commander, KILO Flight, 58 missions. Other members were:
Capt Charles R. Copin 51 missions
Capt Samuel Chapman "Max" Maxwell
Capt Raymond V. Moss 54 missions
Capt John H. Busbee 46 missions
Capt James R. Hostetter 57 missions
1Lt William W. Koelm

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

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

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

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

16-Apr-66 24-May-66

4532

F-105 pilot 1Lt William W. Koelm from the 12 TFS at Kadena went on TDY for 38 days to the 333 TFS, 355 TFW, at Takhli from 16 April to 24 May 1966. This was the first of his five TDY combat tours at Takhli and Korat.

12 TFS history, 1 Jan - 30 Jun 66, pg 5 & Bill Koelm, interview 6 Aug 09 and his AF Form 11, Officer Military Record..

29-Apr-66

1729

The 333 TFS, 355 TFW, flew an early morning mission into Laos. After briefing at 03:40, "Mercury" flight took off at 05:50 and joined with a FAC to strike a truck park in the Ban Ban area of Laos. Each plane carried five 750-pound bombs and strafed the target with 20-mm ammunition. They started two fires in the truck park. As the flight left the target, the FAC reported four flak sites destroyed and over 300 enemy killed. However, during a strafing pass, #2 was hit in the aft section by 37-mm AAA. He landed at Udorn with an overheat warning light. The rest of the flight recovered at Takhli.

The four 333 TFS pilots in "Mercury" flight were:

- #1 - Capt Martin H. Mahrt flying his 96th combat mission (79 counters),
- #2 - 1Lt William W. Koelm on TDY from the 12 TFS, Kadena AB, Okinawa
- #3 - Capt Robert D. Gobble flying his 94th combat mission (74 counters)
- #4 - Capt George W. Acree II in F-105D 61-0156 also on his 94th combat mission (75 counters).

The pilots logged 2 hours 35 minutes of flying time.

Mahrt: "Flew a no count today. #2 was Bill Koelm and he took a hit and had over heat light on so took him to Udorn. The squadron went on a JCS (in the afternoon) and did great. Lost Lt. Bill Bruch on the mission. Went in with his aircraft. Cush finished 100 total today also. (Capt Anthony S. Cushenberry). Bruch was a fine young lad. No one hit the steel plant."

Gobble: "This was in Barrel Roll up by Ban Ban. We heard the flight in front of us and they were drawing fire. We had the FAC mark the target, a truck park, and we rolled in and bombed the area. We came back around to strafe and I was in position so I came in first. Marty's element was next and as #2 (Bill Koelm) was coming off he was hit in the aft section and had an overheat light. He got back to Udorn O.K. and the other 3 of us came on home. On my strafing pass I could see tracers to both sides of me and I called that they were firing. Later results: 4 flak sites destroyed and over 300 KIA. Bill Bruch went in today after being hit on a JCS to the [Thai Nguyen] rail yard north of Hanoi."

Acree: "Good mission. Flak - heavy 37 mm and AW." He fired 641 rounds from his gun.

Later in the morning, "... the 355 TFW launched three flights of F-105s plus a camera ship against ... the Thai Nguyen Railroad Yards (JCS 21.11 30 miles north of Hanoi in RP-6A, North Vietnam). Each aircraft except the camera 'bird' carried six 750-pound general-purpose bombs. The aircraft encountered heavy flak and indications of SAM activity were picked up on their radar. However, the flak did not appear to be radar controlled and was primarily of 85-mm with some 37/57-mm. All bombs were within the target and the railroad yards were cratered in several places and many railroad cars were damaged or destroyed within the yards. There was one loss taken on this mission." (355 TFW History, Jan - Jun 66, USAF microfilm NO461, frame 1103.)

"Air Force analysts believed that the destruction of the yard would hamper shipments from the North's only nearby steel mill (JCS 76) -- which remained off limits to the fighter-bombers. As

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usual, the North Vietnamese quickly began to repair the damage, assisted by a period of poor flying weather that prevented immediate restrikes." ("Gradual Failure: The Air War over North Vietnam: 1965 - 1966", pg 256.)

The 333 TFS, 355 TFW, launched three flights of F-105s from Takhli to strike the Thai Nguyen Railroad Yards (JCS 21.11) in North Vietnam. Each plane carried five 750-pound bombs. The raid destroyed marshaling yards with 48 confirmed craters out of 60 bombs dropped. The flight lineups were:

"Nash"

#1 - Lt Col James A. Young, 333 TFS Commander and Mission Commander.

#2 - Capt Gerald W. Brantley

#3 - Col William H. Nelson, 355 TFW Vice Commander

#4 - Capt John E. Whipple

#5 - Capt Donald J. Mattasolio, camera chase

"Dodge"

#1 - Capt Francis James Feneley

#2 - 1Lt Donald William Bruch, Jr.

#3 - Capt Calvin T. Broadaway

#4 - Capt James E. Bayles

During his roll-in (at 08:09Z), 1Lt Bruch was hit by 85-mm AAA and his plane crashed. No one saw him eject and he was not recovered. Within five weeks, two other members of this flight would be shot down and one killed.

"Volvo"

#1 - Capt Anthony S. Cushenberry flying F-105D 59-1765 on his 100th combat mission (81 counters)

#2 - 1Lt Fred A. Wilson

#3 - Capt Vincent P. Roy

#4 - Capt George W. Acree II flying F-105D 60-0460 on his 95th combat mission (76 counters) on his second mission of the day.

The flight briefed at 10:30. The original "Volvo 3" and "Volvo 4" aborted and the spares, Capt Roy and Capt Acree, took their places. Over the target, Capt Acree strafed a flak site with 336 rounds of 20-mm ammunition before his gun jammed. The flight recovered back at Takhli after flying for 2 hours 50 minutes.

Cushenberry: "Well we finally went on the big one. ... Heiliger aborted so Roy moved in, then Jack aborted and Acree (Dodge Spare) filled in since we had briefed jointly. I wound up leading, Wilson 2, Roy 3, Acree 4. ...We refueled in Green Anchor extend. We dropped off at 3 mile intervals and went to the Black River, then Red, then straight east to north of the target. Then we turned south to the railroad yard. The mission was a blazing success. All bombs on target but mine and they didn't come off. I have a tape of all the conversation. We lost Bill Bruch. He was hit and went in with aircraft. We were lucky as they were really shooting. I will remember this one. 2+50. 6-750s."

Acree: "1/Lt Bruch shot down - no chute. Flak - very heavy - everything. 2 MiGs shot down by F-4Cs. White Anchor 34 tanker good."

Before the day ended, a total of six U.S. planes and their pilots were lost in combat over Laos and North Vietnam. In addition to Lt Bruch, the Air Force lost an RF-101C that was flying toward the Thai Nguyen rail yard to take bomb-damage photos following the F-105 strike. Afterwards, a MiG-17 shot down an A-1E while it was flying rescap for the downed reconnaissance pilot. Also, the Marines lost an A-4E from Chu Lai on a strafing mission in Laos. Finally, the Navy lost two planes:

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an F-8E that crashed off the coast of North Vietnam and an A-1H that was downed by small arms fire in Laos. (CNA Loss/Damage Database)

The downed A-1E pilot was Capt Leo Sydney Boston from the 602 ACS. He was flying RESCAP for the RF-101 pilot, Maj Albert Edward Runyan, who became a POW. Capt Boston's remains were recovered.

Combat diaries of Capt Martin H. Mahrt, Capt. George W. Acree II, Capt Robert D. Gobble, and Tony Cushenberry

14-May-66

4520

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

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

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

Pilots in INDIA Flight were:
Capt Vernon E. Frank
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Samuel E. Waters, Jr.
Capt Malcolm B. Robertson

Pilots in JULIET Flight were:
Capt Allen L. Anderson
Capt Wesley G. Cary
Capt Anatole Semenov, Jr.
1Lt Charles C. Large
1Lt Vernon V. Sisney

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

Pilots in INDIA Flight were:
Capt Eddy J. Doerschlen
Capt John C. Jones
Capt Richard Smith
1Lt Charles G. Hoflelich, Jr.

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

24-May-66

1743

The four F-105D pilots of "Mercury" flight ("Olds" fight per Gobble's diary) briefed at 05:25, then headed for northern Laos to join with a FAC. The 333 TFS, 355 TFW, pilots were:

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- #1 - Capt George W. Acree II flying F-105D 62-4394 on his 105th combat mission (81 counters)
- #2 - 1Lt Fred A. Wilson
- #3 - Capt Robert D. Gobble flying his 107th combat mission (80 counters)
- #4 - 1Lt William W. Koelm on TDY from the 12 TFS, 18 TFW.

Under control of the FAC, they each dropped two 3,000-pound bombs on a supply area 3 miles northeast of Sam Neua airfield. The results were unknown. Afterwards, they strafed a troop concentration near Lima Site 36. The flight returned to Takhli after their 2-hour-45-minute mission.

Acree: "Wx - OK. No flak. Recovery wx - IFR rain." He fired 770 rounds of 20-mm ammunition.

Gobble: "We dropped on our primary in the Sam Neua area and were called in to strafe troops at L-36."

F-105 pilots in the 333 TFS flew two other missions into Laos. Three pilots in "Alpine" flight flew the morning mission. The lineup was:

- #1 - Lt Col James A. Young, 333 TFS Commander
- #2 - Capt Anthony S. Cushenberry flying F-105D 61-0168 on his 111th combat mission (87 counters)
- #3 - Capt Donald M. Ware (camera)

Cushenberry: "Col Young led, me 2, Ware camera. We went to Cricket under FAC control and hit the smallest bridge in the world, 107-degrees/81 from 89. Col Young out-bombed me this time. He hit real close (15'), which is very good dive bombing. He got a piece of the bridge. Don climbed back up and followed me down. Mine were short but dead center the road so was O.K. 2+10. 2-3000#."

Four pilots in "Hudson" flight flew an afternoon mission. The lineup was:

- #1 - Capt Anthony S. Cushenberry flying F-105D 61-0142 on his 112th combat mission (87 counters)
- #2 - Capt Donald Lester Heiliger
- #3 - Maj Ralph A. Ritterman
- #4 - Capt Donald M. Ware

Cushenberry: "I led this one to Bravo about 5 miles east of Sam Neua, Heiliger 2, Ralph 3, Ware 4. I did real bad work. The FAC marked a hill and said hit the east and I said Rog & rolled in and bombed the west. First time I got turned around like that. Ralph air aborted for a 650 that wouldn't refuel. We were bingo when we hit the target so was rushed but still no excuse for missing the damn thing that way. 2+30. 2-3000#."

F-105D combat diaries of Capt. George W. Acree II, Capt Robert D. Gobble, and Tony Cushenberry.

31-May-66

6227

Four pilots from the 12 TFS, 18 TFW, Kadena AB, Okinawa, were assigned TDY for 59 days to the 388 TFW, Korat RTAFB, Thailand, "... in support of PACAF OPORD 131-65 (SEA)". The pilots were:

- Capt John C. Jones assigned to the 469 TFS
- Capt Richard E. Smith
- 1Lt Vernon V. Sisney
- 1Lt William M. Koelm assigned to the 421 TFS

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F-105 History

This was Lt Koelm's second combat TDY to Takhli and Korat since his assignment to the 12th in January 1966. Capt Smith and 1Lt Sisney ended up being assigned TDY to the 357 TFS at Takhli.

Bill Koelm, interview 6 Aug 09 and AF Form 11 Officer Military Record, and 12 TFS TDY Order dated 27 May 66 signed by Maj Robert T. Campbell, Ops Officer.

20-Jun-66 **18-Aug-66**

4544

Four F-105 pilots from the 12 TFS at Kadena AB, Okinawa, went TDY for a month to augment aircrew manning in the 355 TFW at Takhli. They were:

Capt Richard E. Smith
Capt Samuel Chapman "Max" Maxwell
1Lt Vernon V. Sisney
1Lt William W. Koelm

Lt Koelm was assigned to the 357 TFS for 61 days. This was his third of five combat TDYs from Kadena. He was awarded the Distinguished Flying Cross (1 OLC) "... for outstanding airmanship and courage..." for the period 20 June to 10 July 1966.

After their TDY, all four men returned safely to their home base at Kadena.

12 TFS history, 1 Jul - 31 Dec 1966, pg 3, Bill Koelm, interview 6 Aug 2009 and AF Form 11, and Hq 7th AF SO G-815 dated 4 Oct 66.

30-Jun-66

4533

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

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

LIMA flight had no personnel.

Pilots assigned to the three flights were:

INDIA Flight
Capt Malcolm B. Robertson
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Samuel E. Waters, Jr.
1Lt William W. Koelm

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

KILO Flight
Capt Raymond V. Moss
Capt Richard Smith
Capt John H. Busbee

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Capt Lawrence G. Hoppe
1Lt Charles G. Hofelich, Jr.

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

30-Jun-66

2138

The roster of the 333 TFS at Takhli as of 30 June 1966 included the following 20 pilots and their arrival dates:

Maj Douglas D. Brenner	26 May 66
1Lt Ralph Thomas "Tom" Browning	21 Jun 66
Maj Gordon W. Atkinson	18 Jun 66
1Lt Martin J. Neuens	21 Jun 66
Capt Jim G. Pinson	21 Jun 66
1Lt Milton R. Rutter	19 Jun 66
Capt Roger J. Mathiasen	26 Jun 66
1Lt Alan V. Rogers	24 Jun 66
Capt Paul H. Dwyer	5 Jun 66
Lt Col James A. Young	5 Dec 65
Capt James C. Sharp	5 Dec 65
Maj Howard W. Leaf	13 Feb 66
Capt John H. Wendell, Jr.	15 Apr 66
Maj William J. McClelland	24 Jun 66
Capt Donald G. Weidman	24 Jun 66 TDY
1Lt Jack T. Stone, Jr.	25 Jun 66 TDY
Capt Frank J. Hardy	26 Jun 66 TDY
Capt Murphy Neal Jones	26 Jun 66 TDY
1Lt William W. Koelm	20 Apr 66 TDY

355 TFW History, USAF microfilm NO461, frame 1374

17-Jul-66

2209

Capt Richard E. Smith, on TDY from the 12 TFS, flew his 14th combat mission with the 357 TFS at Takhli.

"Chevrolet" flight.

Chevrolet 1 - Maj Elias Casillas

Chevrolet 2 - 1Lt William W. Koelm

Chevrolet 3 - Capt Bruce Klein

Chevrolet 4 - Capt Richard E. Smith. Logged 2 hours 15 minutes flying time.

"Five 1,000-pound bombs against a road ford and bridge in southern part of RP-2. #3 and I should have clobbered ford with 3 bombs each. My last two bombs got approaches to bridge. Weather not too good in target area."

Capt Richard E. Smith, combat diary, June 66 - Aug 66.

24-Sep-66

4546

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

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

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

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

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

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

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

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

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

30-Sep-66

6054

Maj Edward J. Kohlmeier, 469 TFS, 388 TFW, flew his 47th combat mission into RP-1, North Vietnam.

"... Scheduled 6, briefed 3, ended [up in] 1. Bad weather in 6 -- headed for 3 and weather kept us out so went to 1. I was leading and found two nice bridges. I and #2 got one, #3 and #4 got the other. Good mission.

"I'm finding out that they don't get easier as you get more. As I have often mentioned here, once I push the starter button no more apprehension. Well now almost half way through, there may be a way and here today we are going into a little hot spot in package 3. Though I was busy as heck navigating, it still entered my mind that I could get shot down on this one. This is the first time I have felt this in flight. Wouldn't it be hell to go through the rest of the tour sweating even the soft ones? I hope it was just a combination of being responsible for the flight and the little hot spot. It's a long tour. ..."

1Lt William W. Koelm, flying with the 469 TFS on TDY from the 12 TFS, received the Distinguished Flying Cross for extraordinary achievement for the mission he flew this day. "... Lieutenant Koelm was a member of a flight of F-105 Thunderchiefs assigned to destroy the Tuyen Quang Barracks Complex located 60 miles northwest of Hanoi, North Vietnam. Lieutenant Koelm risked his own life under intense and accurate anti-aircraft fire to destroy this complex so vital to the opposing forces' war effort. ..."

Also, Capt Donald F. Smith, also TDY to Korat from the 12 TFS, received the DFC (1st OLC) for his mission today.

Ed Kohlmeier's mission diary & Bill Koelm's DFC award citation & Hq 7th Air Force SO G1084 dated 30 Nov 66.

07-Nov-66

6087

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

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

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

In his combat log, Capt Murphy described the mission, his first to RP-6. "Takeoff was at 12:35 for refueling with Orange Anchor 47 just above Udom. We were one of the seven strike flights to be escorted by three Iron Hand flights into Package 6 just above Hanoi. We crossed The Red River at the tit just west of Yen Bay. From there we turned 81 degrees for 8':30" to hit the Bac Kan Military Barracks and Storage Area.

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

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

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

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

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

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

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

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

14-Nov-66

6093

Maj Edward J. Kohlmeier, 469 TFS, 388 TFW, spent the second day of his third R&R at Kadena AB, Okinawa.

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"Today I slept late and then went shopping or I should say looking. This is another great place to shop like most places in the Far East. My problem is again one of selection and holding myself down. I checked both BXs and annexes at Fort Bruckner and here at Kadena. I am staying in real nice quarters belonging to a guy, Bill Koelm, who is TDY from here to the 469th. I have a whole Quonset hut to myself; a living room, kitchen, bathroom, three bedrooms, plus maid service. I have talked to some five pilots here who will have to come up and finish their 100 prior to going back to the ZI. Don't envy them. Though I managed to not think about Korat most of the day, the question of the vote getter keeps cropping up in my mind. Will they get it while I'm gone or do I have to do it? I can never really enjoy myself with any part of that 100 hanging over my head."

Ed Kohlmeier's mission diary.

15-Nov-66

6245

Four pilots in the 469 TFS, 388 TFW, flew a mission into RP-1. The lineup was:

- #1 - Maj Pike G. Grubbs
- #2 - 1Lt William W. Koelm
- #3 - Capt Charles C. "Clint" Murphy flying 62-4409 on his 18th mission. He logged 2:25 flying time.
- #4 - Maj John A. Graff

"We were sent to Cricket for a target. When we joined with Red Anchor 31 for refueling, there was a flight ahead of us and two behind. Sixteen F-105s following the tanker was quite a sight. I could not help but think we looked like male dogs following an old bitch wanting to hook up. The reason we had so many flights on one tanker was that an A-1E had gone down about 100 miles east of 'Naked Fanny' and two tankers had been diverted for the SAR effort. We could hear it on the guard channel and they had quite a little war trying to suppress the ground fire so the Jolly Greens could get in to the pilot. The downed pilot, being an airborne FAC by trade, was directing his own support. The weather over the coast was bad up to 12,000 feet, so we were sent back to Laos by Cricket to hit a small bridge. Again the winds kept us from hitting the target. Another flight came in behind us and they missed also."

Clint Murphy, combat log.

18-Nov-66

6247

Four pilots in the 469 TFS, 388 TFW, flew a mission into RP-1 and Laos. The lineup was:

- #1 - Maj John A. Graff
- #2 - 1Lt William W. Koelm
- #3 - Capt Donald F. Smith
- #4 - Capt Charles C. "Clint" Murphy flying 61-0126 on his 20th mission. He logged 2:30 flying time.

"I flew 'Miss Texas' for the first time today. I was quite lucky in getting that airplane. She is known to be the best aircraft on the line and I thought she really stood up to her reputation. This mission was just another Skyspot. However, it was with Hillsboro Control down where Col. Parsons and I dropped the other day. After orbiting for a while, they informed us that they had too many flights and they couldn't take us.

"We headed back to 'Dog House' to drop our load. This is a small area in Laos under complete control of the Viet Cong, so we can drop there on anything. When we got there, there was a flight of F-4Cs in the area. They were dropping single 500-pounders per pass. They were excitingly reporting secondaries from the trees along the road. The minute someone reports secondaries, you have flights from all over appear like sharks to feed. We were just above the F-4s waiting for them to come off and there were two more flights of 105s above us. As it turned out all they were seeing was the fireballs from their own explosions, no secondaries.

"We all got a laugh out of that at debriefing. We dumped our bombs on the road intersection and

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headed home."

Clint Murphy, combat log.

31-Dec-66

4535

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

Lt Col Russell L. Rogers - Commander - 142 (Korea F-51)
Maj Robert T. Campbell - Operations Officer - 22
Maj Dana B. Cromack - Asst Operations Officer - 100
Capt Vernon K. Frank - Flight Commander, INDIA Flight - 100
Capt Anatole Semenov, Jr. - Flight Commander, JULIET Flight - 64
Capt Eddy J. Doerschlen - Flight Commander, KILO flight - 64

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

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

Squadron pilots were:

INDIA Flight

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

JULIET Flight

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

KILO Flight

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

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

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

12-Jan-67

4562

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

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F-105 History

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

Maj Ralph H. Bowersox	Capt John L. Measenbourg
Maj Dana B. Cromack	Capt Cowan G. Nix [POW 1 Oct 66]
Maj Pike G. Grubbs	Capt William W. Raitt
Maj Howard E. Johnson	Capt John F. Rehm
Maj Glen C. Ward	Capt Anatole Semenov, Jr.
Capt Allen L. Anderson	Capt Donald F. Smith TDY to the 469 TFS
Capt Thomas E. Boatman	Capt William H. Snell
Capt John H. Busbee	Capt Burton Spurlock
Capt John E. Cozine, Jr.	Capt John T. Stadler
Capt Patrick Dotson	Capt Michael C. Stevens
Capt Jack L. Francisco	Capt George H. Vipond
Capt Vernon E. Frank	Capt Albert C. Vollmer
Capt Wayne Eugene Fullam	Capt Samuel E. Waters, Jr. [KIA 13 Dec 66]
Capt Charles H. Hofelich, Jr.	Capt Duane H. Zieg
Capt Edward L. Jones	1Lt William W. Koelm
Capt Thomas E. Mason	

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

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

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

26-Apr-67

5118

In a secret message to CINCPACAF (General Ryan), Hq 5th Air Force defined the daily reports that they would submit on the progress of crew training for the F-105F "Radar Level Bombing Training" under project "North Scope". The message reflected General Ryan's interest in the details of this program.

The crews were training at Yokota and Kadena and the message identified the "integrated crews" (all pilots) that had formed to date at each location.

At the 41 Air Division, Yokota:

- Crew Alpha - Heiliger/Pollard
- Crew Bravo - Donelson/Forgan
- Crew Charlie - Burney/Britt
- Crew Delta - Pitman/Stewart

- Crew Golf - Rehm/Markwood
- Crew Hotel - Bogert/Annapu
- Crew India - Koelm/Esser
- Crew Juliett - Henry/Wright

The message reported that "Crews Alpha, Bravo, Charlie, and Delta have deployed to Korat" (where they were assigned to the 34 TFS).

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F-105 History

At the 18 TFW, Kadena:

Crew Echo - Beresik/Reece (Reece was identified as a Radar Navigator)
Crew Foxtrot - Fullam/Scheer

The message listed the flying experience of the crews training at Kadena.

	Total Time	F-105 Time	Out Country Missions
Maj Eugene P. Beresik	3189:10	555:40	0
Capt H. M. Reece	3534:30	18:50	0
Maj Wayne E. Fullam	3398	1133	19
Capt Roger P. Scheer	2263	1250	14

The message provided detailed results of each training sortie in radar-modified North Scope F-105Fs by the crews at Kadena. For example, on 18 April 1967, the crew of Beresik/Reece flew two daylight sorties each at 2000 feet and 500 knots on land range R-178 using the plane's timer and Toss Bomb Computer (TBC) on each sortie. They had made two timer drops and four TBC drops of BDU-33 practice bombs. Their CEA for the timer drops on sortie 1 was 195' and on sortie 2 was 275'. The CEAs for their TBC drops were 982' and 862' for their first and second sortie, respectively.

On 20 April 1967, the crew of Fullam/Scheer made one sortie under the same conditions flying six TBC drops of BDU-33/Bs. Their CEA was 930'.

5AF/CC TWX 261015Z Apr 67 to CINCPACAF in PACAF DO Read File for 25 - 26 April 67, AFHRA Call # K717.312, IRIS # 00518453.

04-May-67

3813

On 4 May 1967, four more Ryan's Raiders crews arrived at Korat from training at Yokota. They flew in with the second set of four modified F-105Fs and were the second group of dual-pilot crews since the initial contingent of four crews arrived at Korat on 24 April 1967. The crews who were initially assigned to the 34 TFS were:

Capt John F. Rehm with Capt Calvin Markwood
Capt Donald D. Henry with Capt James Wright
Capt George Bogert with Maj Donald S. Aunapu
1Lt William W. Koelm with Capt Al Esser

The four front seat pilots were from TDY from Kadena. Capt Rehm, Capt Bogert, and Lt Koelm were TDY from the 12 TFS. Capt Henry was from the 67 TFS. This was Lt Koelm's fifth TDY combat tour to SEA, and the third to the 388 TFW at Korat.

Don Henry described his Ryan's Raider experience. "... We got much of our information thru Ben Pollard who was the tacit leader at Yokota due to seniority. ...The original Raiders flew exclusively at night and both commanders had primary day jobs. We didn't see them much and they didn't fly our night mission. We saw much more of the Wing Commander, Colonel Chairsell, who seemed to always drop by the planning room in the middle of the night to talk to us and attend many of our briefings. He also spent hours -- literally hours -- talking to our crews."

388 TFW history, Apr Dec 67, Vol II, 13 TFS history, 1 Apr - 31 July, microfilm NO584, frames 0044 - 0045 & Don Henry, e-mail, 16 Oct 2004.

21-May-67

5119

The 388 TFW provided a mission report of an attempt to radar bomb the Xuan San Ferry.

The 34 TFS Ryan's Raider crew of 1Lt William W. Koelm and Capt Al Esser in F-105F 63-8327,

William W. Koelm

F-105 History

call sign "Fume", dropped six 750-pound bombs during a night mission on target 1462, the Xuan San Ferry in North Vietnam. They released their bombs manually to "... prevent very long bombs. Very bad radar made mission accomplishment marginal. Alleycat very good in clearing aircraft from our route. Flew M.E.A. and used manual drop due to obvious long bombs from radar. All bombs dudded from unknown reasons."

As an indication of the interest in the North Scope radar-bombing program, seven Air Force agencies up the chain of command including the Air Staff received info copies of the TWX and of all subsequent messages over the next two months giving results for each North Scope mission.

388 TFW TWX 210225Z May 67 to 7 AF in PACAF DO Read File for 20 - 22 May 67, AFHRA Call # K717.312, IRIS # 00518470.

22-May-67

5129

A North Scope Secret Message from the 388 TFW to 7 AF and other higher headquarters including HQ PACAF and the Air Staff, provided a mission report of an attempt to radar bomb target 195, the Dong Cuong Railroad Yard 23 NM north of Yen Bai, North Vietnam. The 34 TFS Ryan's Raider crew of 1Lt William W. Koelm and Capt Al Esser in an F-105F, call sign "Bamboo", experienced "... severe vibration after T.O". They jettisoned six 750-pound bombs on the Udorn Bomb Range and returned to Korat.

388 TFW TWX 220410Z May 67 to 7 AF in PACAF DO Read File for 20 - 22 May 67, AFHRA Call # K717.312, IRIS # 00518470.

03-Jun-67

6224

1Lt William W. Koelm, a Ryan's Raider front seat pilot on TDY with the 13 TFS, returned to his home, the 12 TFS, 18 TFW, Kadena AB, Okinawa. He had spent 32 days flying Raider missions as one of the four front seat pilots in the second set of dual-pilot crews.

During five TDYs from Kadena to Takhli and Korat between April 1966 and June 1967, he had accumulated 74 combat missions over North Vietnam.

On 28 June 1967, he reported in to his next assignment as an F-105 instructor pilot in the 563 TFS, 23 TFW, McConnell AFB, Kansas.

Bill Koelm, AF Form 11 "Officer Military Record", Foreign Service Summary, Combat Report, and Chronological Listing of Service sections.

07-Sep-68

6225

Capt William W. Koelm, an F-105 RTU instructor pilot with the 563 TFS, 23 TFW, was reassigned as a FAC flying OV-10s supporting the Army's 199th Light Infantry Battalion, out of the 19 TASS, Bien Hoa AB, South Vietnam.

Bill Koelm, AF Form 11 "Officer Military Record", Chronological Listing of Service section.