

Paul Frederick Koeltzow

F-105 History

16-Jul-64

6725

(Approximate date). A team of F-105 pilots from the 335 TFS, 4 TFW, won the quarterly Match Point weapons competition at Hurlburt Field, FL. The pilots were:

Capt Allan L. "Bud" Young (Flight Commander)
Capt Donald M. Ware
Capt Wesley C. King
Capt Robert Baldwin "Percy" Purcell
Capt Glendon Lee Ammon

For the competition, Capt Paul F. Koeltzow served as a FAC and Capt Roger P. Scheer was in Mobile Control. Capt Koeltzow had been flying the F-105 since November 1962; Capt Scheer since November 1961.

The team earned 12,260 points to take first place "... the highest score ever chalked up in the quarterly competition. The closest competitor was the 15 TFW from MacDill AFB with 11,000 points."

Donald M. Ware letters to Bauke Jan Douma, 6 May 86 and 9 July 86.

31-Dec-64

5777

Officers assigned to the 8 TFS, 49 TFW, at the end of 1964 were:

Lt Col James M. Morris # - Squadron Commander
Maj Walter S. Bruce # - Operations Officer
Maj Raymond F. Kingston # - Assistant Operations Officer
Capt Maurice E. Seaver, Jr. - Assistant Operations Officer
Capt James S. Walbridge - Fighter Weapons Officer

The squadron had 26 line pilots. Those names marked with a pound sign (#) arrived in the squadron between 1 July - 31 Dec 1964. Those marked with an asterisk (*) became "Select Crews" during the past six months.

"A" Flight Pilots

Capt Donald B. Zimmerman - Commander
Capt J. D. Tindall *
Capt Sterling H. Wood
Capt Larry D. Wiggins #
Capt David H. Duart
Capt Edward J. Haerter #

"B" Flight Pilots

Capt John W. Wiechert, Jr. - Commander
Capt John E. Mount *
Capt Roger G. Huggins *
Capt Glen D. Lerum *
1Lt Joseph P. Shouse *
1Lt Lawrence D. Cobb II

"C" Flight Pilots

Capt Samuel H. Martin III - Commander
Capt Paul F. Koeltzow #
Capt Richard E. Wendell
Capt Robert M. Thompson #
Capt Russell A. Starkman *
Capt George A. Wood, Jr.
Capt Frederick R. Greenwood

"D" Flight Pilots

Capt Anton J. Micksch - Commander
Capt Robert J. Beck #
Capt Donald R. Yates
Capt Robert S. Deas
Capt Jack L. Spearman #
Capt Jerrold N. Tamm
1Lt Carl G. Decker *

Six squadron pilots were reassigned during the past 6 months:

Lt Col Robert A. Evans
Capt James E. Westom
Capt Russell S. Wasser
Capt Lawrence C. Curtis, Jr.
Capt Ralph R. Schneider
Capt Gary G. Ray

Capt Wayne A. Kromi was killed in an F-105 accident on 10 December 1964.

Paul Frederick Koeltzow

F-105 History

49 TFW history, 1 Jul - 31 Dec 1964, AFHRA call # K-WG-49-HI, IRIS # 2-8541-3.

30-Jun-65

5829

During the past six months, the 8 TFS, 49 TFW, gained six officers and lost six to reassignments:

GAINS

Maj Howard W. Leaf
Maj Ford H. Smart
Capt William E. Eskew
Capt Joseph J. Karins, Jr.
Capt Jackie R. Youngblood
1Lt Jules L. Viquesney

LOSSES

Capt Glen D. Lerum
Capt Frederick R. Greenwood
Capt Rogert G. Huggins
Capt Anton J. Micksch
Capt Jerrold N. Tamm
Capt George A. Wood, Jr.

As of 30 June 1965, key personnel in the squadron were:

Lt Col James M. Morris - Commander
Maj Walter S. Bruce - Operations Officer
Maj Howard W. Leaf - Assistant Operations Officer
Capt Edward J. Haerter - Fighter Weapons Officer

The squadron's pilots were assigned to four flights:

"A" Flight

Maj Raymond F. Kingston - Flt Commander
Capt J. D. Tindall
Capt Sterling H. Wood
Capt Larry D. Wiggins
Capt David H. Duart
Capt Maurice E. Seaver, Jr.

"C" Flight

Capt Paul F. Koeltzow - Flt Commander
Capt Samuel H. Martin III
Capt Richard E. Wendell
Capt Robert M. Thompson
Capt Russell A. Starkman
Capt Joseph J. Karins, Jr.
1Lt Jules L. Viquesney

"B" Flight

Capt John W. Wiechert - Flt Commander
Capt John E. Mount
Capt James S. Walbridge
Capt William E. Eskew
1Lt Joseph P. Shouse
1Lt Lawrence D. Cobb II

"D" Flight

Capt Robert J. Beck - Flt Commander
Capt Donald R. Yates
Capt Robert S. Deas
Capt Jack L. Spearman
Capt Jackie R. Youngblood
1Lt Carl G. Decker

49 TFS history, 1 Jan - 30 Jun 1965, AFHRA Call # KWG-49-HI Jan - Jun 1965, declassified extract.

06-Oct-65

F-105D 610097 8 TFS 49 TFW Spangdahlem AB Engine compressor stalled due to FOD when gun shot off aircraft nose during dart pass. The aircraft crashed in the Mediterranean sea off the coast of Wheelus AB, Libya. Capt Paul F. Koeltzow 8 TFS pilot landed five miles inland from the Libyan coast and survived without injuries. Call sign: "Pawnee 01". "On the fourth pass (third wet) at the dart target, the pilot observed an object flash past the left side of his cockpit as the gun began firing. The gun ceased firing, and a violent compressor stall followed immediately, along with a loss of thrust. The pilot retarded the throttle, selected emergency fuel and initiated a radio call stating his difficulty. Above 90% the compressor stalled violently, and at 90%, 250 CAS, the aircraft would not maintain altitude. EGT and fuel pressure readings were normal, but fuel flow was fluctuating excessively. An attempt was made to level at 10,000 feet, but airspeed could not be maintained in level flight. A chase aircraft reported that it appeared the gun had shot the nose off the aircraft since there were holes in the blast panel just in front of the gun, and the panel was scorched. The engine began compressor stalling violently, and at 4500 feet a successful ejection was made."

History of Flight

Paul Frederick Koeltzow

F-105 History

"At 0738 Zulu, 6 October 1965, F-105D-15RE, serial number 61-097 crashed in the Mediterranean Sea at approximately 266 ½ degrees/33 NM from Wheelus TACAN.

"At 0525 Zulu, Captain Koeltzow and Lieutenant Swanson briefed for an Air to Air dart gunnery mission to be flown in the Wheelus NW air-to-air range. Capt Koeltzow briefed the flight (Call Sign Pawnee Flight) in accordance with AFM 55-105, Wheelus Manual 55-1 and supplements. A briefing with the dart tow pilot (Call Sign Dart Two) was conducted in accordance with Wheelus Manual 55-1. In both briefings, Captain Koeltzow briefed that he would make the second two passes and they would alternate each two passes until their range time was over or they each obtained a hit on the dart.

"At 0625 Zulu, Captain Koeltzow and Lieutenant Swanson arrived at their aircraft (20 minutes prior to start engine time of 0645 Zulu) for pre-flight. A standard pre-flight was performed. In addition, Capt Koeltzow checked the gun bay for proper burst limiter and rounds counter setting. The rounds counter was observed to be set on 0000 and the burst limiter set at 150. The gun and ammunition drum had been fully loaded since its last firing. All the other components in the gun bay appeared normal.

"Engine start was accomplished on time and the after-start checks, taxi, takeoff, join-up, dart launch and range entry were all accomplished as briefed with one exception. Due to a cloud layer, the tow pilot informed the flight he would be towing between 18,000 and 22,000 feet.

"The flight's position on the range was verified by Wheelus Radar and cleared to commence firing. Captain Koeltzow's first pass was dry since a good firing position was not obtained. On his second pass, a short burst was fired with no visible hits on the dart. Aircraft operation was normal at this time. Lieutenant Swanson assumed the lead and obtained a visible hit on the dart on his first pass.

"Capt Koeltzow assumed the lead again and did not obtain any visible hits on the dart on his next pass. On his fourth pass, Captain Koeltzow obtained a good firing position and began a short burst. As the gun began firing, Captain Koeltzow observed an object flash past the left side of his cockpit and the gun stopped firing, followed immediately by a violent compressor stall and loss of thrust. Captain Koeltzow immediately retarded the throttle, selected the emergency fuel control, initiated a radio call stating his difficulty, and turned to a heading of 180 degrees toward the coast.

"At this time (0727 Zulu) both aircraft began squawking an emergency on their IFF and the flight was positioned 310 degrees at 67 NM from Wheelus by radar. Wheelus Radar provided heading and distance information to the nearest land and to Wheelus. Rescue helicopters at Wheelus and El Uotia Range were alerted.

"Capt Koeltzow found that at power settings above 90% RPM, the engine compressor stalled violently. The aircraft was slowed to 250 knots CAS but would not maintain altitude at 90% RPM. The EGT and oil pressure were observed to be normal but the fuel flow was fluctuating excessively. While descending toward the coast line, Captain Koeltzow attempted to level off at approximately 10,000 feet but was unable to maintain airspeed in level flight. Shortly thereafter, the coast line was crossed approximately 60 NM west of Wheelus. A turn was made toward Wheelus and at 8,000 feet the decision to eject was made. Captain Koeltzow turned the aircraft toward the sea and asked Lieutenant Swanson to check over the left nose section of his aircraft for any damage before ejecting. Lieutenant Swanson reported it appeared as though the gun had shot the nose of the aircraft, there being several holes in the blast panel just in front of the gun and the panel above was scorched a little. At this time (0736Z), Captain Koeltzow's engine began compressor stalling violently and at approximately 4,500 feet he ejected. Radar positioned the point of ejection as 260 degrees 40 NM from Wheelus. The abandoned aircraft was unobserved after ejection, but Wheelus radar continued to track the aircraft to the suspected impact area of 266 degrees 35 NM from Wheelus, where it disappeared from the radar scope at 0738 Zulu.

"The rescue helicopters from Wheelus and El Uotia as well as a C-97 rescue aircraft from Wheelus were launched to locate and pick up the downed pilot. Lieutenant Swanson continued to fly cap on Captain Koeltzow until he had to depart because of low fuel. The helicopter from Wheelus arrived at the scene and Captain Koeltzow was picked up at

Paul Frederick Koeltzow

F-105 History

0810 Zulu and returned to Wheelus. The C-97 rescue aircraft dispatched to the area spotted an oil slick containing small floating debris and air bubbles rising to the surface at 266 ½ degrees, 33 NM from the Wheelus TACAN, at approximately 0830Z. A boat dispatched to the area of the oil slick by the 7417th U.S. Army Transportation Terminal Unit arrived at 1500 Zulu, and marked the oil slick with a marker buoy at the direction of a rescue aircraft in the area." (AF Form 711 USAF Accident/ Incident Report dated 9 Nov 65, signed by Lt Col Ralph C. Reynolds, Board President.)

"At Wheelus AB, Libya, the 49 TFW at Spangdahlem lost a bird on the air-to-air gunnery range out over the Mediterranean north of El Utoia, our bombing range. The bird actually shot itself down! (It was) flown by ... Paul Koeltzow. As the gun started to fire, the barrel clamp assembly located near the muzzle end of all six barrels to hold them together failed. At 1000 RPM, as the barrels flailed, the left side of the nose disintegrated. The J-75 was pretty good at tolerating FOD but this was just too much. The engine was belching fire out both ends and Paul took a nylon decent to the Med and a dingy float 'till the Kaman twin-rotor helicopter from Wheelus gave him a ride back to base."

In a letter written 37 years later, Paul Koeltzow described his accident. "Because the J-75 is a twin spool engine and since the rpm reading is taken off the high speed turbine, I was getting 90% rpm but I was certainly not getting 90% thrust. When I tried to increase the throttle setting above 90% rpm, I would get severe compressor stalls and loss of thrust. I headed the aircraft for the nearest coast and after crossing inland turned toward Wheelus. When I reached 8,000 feet I knew that the aircraft was not going to maintain altitude and make it to Wheelus. I headed the aircraft out toward the Mediterranean and bailed out. I bailed out about 5 miles inland from the coast and left the aircraft on autopilot in the attitude hold mode. The aircraft crashed into the Med. Shortly after the crash recovery crew was able to locate the aircraft in the water. They marked the location with buoys, but violent weather prior to recovery resulted in the loss of the location and to the best of my knowledge the wreckage was never relocated."

"The jolt from the ejection seat was much harder than I expected. The chute descent was smooth because there was very little wind or turbulence. I landed in a plowed field and my feet sank into the plowed ground about up to the ankles. There were a number of the locals in the locality and they surrounded me almost immediately, but posed no threat. My F-105 cap flown by 1Lt Swanson, was replaced by an RC-54 and the rescue helicopter picked me up a short time later."

"Airscoop", Feb 1966, pg 15 & Louie Alley, AF Safety Center, E-mail 11 Apr 00 & Col Allan L. Bud Young, retired 36 TFW F-105 pilot, unpublished memoir, Jan 2001 & Letter from Paul Koeltzow to Bud Young April 8, 2002.

31-Jul-66

7097

The 7 TFS, 49 TFW, published a roster of their squadron officers that included their ratings and birth dates. The first number in the rating was the pilot's flight qualification:

- 1 - Command Pilot (toilet seat on the wings)
- 2 - Senior Pilot (star)
- 3 - Pilot (slick wing)

The second number was the pilot's instrument rating:

- 1 - Green card instrument status. The pilot can descend to the published approach minimums.
- 2 - White card " " . This was for pilots with less flying experience. The pilot had higher approach minimums.

		Rating	DOB
Commander	Lt Col Homer R. Charlton, Jr.	1-1	1 Jan 26
Ops Officer	Maj Ralph C. Budde	2-1	7 Sep 29
Asst Ops Off	Maj Bernard C. Reck	2-1	7 Aug 28

"A" Flight

Flt Cmdr	Maj William J. Kriz	2-1	5 Nov 31
Asst Flt Cmdr	Capt Ralph L. Kuster, Jr.	2-1	9 Aug 31
	Capt Charles E. Green, Jr.	2-1	1 Jul 35

Paul Frederick Koeltzow

F-105 History

	Capt Robert L. Dentino	3-2	5 Aug 36
	Capt Richard L. Lee	3-1	7 May 36
	1Lt Guy H. Morgan, Jr.	3-2	9 Nov 40
"B" Flight			
Flt Cmdr	Maj Howard K. White	2-1	16 Jan 29
Asst Flt Cmdr	Capt John R. Des Jardins	2-1	7 Mar 32
	Capt Basil L. Bargery	2-1	26 Sep 33
	Capt David C. Carter	3-2	16 Feb 40
	Capt Robert E. Dorrough, Jr.	3-2	28 Feb 38
	1Lt John R. Haack	3-2	25 Jan 42
(Attached)			
	Lt Col Homer R. Charlton, Jr.		
	Capt Glen A. Griffith	2-1	12 Apr 34
"C" Flight			
Flt Cmdr	Maj Charles A. Arquette, Jr.	2-1	8 Aug 32
Asst Flt Cmdr	Capt William D. Stigers	2-1	12 Jul 34
	Capt Jacques A. Suzanne	2-1	13 Nov 33
	Capt Richard L. O'Connor	2-1	26 Jan 33
	Capt Jerry E. Smith	3-2	8 Jan 38
	Capt Howard L. Bodenhamer	3-2	9 Aug 39
	Capt Thomas C. Lesan	3-2	23 Aug 38
"D" Flight			
Flt Cmdr	Capt Robert M. Donahue	2-1	15 Oct 30
Asst Flt Cmdr	Capt Charles W. Couch	2-1	12 Aug 31
	Capt Robert L. Jackson	2-1	10 Aug 30
	Capt David L. Trekell	3-2	7 Nov 37
	Capt Richard W. Arnold	3-2	19 Apr 40
	1Lt George H. Teas	3-2	7 Feb 42
(Attached)			
	Maj Bernard C. Reck		
"Attached"			
	Lt Col Miguel Encinias	1-2	8 Apr 23
	Maj John D. Busick	2-1	31 Jul 37
	Maj Loyd A. Walen	2-1	13 Mar 30
	Capt Benjamin R. Fuller	2-1	30 Nov 34
	Capt Luther W. Manuel	2-1	2 Jun 29
	Maj Richard E. Moser	2-1	16 Oct 31
	Maj Paul F. Koeltzow	2-1	15 Aug 31
	Capt Anthony Gardecki	2-1	8 Mar 34
	Maj William G. Bryan	2-1	17 Aug 30
	Capt Loyd E. Elmgren	GLO	3 Aug 19
	Capt Gerald R. Schwarz	Flight Surgeon	

7th Tactical Fighter Squadron roster provided by Rick Versteeg, e-mail 4 Feb 2012 & Bob Dorrough, e-mail 12 Feb 2012.

31-Dec-66

6492

During the past six months, the 9 TFS, 49 TFW, "... flew 1,537 sorties, totalling 2,950 hours. Sorties included low-level radar training, gunnery and close support missions. Nine [squadron] pilots ferried F-105 aircraft to Torrejon AB, Spain, and five pilots ferried them from Torrejon to the CONUS."

Paul Frederick Koeltzow

F-105 History

Three Wing pilots assigned to the 9 TFS "... attended F-4 School at Davis-Monthan AFB, Arizona, during the month of December 1966." They were:

Col John C. Giraud - Wing Commander
Lt Col Lloyd C. Smith - Wing Standardization Officer
Maj Donald C. Armstrong, Jr. - 9 TFS "D" Flight Commander

Key personnel in the squadron were:

Lt Col Richard H. Schoeneman - Squadron Commander
Lt Col Roy E. Ireland - Operations Staff Officer
Maj Walter A. McCoullough - Aircraft Maintenance Officer
Maj Donald C. Armstrong, Jr. - Flight Commander
1Lt Richard F. Trigilio - Munitions Officer
1Lt John R. Ullstrom - Intelligence Officer

In December 1966, F-105 pilot Capt Jack A. Phillips left the 9 TFS for his combat assignment to the 34 TFS at Korat. "Late in 1966 I had the choice to either transition to the newer F-4 Phantom or volunteer for Vietnam duty in the F-105. I chose the latter ... Relocated family in Montana, my wife's home town."

Maj Paul F. Koeltzow was another F-105 pilot in the 49 TFW who also received a combat assignment during this period to the 34 TFS at Korat.

49 TFW History, 1 July - 31 Dec 1966, AFHRA Call # K-WG-49-HI, IRIS # 450719, pg C-III-3 & Jack Phillips, e-mail 11 Mar 11.

14-May-67

1481

"Heavy enemy defenses awaited F-105s from the 388 TFW ... as they made their runs on the Army compound which they had struck previously on May 12 [the Ha Dong Army barracks and supply depot (JCS 31) at coordinates 20-58-51N 105-47-42E]. An accurate bomb damage assessment on the barracks area was hampered due to low cloud layers in the area, but at least one North Vietnamese flak site was silenced and the jets' ordnance was observed to destroy several buildings. ... Ground fire over the area brought down one Thunderchief pilot [from the 13 TFS] who was able to nurse his aircraft away from the heavily defended area. He was soon picked up by an Air Force rescue crew."

The downed pilot was from "Crab" flight, four F-105Ds each carrying six 750-pound bombs. The four members of this flight, all from the 13 TFS, were:

Crab 1 - Maj Robert J. Lines
Crab 2 - Maj Glen R. Wilson flying F-105D 60-0421.
Crab 3 - Major Marlin R. Blake flying his 93rd combat mission.
Crab 4 - Capt Charles F. "Fred" Wilhelm

Maj Blake's combat log described the flight's ordeal. "Refueled and went to Hanoi. Many SAMs, and at target one blew under #2. He was hit so we dropped our bombs and left area. #2 was on fire and we covered him as far as it would go. (He) bailed out 60 NM east of TACAN Channel 97 (20-28N and 103-43E) at 25,000 feet and 280 knots and inverted. Parachute opened 21- 22 thousand. Went into weather and could not follow. Departed for rescap tanker. Refueled and went back to rescap #2. Stayed on station until pick up was almost complete and then we had to RTB due to fuel. #2 was brought back and slept in his own bed. Lines, Wilson, Me, Fred." Their return to North Vietnam after refueling to continue rescapping Maj Wilson gave Maj Blake his 94th mission.

"Hotrod" flight from the 34 TFS led the strike on the Ha Dong barracks. "The flight was composed of the following pilots: Lead - Maj Clarence J. Kough, Jr., #2 - Maj George G. Clausen, #3 - Maj Paul F. Koeltzow, #4 - Capt Jack A. Spearman. En route to the target area, a barrier of thunderstorms was encountered that the flight was forced to penetrate in order to proceed to the target area. The severity of the weather can best be described by the fact that three

Paul Frederick Koeltzow

F-105 History

missiles being carried by 'Hotrod' were completely destroyed by the weather encountered. The flight was engaged by MiGs, both ingressing and egressing the target. Numerous SAMs were launched, one destroying an aircraft in the flight directly behind 'Hotrod'. Despite the difficulties encountered, the flight placed its ordnance directly on the assigned target complex." (34 TFS history, 1 - 31 May 67, USAF microfilm NO584, frame 0073.)

Maj Clarence J. Kough, Jr., the mission commander, was awarded the Silver Star for this mission. "Major Clarence Kough, Jr. distinguished himself by gallantry in connection with military operations against an opposing armed force as an F-105 pilot in Southeast Asia on 14 May 1967. On that date, Major Kough was the mission commander of a force of twenty eight aircraft ordered to strike the Ha Dong Barracks and Storage Area. Although handicapped by hazardous weather conditions and repeated attacks by hostile aircraft, Major Kough directed the attack of this strategic target through a barrage of surface to air missiles and heavy antiaircraft fire. After dropping his ordnance precisely on target, Major Kough reformed his flight and directed the attack on a hostile aircraft. ... "

Maj Clarence H. "Klu" Hoggard from the 44 TFS flew F-105D 60-0434 as number 2 in a flight of four F-105s striking the facility. "SA-2 missiles were launched and heavy antiaircraft fire on the attack. Credited with several buildings burning when we departed the target area." He was awarded the Second Oak Leaf Cluster to the Distinguished Flying Cross for this mission. (Klu Hoggard, e-mail to Ron Thurlow, 22 Mar 2001).

Maj Dewey Lee Smith received the Silver Star for flying this mission. "The President of the United States of America ... takes pleasure in presenting the Silver Star to Major Dewey L. Smith ... United States Air Force, for gallantry in connection with military operations against an opposing armed force as a Tactical Fighter Pilot of the 34th Tactical Fighter Squadron, Korat Royal Thai Air Base, Thailand, in action over North Vietnam, on 14 May 1967. On that date, Major Smith was a member of a flight of F-105s assigned to destroy an extremely heavily defended barracks area. With complete disregard for his own personal safety he flew through intense and accurate anti-aircraft and missile fire to deliver his ordnance directly on target. By his gallantry and devotion to duty, Major Smith has reflected great credit upon himself and the United States Air Force." (General Orders: Headquarters, 7th Air Force, Special order G-994 (May 14, 1967)) on line at <http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=24750>.)

"A flight of other 388 TFW pilots caught missile transporters in an open area, 15 miles south of Dong Hoi. White and yellow fireballs resulted from numerous secondary explosions that destroyed an undetermined number of the transporters."

"Six of nine 70-foot barges moored along a river bank, 18 miles north-northwest of Dong Hoi, were heavily damaged by (another) flight of F-105s from Korat."

"Banjo" flight from the 34 TFS hit a target in RP-1. Capt Jack A. Phillips led the flight on his 57th mission. "Pack 1; destroyed major railroad bridge. ..." He received an Air Medal. (Jack Phillips Mission Summary via e-mail 18 Mar 11.)

F-4Cs downed three MiG-17s " ... in air battles over North Vietnam as the enemy jets attempted to harass AF jets bombing two targets close to Hanoi."

USAF jets also struck the Nguyen Khe storage area (JCS 51). "USN pilots hit Kien An airfield (JCS 9) in a night attack." (MACV Press Release 15 June 1967 on line at www.vietnam.ttu.edu/star/images/107/1070204001.pdf.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1483 & 100 Mission Log of Maj. Marlin R. Blake & Silver Star citation for Maj Kough & Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 135

22-May-67

1327

On this day, the 388 TFW also struck the Kep railroad yard (ART1270) and returned to the Ha Dong army barracks and supply depot (JCS 31) that they had previously hit on 5, 12, and 14 May.

Pilots from the 469 TFS were in the Ha Dong barracks raid. "Phantoms were flying cover for ... (the) pilots ... who struck the Army barracks Strikes were carried out in the morning and afternoon. Flights which hit the target

Paul Frederick Koeltzow

F-105 History

reported great volumes of smoke came from the center of the compound where all their ordnance was on target. Smoke hampered bomb damage assessment by the flights making their runs over the area."

A Wild Weasel crew from the 13 TFS led an Iron Hand flight in support of the strike against the Ha Dong barracks. The flight lineup was:

- #1 - Lt Col James E. McInerney, Jr. (WW # 295) and EWO Capt Fred W. Shannon (WW # 301)
- #2 - Maj Frank L. Yow, Jr., the 388 TFW Weapons Officer assigned to the 469 TFS flying an F-105D
- #3 - Maj Howard K. White (WW # 171) and EWO Maj Fredrick J. Bell (WW # 70)
- #4 - Maj Earl L. Thornton from the 469 TFS flying an F-105D.

Lt Col James E. McInerney, Jr., the 13 TFS Ops Officer received his second Distinguished Flying Cross. "The President of the United States of America ... takes pleasure in presenting a Bronze Oak Leaf Cluster in lieu of a Second Award of the Distinguished Flying Cross to Lieutenant Colonel James Eugene McInerney, Jr., United States Air Force, for extraordinary achievement while participating in aerial flight as a Combat Aircrew member in Southeast Asia on 22 May 1967. On that date, leading a surface-to-air missile suppression flight while under devastating attacks by surface-to-air missiles, Colonel McInerney demonstrated courage, undaunted determination and superior skill in decoying the attack from the vulnerable strike force. The professional competence, aerial skill, and devotion to duty displayed by Colonel McInerney reflect great credit upon himself and the United States Air Force."
(<http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=3606>)

In 1986, Maj Yow told why this was his "most memorable" combat mission. "I was ... number two in a 4-ship Iron Hand or Wild Weasel mission. Lt Col Jim McInerney was the leader in an 'F', and I was in a 'D', Major H. K. White was No. 3 in an 'F' and Capt Lee Thornton (died last year of cancer) was No. 4 in another 'D'.

"The strike force target was a barracks area just west of Hanoi. It was a beautiful day with little puffy 'popcorn' cumulus clouds around. The pre-strike refueling over Laos was uneventful and we went into the target area ahead of the main gaggle to troll for SAMs. I discovered I couldn't hear anything but static and, apparently, nobody could receive my transmissions. Oh well, I just hung in there as #2 in combat formation. We were circling Hoa Lac, a new airfield WSW of Hanoi, at four to five thousand feet. I couldn't believe nobody was shooting at us. I usually had a 'Three-Ringer' at 6 o'clock (indication of a SAM radar tracking us with a strong signal), but that was common in that area and when we'd turn toward it, it would shut down. We also got a lot of launch lights, but that was also routine in those parts. Still no visible flak was coming toward us. We saw the strike force (four flights of four) hit the target with very little flak activity and no SAMs or MiGs. Piece of cake!

"This was one of Jim's first Package 6 missions and he was the commander of the 13th. [NOTE: He became commander on 1 June 1967.] He really wanted to get a SAM site. So, after the main force left, we continued to troll. All of a sudden my plane was jolted. I heard a 'whoosh', and saw an SA-2 with the sustainer still going off to my right about 90 degrees. It was fast!!! The proximity fuze obviously malfunctioned. While I was trying to assess that, another one came from behind and went by my right at several hundred feet. It went by Jim and blew up right in front of him, but, as it was going away from him, did very little damage. We were in evasive maneuvers and I remember gritting my teeth and thinking, 'I know they've got me. I just hope it doesn't hurt.' There were other SAMs that came through the flight. I lost count, but in debriefing, it was generally agreed by the others that there were a total of six.

"I saw dust coming from the launch site at the edge of the foothills west of Hoa Lac. It was a site we didn't have charted. Although my Shrike was armed in the 'loft' mode, I aimed directly at the site and fired my 'Shrike' anti-radiation missile. I continued on that pass and dropped my six 500-lb MK-82 bombs on the site. Other flight members hit it with their ordnance. We re-joined and egressed. Over the Black River, we got more launch indications and took it down by doing a split-S, but we didn't see any missiles.

"When we switched to post-strike frequency, I found my radio worked normally. Everything looked good. I had almost 5000 lbs of fuel -- plenty to get home without refueling. I selected my bomb-bay tank fuel, which always fed. Always except today!! It didn't feed at all. So now I only had about 1300 - 1500 lbs of fuel, not even enough to get me back to Thailand. [After being instructed by the flight lead], I punched my pylons and racks off and started climbing.

Paul Frederick Koeltzow

F-105 History

Jim gave me the lead and declared an emergency with our GCI site. They were no help. I got to 36,000 feet and was prepared to glide as far as it would go before ejecting. I looked down and saw a single tanker (KC-135) with one 105 hooked up heading north. (We were southbound by now). I switched to 'guard channel' and transmitted, 'Tanker with single Thud headed north. I'd sure be beholden to you if you could make a 180.' He turned!!! Throttle to idle and dive for the tanker. The boomer caught me just as I got into position and I started getting gas with none showing on my quantity gauge. As dry as my throat was, I still thought that fuel was better than water." (Frank L. Yow letter dated September 1, 1986 to Bauke Jan Douma & Jim McInerney e-mail 16 Dec 10)

"Maj Maurice E. Seaver, Jr., who led one of the morning raids, said 'We had numerous secondaries. Fires were sending smoke to about 2,000 feet as we pulled away from the area.' Afternoon flights were harassed by MiGs and anti-aircraft fire while making their bomb runs."

"Gigolo" flight from the 34 TFS struck the Ha Dong Barracks. The flight lineup was

- #1 - Maj Roderick G. Giffin
- #2 - Capt Robert L. Martin
- #3 - Maj Paul F. Koeltzow
- #4 - Maj Clarence Kough, Jr.

"Ordnance selected for the strike was 6 x 750-pound bombs per aircraft. All ordnance was delivered on the target despite extremely heavy barrages of AAA fire and surface-to-air missiles that exploded in close proximity to the flight." (34 TFS history, 1 - 31 May 67, USAF microfilm NO584, frame 0073.)

Other Korat pilots who flew against the Ha Dong Army barracks and supply depot at coordinates 20-20-59N and 105-48E were Maj William J. Kriz from the 44 TFS flying F-105D 60-0422, and Maj Samuel H. Martin III from the 34 TFS. Hitting an adjacent target at 20-59-05N and 105-47-57E were Capt Jackie E. Moothart from the 13 TFS, and Maj William S. Van Gilder from the 469 TFS flying 61-0219. Their mission was designated RT54C-088. (National Archives film archive control number NWDNM(m)-342-USAF-41720B)

After this strike, " ... 107 buildings were destroyed or damaged and up to 35% of the target was left unserviceable." (CHECO). The target was moved off PACAF's primary target list.

"Additional 388th F-105s struck North Vietnamese coastal artillery positions, 12 miles north-northwest of Dong Hoi, triggering two large secondary explosions in a munitions area that sent smoke to 2,000 feet according to reports by pilots."

Also in the afternoon, four F-105Ds from the 13 TFS in "Kansas" flight struck a target in RP-1. Each plane carried four CBU-24s. The flight left Korat at 16:10 and reached their target an hour later. The flight lineup was:

- #1 - Capt Kenneth J. Gurry flying 60-0497
- #2 - Maj William T. "Ted" Twinting flying 61-0078
- #3 - Capt David H. Coats flying 61-0152
- #4 - Major Marlin R. Blake flying 60-0422 on his 97th combat mission.
- Spare - Capt Charles F. "Fred" Wilhelm in 62-4316

Maj Blake's comments: "Refueled and went to RP-1. Dropped on a coastal gun site. Small fire started. Gurry, Twinting, Coats, Me."

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1488 and 1755 & 100 Mission Log of Maj. Marlin R. Blake & Project CHECO, Rolling Thunder 17 November 1967, pg 19.

30-Jun-67

1510

"Two secondary explosions gave way to persistent fires that covered a SAM site, following an air strike 60 miles northwest of Hanoi. Black smoke rose to 1,000 feet according to reports by one F-105F crew from the 388 TFW."

Paul Frederick Koeltzow

F-105 History

"Additional F-105s from the 388 TFW destroyed two locomotives, cut choke points and damaged a turntable when they hit the large Thai Nguyen railroad yards (JCS 21.11), 35 miles north of Hanoi." The yards were located at 21-33-41N and 105-51-03E, in RP-6A.

"Ozark" from the 469 TFS was the last of four flights from Korat over the Thai Nguyen rail yard. The flight lineup was:

- #1 - Maj Robert B. Bennett
- #2 - Lt Col Richard F. B. Gimmi, Jr.
- #3 - Maj Ralph L. Kuster flying F-105D 62-4316
- #4 - Maj Donald C. Windrath

The aircraft flown by Maj Kuster, "Ozark 03" from the 469 TFS, was hit by AAA over the target. He ejected over Laos and was picked up by a Jolly Green. He received the Distinguished Flying Cross for supporting this mission. "... Maj Kuster, the element leader in a flight of F-105 aircraft, was directed to strike an intensely defended strategic rail yard. Despite his aircraft having received two direct hits during the attack, he pressed on with selfless disregard of his personal safety and delivered his ordnance on target, even though immediately thereafter he was forced to eject from his crippled aircraft over unfriendly territory." ("I Always Wanted to Fly -- Hambone 02", pg 267)

Major Paul F. Koeltzow from the 34 TFS received a Silver Star for gallantry on his mission today. "... Major Koeltzow commanded a force of twenty F-105 aircraft assigned to attack a heavily defended army barracks and storage area in North Vietnam. With calm determination, he led the force through surface-to-air missiles and anti-aircraft fire so intense that one aircraft was shot down and two others were damaged. After destroying the target, and with complete disregard for his own safety, he refueled his flight and returned to provide fighter cover for the downed pilot until he was successfully rescued. By his gallantry and devotion to duty, Major Koeltzow has reflected great credit upon himself and the United States Air Force." (7th Air Force, Special Order G-1390 (September 2, 1967) on line at <http://valor.militarytimes.com/recipient.php?recipientid=3588>.)

Lt Col Gimmi, "Ozark 02" from the 13 TFS, was awarded the DFC (1st OLC). "Lieutenant Colonel Richard F.B. Gimmi, Jr. distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 30 June 1967. On that date, Colonel Gimmi was directed to strike a hostile rail yard. Although his aircraft was continuously rocked by blasts from the intense, accurate firepower directed at his aircraft, he disregarded his own personal safety and delivered his ordnance on the target. As a result, he added to the crippling of the rail yard and the timely rescue of another pilot who had been shot down during the attack. The professional competence, aerial skill, and devotion to duty displayed by Colonel Gimmi reflect great credit upon himself and the United States Air Force." (Gimmi Distinguished Flying Cross (1st OLC) award citation in "Airman. The Life of Richard F. B. Gimmi", by Russell M. Gimmi, iUniverse, Inc., pg 312.)

Two F-105D pilots from the 44 TFS were involved in today's strikes, designated RT56A-058. Capt James E. Chambers flew F-105D 61-0068 against a target at 21-27-50N and 106-13-08E. Capt James T. Hannan flew 60-0422 against a target at coordinates 21-31-33N and 105-51-05E. (NARA Air Strike Film)

"Strike pilots struck a segment of road, 16 miles northeast of Mu Gia Pass, damaged three pieces of construction/road repair equipment, cut the road, caused one large landslide, and set off a secondary explosion."

For a Wild Weasel mission he flew this day, Capt Richard L. Grover, an F-105 EWO from the 354 TFS at Takhli was awarded a Distinguished Flying Cross. "Captain Grover distinguished himself as an F-105F electronic warfare officer on a mission over North Vietnam, June 30. He was flight lead in a SAM suppression flight supporting two heavily defended rail complexes. Despite several active missile sites, Captain Grover successfully protected the strike force from missiles by leading his flight into the target and inflicting damage on a site which was launching missiles at the strike force."

F-105 Wild Weasel pilot from the 13 TFS Capt Norman E. Powell received a Distinguished Flying Cross for a mission he flew today. "Captain Norman E. Powell distinguished himself by extraordinary achievement while participating in

Paul Frederick Koeltzow

F-105 History

aerial flight as a combat aircrew member in Southeast Asia on 30 June 1967. On that date, Captain Powell demonstrated courage, undaunted determination and superior skill in pressing an attack upon a hostile complex. Persevering in the face of danger, he placed his ordnance accurately on the target causing destruction which completely neutralized any further threat to friendly forces from the offending position. The professional competence, aerial skill, and devotion to duty displayed by Captain Powell reflect great credit upon himself and the United States Air Force."

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1506 & Takhli Times, November 24, 1967 & NARA records Air Strike Films, Vietnam, Nat'l Archives Archive Control Number NWDNM(m)-342-USAF-41720 & Norm Powell DFC citation.

30-Jun-67

F-105D 624316 469 TFS 388 TFW Korat Hit twice by 85-mm AAA while attacking the Thai Nguyen RR yard (JCS 21.11). Hit over RP-6A, North Vietnam. Crashed in Laos. 20-46N 103-47E Maj Ralph Lloyd Kuster, Jr. 469 TFS pilot ejected and was rescued by a USAF HH-3 helicopter. Call Sign: "Ozark 03". "Pilot spent one and a half hours in North Vietnam before being picked up by a Jolly Green Giant and returned to Korat RTAFB." (388 TFW history)

"The day I was shot down ... I was number fifteen out of a flight of sixteen aircraft. I was getting close to going home. Our ingoing altitude was 18,000 feet. Above 8,000 feet, the flak was pretty low. SA-2s started coming up at us, but they went all over the sky. We were using ECM pods and a staggered pod formation, staggered horizontally and vertically by 500 feet between airplanes. I flew at 18,000, my wingman would fly at 17,500 feet, and so on. With a sixteen-ship formation, we were spread across the sky for about two miles horizontally and 2,000 feet vertically. It was a nice, steady bomb run at 16,000 to 18,000 feet."

"... As long as you could see the telephone pole (SA-2 missile), you had nothing to worry about. With the spread in our formation, the missiles flew through and by us and exploded harmlessly. ... To evade the missile, you turned into it, down and up, forcing the missile into a turn it couldn't follow. The missile would lose energy, become unguided, and explode harmlessly."

"... Our target was the Thai Nguyen rail yard. ... As I came in over the target, I felt a thump. I looked left and right, but I couldn't see anything out of the ordinary. I continued my bomb run. Then something hit underneath, jolting the aircraft, and I knew I was hit. I quickly lost my electrical system and radio. I suspected I had a fuselage fire. I had never known an F-105 to blow up, so I didn't worry about that, and I figured I had time to get out of the area."

"I broke away from the formation and ran along the east side of Thud Ridge. Then I discovered I couldn't come out of afterburner. I thought, 'Hell, this airplane is going to run out of gas.' Smoke was coming into the cockpit. I shut off the air-conditioning, and I opened the auxiliary air vent. Then I started losing my hydraulic system. The F-105 had three systems. Two are redundant, and I knew the second one would carry me for a while. Instead of following the route out across Thud Ridge and over Yen Bai, I cut straight across the valley, and I stayed low and swung up when I got to the mountains. ... I pointed the nose up, and she went up to forty-four thousand feet like a skyrocket. I was cruising supersonic at forty-four thousand feet. I tried to get the attention of my wingman. I waved at him to get him to join up on me. He was an ADC pilot and didn't understand my hand signals. Finally, he pulled alongside of me, trying to figure out what was going on. I tried giving him SAC signals with my hands, telling him what was going on. He wasn't reading any of them, either."

"The airplane flew for ten minutes. Then I ran out of gas. ... I started losing altitude, but as near as I could tell the engine was still turning at 30 percent. ... She was at 220 knots, nose heavy. I couldn't trim her up because I had no trim, no electricity. ... I ejected. I remember seeing the canopy floating by, the fire in the bottom of the cockpit from the charge that blew my seat out, and the nose of the airplane as it went down and away from me. All that seemed to happen very slowly."

"... I had ejected at twenty-two thousand feet, so I got into a skydiving pose. ... The next thing I was supposed to do was deploy the survival kit and the life raft. I pulled the lanyard, and the pack didn't open, but the raft decided to open up. I heard a poof, and the orange life raft started forcing its way out of a tiny opening in the survival pack. I finally got the life raft out, and it floated up into the parachute. I was carrying a long bolo knife ... The blade was heavy at the

Paul Frederick Koeltzow

F-105 History

end and light toward the back. I pulled the knife out of its scabbard and stabbed the life raft a couple of times and then cut it off. Poof. Off it went into space."

"I looked around and saw I was going to miss the ridge. I was two miles or so into Laos, a small piece of Laos that cut into North Vietnam. I could see a big tree. ... I tumbled down the mountain and stopped with a jerk. The parachute had caught the tree and jerked me off the mountainside, anchoring me to the tree. The tree had saved my life."

" ... I looked at my watch. I had been ten minutes in the air before I bailed out. I was in the parachute for fifteen minutes before I hit the ground. On the ground I would be seventeen minutes, as it turned out."

" ... I heard the whomp, whomp, whomp of an incoming helicopter. I called him and told him, 'You are about a ridge over from me.' He came right overhead, but he couldn't see me. I told him, 'I am right below you.' I popped a flare, and he spotted me. He moved the helicopter slightly forward, then the penetrator came down until it was level with me. As it swung toward me, I thought I was going to hit me. I put up my arms to ward it off. Instead, it dropped right between my legs --- really close. I grabbed the top of the penetrator, released the pedals, stepped onto them, and hooked myself in. The chopper then backed off the mountainside, and I swung out over the valley, hundreds of feet up in the air. I started to get dizzy, so I kept my eyes focused on the ground. They pulled me up and in and gave me a shot of Old Methuselah. I had a second shot, maybe more."

"The rescue chopper took me to a helicopter base, and I transferred to another chopper, which then ferried me to Udorn, where the flight surgeon checked me over. I drank about half a bottle of Old Methuselah while the flight surgeon poked at me. He asked me, 'How do you feel, Ralph?' I said, 'I feel OK -- now.' He said, 'Do you hurt anywhere?' 'I hurt all over,' I told him, 'but nowhere in particular.' I got back to Korat on a C-47 transport at two o'clock that morning. That day, we lost two F-105s and two were damaged. The other pilot also got picked up, and the two damaged aircraft recovered at Korat." (I Always Wanted to Fly)

After attacking an army barracks and a storage area, Maj Paul F. Koeltzow flew fighter cover for Maj Kuster. For his actions that day, Maj Koeltzow was presented the Silver Star by President Lyndon B. Johnson during the President's visit to McConnell AFB, Kansas, on 11 November 1967. (23 TFW history)

The Rescue Report submitted by the Jolly Green helicopter pilot described how they rescued Maj Kuster.

"At 0850Z on 30 June, JG 09 and JG 36 were notified that Ozark 2 (sic) had bailed out with good chute and beeper. The two Jolly Greens were airborne at 0855Z, or before the survivor touched ground in his parachute. The Jolly Greens were on alert at L-36 with Sandy 7 and 8 on airborne alert overhead. Sandy 5 and 6 were holding on airborne alert at channel 97. The survivor's location was given as 030 degrees/ 11 miles, channel 97. The weather for launch, en route and at the pickup point was 7000 feet, broken to overcast.

"Sandy 5 made contact with Ozark 2 shortly after arriving in the area. Mountain tops in the immediate area reached an altitude of approximately 6500 feet. The survivor was eventually pinpointed by Sandy 5 on a 60-degree slope at 4500 feet. The terrain interference on the survival radio transmissions caused some difficulty in obtaining ADF cuts to pinpoint the target; however, Sandy 5 accomplished this by 0920Z at which time he made a visual sighting. JG 09 was low bird and 36 was high, arriving in the area at 0920Z. 09 made a let down, attempting to keep Sandy 5 in sight while Sandy gave directions to Ozark's position. During the descent, 09 passed directly over Ozark and voice contact was established. A turn was made to stay over this position as the descent was continued. Again the terrain cut out the survivor's transmissions. At this point Sandy 5 made a low pass over the survivor and pinpointed him by tipping his wing at the target area. JG 09 made a slow pass by the survivor and was able to make a visual with the aid of a smoke flare.

"A turn was made away from the mountain side to drop the tip tanks in order to get light enough to hover at this altitude. The survivor had attempted to move on the slope, but had found it impossible because of the steepness of the rocky surface. 09 therefore advised him to hold by his parachute and the attempt would be made there.

"One of the tip tanks failed to jettison and the remaining fully loaded tip tank shifted the lateral C.G. violently,

Paul Frederick Koeltzow

F-105 History

however, control was not lost, and the crew rapidly employed the alternate jettison system which functioned properly, releasing the remaining tip tank. Approximately 90 seconds was lost during this operation.

"The survivor was positioned in a tight wooded ravine which sloped up the mountain side at approximately a 60-degree angle. JG 09 called for a second smoke flare, then attempted a hover approximately 100 yards out from the survivor. This was necessary in order to perform a power check while an escape route was still available. The power was sufficient to hover and JG 09 slipped into the ravine. The slope prevented a head-on approach because of rotor blade clearance of the trees on the side of the mountain. A side approach was made with the tail rotor backed into the mountain ravine. The hoist operator literally placed the forest penetrator between the legs of Ozark 2. He did not have to move from the position where he had 'dug in' to prevent rolling down the hill, only reach out and climb on. The pickup was completed at 0935Z, 45 minutes after bailout. Survivor had minor cuts and abrasions.

"The survivor was landed at L-36 at 1005Z while JG 09 refueled. The SAR forces were RTB'd and the survivor was returned to L-98 at 1125Z where Jolly Green 37 picked him up and returned him to channel 86. JG 09 and 36 resumed alert at L-98.

"Survivor gave excellent steers to aid both Sandy and Jolly Green to his position. He was quick to respond to direction and became a tremendous asset to his own rescue.

"Sandy 5 led the mission in an exemplary manner. He relayed applicable information back to the Jolly Greens which allowed for proper preplanning of the pickup. His assistance in rapidly locating the survivor and pinpointing him for JG 09 greatly decreased the reaction time.

"The entire mission was carried out 'by the book'. All phases were handled as planned with only the tip tank release system hampering the effort."

LOW BIRD - 09

RCC 1 Lt Max F. James

RCCP Maj Maurice L. Wells

FE SSgt Jack Picklesimer

PJ A2C John L. Pighini

HIGH BIRD - 36

RCC Maj Glenn P. York

RCCP 1Lt James B. Barton

FE Theodore A. Zerbe

PJ A2C Michael R. Fraboni

"SURVIVOR: Major Ralph Kuster"

(Rescue Mission Narrative Report 2-3-47 30 Jun 67, from OL 2, 3 ARR Gp, Udorn, signed by 1Lt Max F. James, RCC Jolly Green 09, in AFHRA folder "Combat Saves SEA 1967 Jan thru Jun", Call # K318.2411-5, IRIS # 1017065.)

The rescue forces included four A-1Es (Sandys) from the 602 Fighter Squadron (Commando), two HH-3Es (JG 09 and JG 36) from Det 2 37 ARRS at Udorn, and one HC-130P (Crown 2) from OL-1, 39 ARRS. (Rescue Open/ Close Report 2-3-47-30 Jun 67, TWX 301038Z Jun 67 from 3 ARR Gp OL 2 Udorn RTAFB, Thai, in AFHRA folder "Combat Saves SEA 1967 Jan thru Jun", Call # K318.2411-5, IRIS # 1017065.)

"Sandy 5 and 6 were directed to conduct a SAR effort for the pilot of an F-105 downed on 30 June, in the northern portion of Barrell Roll. Sandy 5 located the pilot twenty minutes after the effort was initiated and controlled the pick up by rescue helicopters. The successful pick up occurred forty one minutes after initial notification of the emergency, bringing the total number of rescues by the 602nd Fighter Squadron to 161." (56 ACW Weekly Activity Report, 26 June - 2 July 1967, pg 9, AFHRA Call # KWG-56-SU-RE-W, IRIS # 451171.)

388 TFW History, Apr - Dec 67, USAF microfilm NO584 & "I Always Wanted To Fly - Chapter 14 "Hambone 02"', pgs 286 - 293 & 23 TFW History, Jul - Dec 67, USAF microfilm MO554.

07-Jul-67

1342

F-105s from the 388 TFW bombed Kep airfield (JCS 9.1 BE 616-8438) at coordinates 21-23-37N and 106-16-05E, in RP-6A, North Vietnam.

Paul Frederick Koeltzow

F-105 History

A strike flight on this mission was from the 34 TFS. The pilots were:

Capt Jack A. Phillips flying his 84th and 85th combat missions
Capt Nicholas J. Donelson
Maj Charles E. Irwin
Maj Paul F. Koeltzow

After the strike on Kep, their flight recycled for a RESCAP. Capt Phillips logged 5 hours 5 minutes of flight time for the total mission. The RESCAP was probably for Marine A-4E pilot Maj Ralph E. Brubaker who had been shot down in the DMZ the day before. He was rescued on 7 July.

Maj Ralph L. Kuster, Jr. from the 469 TFS was awarded the Distinguished Flying Cross for supporting this mission. "Maj Kuster was directed to strike at numerous flak sites surrounding Kep airfield. Undaunted when surrounded by exceptionally heavy ground fire, Maj Kuster in a voluntary act of bravery, relentlessly pressed the attack and silenced the hostile guns."

For a book, Kuster described his mission. "I guess the worst mission I flew would be July 7, 1967, against Kep Airfield, only a week after my shootdown. Usually out of twenty airplanes we put into Route Pack 6, two would be Weasels and two would be flak suppression. We flew flak suppressors in a flight of two, and each airplane pretty much operated independently. We were armed with four CBU's that we could drop individually or in twos. The idea was that when you saw some batteries firing, you dropped the CBU's over the batteries and had the gunners dive into their little foxholes, and the CBU's went off as they came back out. We had a formula for the attacking formation. The goal was to get all sixteen airplanes on and off the target in twenty seconds. The goal of twenty seconds was established as the time it took a gunner to pick out an airplane; track the airplane through the dive, bomb release, and pullout; and then crank the gun back up to vertical and try to select another target. We wanted him not to have a target when he got the gun back to vertical."

"Kep airfield was on the northeast highway from Hanoi to China. Mine was one of the flak-suppression airplanes. We split up and took on the flak on the field. There were two batteries firing: one 85-mm, which consisted of six guns, and one 57-mm battery. Apparently, they got ticked off at me and decided I was going to be their target for the day. I went checking out to the south, jinking right and left, and they did their damndest to shoot me down. I flew along and thought, 'I go to the right. No, I go to the left.' Actually, I had to go left to get out of the area and into the protection of the mountains. I turned back to the left, they'll think I'd turn right, so I turned a little more left. I tried to outguess those batteries, and they were trying to outguess me. And they were winning. Boy, they were really getting close with their big rectangular barrages. Those 85s must have been firing one barrage every two seconds. The barrages would overlap, and before one rectangle ran out, they would have another rectangle up there. And they were tracking me with those barrages, back and forth across the sky, until I didn't know which way to turn. You can jink up and fly over a barrage, but you can't fly through the rectangle, because of the fragments in there. They'll tear your airplane apart. You have to kind of dive and roll, the thing I used to do with clouds."

"I finally pulled to the left -- all the time in afterburner, the 85s still tracking me -- and I headed for the other side of Thud Ridge. Then I jinked from one side of the ridge over to the other, back and forth, not to give any gunners a chance to line up on me. When I finally leveled out at altitude, getting ready to join my tanker, I was drenched in sweat. I happened to look at my right hand. There is an area where the glove ends and the sleeve of my flight suit had pulled up. The hairs on my arm were standing straight up. I brushed them down like you brush down the hairs on a dog to get them to lie down. I touched the back of my neck, just below the helmet, and my hairs were standing straight up. That was my worst mission."

The 13 TFS Wild Weasel crew of Capt Robert E. Dorrrough, Jr. and his EWO Maj Clarence S. "Bud" Summers flew their first combat mission supporting this strike against Kep Air Field. Capt Dorrrough recorded their experience in his diary. "Fri: Our first mission was a "White Knuckler" (W.K.) to Kep Airfield. We were supposed to keep the SAMs down, and we did. In addition, our flight struck a known SAM site with 750s and CBU's. My CBU's hit a 37-mm and scared the hell out of any farmers who might have been nearby. Our Check Point going into the target area was an island called the "elephant's ear". Some high 85-mm and a lot of 37- and 57-mm barrage at about 5,000 ft were around

Paul Frederick Koeltzow

F-105 History

the site we struck. Maj Bill Underwood [13 TFS Wild Weasel pilot Maj William E. Underwood] hit a Firecan (85-mm) on the NE RR; Maj Lefty Frizzel [13 TFS Wild Weasel pilot Maj Frederick N. Frizzell] cut a road with 750#. After G.I.s for 7 days, Bud & I blacked out on our pull out and lost flight for awhile."

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Jack Phillips e-mail 18 Mar 11 & "I Always Wanted to Fly -- Hambone 02", pgs 267 and 293 - 295 & Bob Dorrough's Combat diary.

12-Aug-67

1376

One day after their attacks on the Paul Doumer bridge over the Red River in Hanoi, both the 355 TFW and the 388 TFW struck the railroad and highway bridge over the Canal des Rapides (JCS 13), five miles northeast of Hanoi. This bridge on the Northeast rail line (RR 2), first struck by F-105s on 26 April 1967, carried the only rail line heading northeast from Hanoi as well as highway Route 1A. The bypass rail bridge was also hit.

"The center span of the bridge swings open to allow ship passage on the canal that runs parallel to the Red River. It is the only railroad line extending north from Hanoi and is also the highway bridge for Route 1A."

"Bombs dropped by Air Force tactical fighter-bombers yesterday (August 12) damaged a Hanoi railroad and highway bridge that crossed the Canal des Rapides, 8.5 KM (5 miles) northeast of the heart of the city."

"Morning and afternoon strikes were carried out against the five-span, 738 by 20-foot steel and concrete structure. Pilots flying F-4 Phantoms from the 8 TFW and F-105 Thunderchiefs from the 355 and 388 TFWs reported seeing 750 and 3,000-pound bombs hit the center and northeast sections of the bridge. One approach was also cut."

"It was the second day in a row Air Force pilots were subjected to the heavy enemy defenses over the city. 'The flak was so heavy, you could just about walk on it,' Major Ronald Catton, of Jefferson, Iowa, an F-4 aircraft commander from the 8 TFW said. Clouds, especially on the morning strikes, dust and the presence of SAMs hampered complete bomb damage assessment. 'We had a lot of clouds over the target area, 'Lieutenant Colonel Obie A. Dugan, 42, of Arlington, Va., said, 'but we were able to roll in and I saw the bombs go off along the bridge.' Dugan was a flight leader for F-105s assigned to the [357 TFS,] 355 TFW."

"Thunderchief pilots were able to successfully drop their ordnance as F-4s from the 8 TFW approached the area. Catton saw his bombs walk across the northeast end of the bridge and two other bombs hit the center of the structure before his flight of F-4s was jumped by three MiGs. 'We were able to shake the first three and rose to 12,000 feet only to be jumped by three more MiGs. They chased us back down again. These spiraling chases went on three different times and after our third go around, we were getting low on fuel and had to leave.' "

"Wing commander, Colonel Robin Olds of Washington, D.C., figured, 'we must have done such a good job yesterday, that they were pretty mad today. We went round and round with the MiGs firing at each other.' No aircraft on either side were downed during the brief dogfights."

"F-105s from the 388 TFW made the final afternoon passes over the bridge. Major Donald W. Revers, 37, of Ironwood, Mich., [from the 34 TFS] said, 'the entire area was so covered with smoke and spray we had trouble seeing the bridge. I'm sure those bombs hit right on the bridge, because that wasn't all water that I saw coming up after the bombs exploded.' "

"Additional 388 TFW Thunderchiefs were credited with silencing three 85-mm AAA sites by the bridge. A SAM site, 21 KM (13 miles) northwest of the city, was also hit by the pilots who reported seeing three large secondary explosions with heavy black smoke rising from the site." (Air Force News release provided by Obie Dugan to Ron Thurlow in letter dated 20 Feb 02).

Lt Col Mervin M. Taylor from the 34 TFS was Deputy Mission Commander. His force encountered MiGs, missiles, and AAA. He flew 3.2 hours and was awarded the First Oak Leaf Cluster to the Silver Star by Hq 7 AF Special Order G1954, dated 9 Nov 67.

During the raids, F-105s destroyed a SAM site 13 miles to the northwest of Hanoi after it had launched all of its

Paul Frederick Koeltzow

F-105 History

missiles. Major William C. Campfield, Jr. was a Wild Weasel pilot with EWO Capt Harold W. Stoll from the 354 TFS, 355 TFW, credited with destroying a SAM site during this mission. Campfield was awarded the Distinguished Flying Cross. " ... Major Campfield was the lead of the surface-to-air missile suppression flight supporting a strike against a vital highway and railroad bridge in a heavily defended hostile area. Despite marginal weather, numerous surface-to-air missile launches, heavy and accurate antiaircraft artillery fire, and impending harassment from nearby hostile interceptor aircraft, the flight successfully disabled one surface-to-air missile site and by their aggressiveness concentrated the area defenses upon themselves enabling the strike force to attack their primary target and egress safely. ... " (Award Citation, 7 AF Special Order G1581, 4 Oct 67 provided by Bill Campfield to Ron Thurlow in 4 Jan 2001 letter.)

The 354 TFS Wild Weasel crew of Maj James L. Davis and EWO Capt Phillip H. Walker flew their 8th mission today. "Route Pack VI(a). Downtown, Canal des Rapides (railroad bridge). No MiGs. Got four SAMs shot at us while we tried to toss chaff dispensers. A lousy idea. Tried to launch a Shrike at AAA near Yen Bay but screwed up the switches." (James Davis mission notes transcribed by his son, Geoffrey Davis)

One F-105D from the 469 TFS, 388 TFW, was downed by flak and the pilot captured. Capt Thomas E. Norris spent the rest of the war as a POW.

At 0101Z, four 355 TFW F-105Ds in "Wolf" flight dropped 8 M-118 bombs on the Hanoi railroad and highway bridge over the Canal de Rapides (JCS 13) at coordinates 21-04-35N and 105-54-46E (BE 616-00011) in RP-6A, North Vietnam. Clouds directly over the bridge prevented the pilots from seeing the results of the bomb strikes. During their approach to the target, the flight saw three missiles heading for them from the south of Thud Ridge. Two missiles exploded 7,000 feet above them and the third missile passed beneath them without exploding. Three minutes after pulling off their bomb run, the flight evaded three SA-2 SAMs fired at them from a site south of Hanoi and west of the Red River.

Maj Alonzo L. Ferguson from the 354 TFS received the Silver Star for his participation in this mission. " ... Major Ferguson successfully led a major strike force of fighter-bombers which destroyed a vital highway and railroad bridge despite adverse weather, several surface-to-air missile attacks and hostile ground fire from numerous sites. ... " (Award citation provided to Ron Thurlow by Alonzo Ferguson.)

Flying a combat mission on this day was Col Robert M. White, 355 TFW Director of Operations, who was awarded the Silver Star. "Led attack force of 20 aircraft, target not specified in citation, but if memory serves me, it was a very large railyard directly across the Red River from Hanoi." (Bob White, e-mail to Ron Thurlow, 12 Sep 2001.)

Major Paul F. Koeltzow from the 34 TFS was awarded the Air Force Cross for extraordinary heroism. " ... Major Koeltzow led his force of twenty aircraft against the most heavily defended target complex in North Vietnam. Hampered by marginal weather, mechanical failures, and heavy and accurate hostile fire, Major Koeltzow led his force to the target, and although his aircraft was damaged by flak at the start of his bomb run, he overcame tremendous obstacles and continued his attack, destroying the target. Despite extensive damage to his aircraft, he engaged a flight of hostile aircraft and thwarted their impending attack on a crippled F-105. ... " (<http://valor.militarytimes.com/recipient.php?recipientid=3588>)

After being assigned to McConnell AFB, Maj Koeltzow was interviewed for an article in the Wichita Eagle where he told his story of the mission. " 'The weather was marginal, and when we encountered rain, three of the planes experienced mechanical failure and had to return to base. Of the 17 remaining planes, 13 of us were headed for the ... railroad bridge near Hanoi while the other four hit a secondary target.'

"The flight of four encountered ground-to-air missiles. The bridge was defended by heavy antiaircraft fire and MiGs. ... 'We were the third flight in on the bridge that day, but after the first two attacks the bridge was still standing.'

"Koeltzow's plane was heavily damaged by flak as he started his bomb run but he pressed the attack and the force succeeded in dropping one span of the bridge.

Paul Frederick Koeltzow

F-105 History

"As we started out of the target area, the wingman from the last flight over the target called that he had MiGs on him. He was critically damaged from flak and couldn't defend himself."

"Despite damaged to his own plane, which slowed his airspeed considerably, Koeltzow and his flight dropped their wing fuel tanks and turned back to engage the enemy planes."

"The MiGs broke for cover when they saw us coming," Koeltzow said. But the crippled plane they had turned to assist was unable to recover. The pilot [Capt Tom Norris from the 469 TFS] ejected and was captured by the North Vietnamese."

"The price was high; one man missing, one plane down, seven heavily damaged, and three malfunctioned. But the mission was accomplished, a vital supply and communication line for the enemy was destroyed." (23 TFW history, Jan - Jun 68, frame 2024, showing article in the 27 April 68 issue of The Wichita Eagle.)

Strike photography showed the southern half of the main bridge covered by smoke from bomb impacts. Post-strike photography revealed a span near the center of the bridge was down and two spans on the south end of the bridge were extensively damaged. The bypass bridge appeared to be serviceable. BDA photos on 12 August showed the bridge with 2 spans destroyed but the bridge was being bypassed by a rail bridge and rail ferries. (PACAF 16 August 67 Rolling Thunder briefing to CINCPAC for period 24 Jul - 13 Aug 67.)

355 TFW JOPREP JIFFY DOI 4720 OPREP-4/106 in USAF microfilm NO463, frame 252 & BG Mervin Taylor, letter to Ron Thurlow, 30 May 2000 & extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.

30-Sep-67

5159

Two pilots assigned to the 34 TFS in the 388 TFW at Korat completed flying 100 missions during September 1967. They were:

Lt Col Mervin M. Taylor
Maj Paul F. Koeltzow

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm>

11-Nov-67

989

During a one-hour visit to McConnell AFB, Kansas, President Lyndon B. Johnson presented Silver Star medals to eleven F-105 pilots who had completed 100 missions over North Vietnam.

Receiving the awards were: Capt Jack A. Phillips (Silver Star with two Oak Leaf clusters); Captain Winfield Scott Harpe, Major Richard E. Moser, and Captain Howard L. Bodenhamer (Silver Star with one Oak Leaf cluster); Majors Earl L. Thornton, William E. Augsburg, Robert B. Bennett, Bobby L. Martin, William Campfield, Jr., Paul F. Koeltzow and Captain Jackie D. Stokes.

Capt Jack A. Phillips, an IP with the 560 TFS, recalled "This [award ceremony] was neat since I was born in Wichita and raised on a farm about 12 miles from McConnell, so my mother got to attend and meet all those important folks." (Jack Phillips, e-mail 18 Mar 11)

"After the President gave Captain Bodenhamer his decoration, the pilot received a personal gift -- the President's own Silver Star lapel pin which had been worn since World War II." After the awards ceremony, Maj Robert V. Baird presented an inscribed Thunderchief model to President Johnson on behalf of the 100 Mission Pilot's Club.

Secretary of Defense, Robert McNamara, and the president's pet dog Suki, accompanied the President in Air Force One. They were met by General John P. McConnell, Air Force Chief of Staff, and Colonel Robert L. Cardenas, 835 Air Division Commander. In his address to the crowd that included wives of men still in Vietnam, the President said, "I give you the deep gratitude and the pride this nation feels in all of you. ... You hold in your hands the power to destroy any adversary on earth. And yet you are fighting a limited war with restraint, with skill, and with judgment and compassion. Together, we will persevere in making the skies over Vietnam an arena which history will honor as the place where freedom found a new life and peace was finally won."

Paul Frederick Koeltzow

F-105 History

23 TFW History, 1 Jul - 31 Dec 65, USAF microfilm MO554 & Republic Aviation Thunderchief Report, Vol III, No. 3, Nov 1967 & National Archives motion picture film shot list control No. NWDNM(m)-342-USAF-43634.

15-Feb-68

2354

(Approximate date) "At a special presentation ceremony last month at McConnell Air Force Base in Kansas, 55 Thunderchief pilots were awarded special certificates by Republic for completing 100 missions over North Vietnam."

"Air Force Cross Awarded To Thunderchief Pilot -- The Air Force's highest award for heroism was recently awarded to Lieutenant Colonel Harry Schurr, a 100-mission F-105 pilot who is now stationed at McConnell Air Force Base. The decoration was presented to the pilot by Lieutenant General Albert P. Clark, vice commander of the Tactical Air Command. Lt Col Schurr was cited for extraordinary heroism while leading a strike force of 20 Thunderchiefs over North Vietnam. Although his aircraft had been heavily damaged by enemy anti-aircraft fire, Schurr successfully destroyed a key railroad and highway bridge. He is now assigned to the Kansas base as commander of the 4519th Combat Crew Training Squadron." He previously commanded the 469 TFS at Korat. He was one of three F-105 pilots and one Wild Weasel EWO, along with F-4C pilot Col Robin Olds, who received the Air Force Cross for the successful attack on Hanoi's Paul Doumer Bridge on 11 August 1967.

Capt Bruce J. Lotzbire, an F-105 instructor pilot at McConnell, was among those who received Republic Aviation's 100-mission certificates. He had flown 100 missions while assigned to the 357 TFS at Takhli between April and October 1967. He remained as an instructor pilot at McConnell until December 1971. After 33 years in the Air Force, he retired as a Major General on 1 June 1995.

Capt Howard L. Bodenhamer, also assigned to McConnell, was one of the pilots who received a certificate. He had completed 100 missions in August 1967 while flying with the 354 TFS at Takhli.

Lt Col Gerald F. "Jerry" Fitzgerald, was one of the 55 pilots who received his 100-mission certificate. Previously he had commanded the 13 TFS at Korat, RTAFB, Thailand.

Capt Donald O. Austin was one of the pilots who received a 100-mission certificate. He was a former 34 TFS pilot who had flown from Korat but was now assigned to the 561 TFS as an F-105 RTU instructor pilot.

Maj Edward C. Jones, who had flown with the 34 TFS, received a 100-mission certificate.

Capt Steven J. Savonen, an instructor pilot in the 562 TFS, also received his 100-mission certificate. He had been assigned to the 469 TFS at Korat.

Capt Richard L. O'Connor was one of the pilots receiving a 100-mission certificate.

Capt Winfield Scott Harpe, and IP in the 23 TFW who had flown with the 469 TFS, received a Republic 100-mission Certificate.

Lt Col William E. Augsburg was a former 34 TFS pilot who received a 100-mission certificate.

Maj Bobby L. Martin, the first Wild Weasel pilot to have flown 100 missions, received a 100-mission certificate. He had been assigned to the 354 TFS at Takhli but had flown missions with the 13 TFS from Korat.

Capt Jack A. Phillips, an IP with the 560 TFS, flew his 100th mission with the 34 TFS on 2 August 1967.

Capt Robert L. Martin, who flew his 100th with the 34 TFS, received his Republic 100-mission Certificate at McConnell.

Maj Earl L. Thornton had flown his missions with the 469 TFS. He last flew the F-105 on 8 Aug 1968, accumulating 1183.9 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

Paul Frederick Koeltzow

F-105 History

Maj Paul F. Koeltzow received his 100-mission certificate.

Capt Jackie R. Youngblood and Capt Robert M. Crane were former 34 TFS pilots who received their Republic 100-mission Certificates at McConnell.

Capt John F. Rehm was one of the pilots receiving his 100-mission certificate. He had flown as a Ryan's Raider pilot with the 34 TFS and 13 TFS.

Capt Guy H. Morgan, Jr. was an F-105 pilot who flew 100 missions as a strike pilot with the 13 TFS at Korat.

Capt Rowland F. "Frank" Smith, Jr. received a 100-mission certificate. He had been a Wild Weasel pilot in the 44 TFS.

Thunderchief World Wide Report, Vol III, No 7, March, 1968 & Gen Lotzbire's biography on www.af.mil/news/biographies/lotzbire_bj.html.

26-Apr-68

4224

At McConnell AFB, Kansas, General G. P. Disosway, TAC commander, presented the Air Force Cross to Maj Paul Fredrick Koeltzow, now assigned to the 23 TFW. The award was for the mission he flew against Hanoi's canal bridge on 12 August 1967 when he was assigned to the 34 TFS at Korat.

23 TFW History, Jan - Jun 1968, USAF microfilm MO554, frame 1584.

01-Mar-69

4294

Maj Gen Jay T. Robbins, Commander 12 AF, visited McConnell AFB on 1 March 1969 and presented DFCs to 15 F-105 pilots for missions they flew in South East Asia. Five receiving the awards were from the 562 TFS. They were: Lt Col Louis D. Braun, Lt Col Robert T. Campbell, Maj Robert R. Huntley, Maj William S. Pachura, and Capt Richard W. Arnold. Lt Col Braun was the commander of the 562 TFS, Lt Col Campbell was the Operations Officer, and the others were instructor pilots assigned to the 562 TFS.

Other F-105 pilots receiving the DFC were: Lt Col Nevin G. Christensen, Maj Gene W. Goodwin, Maj Paul F. Koeltzow, Maj David L. Nichols, Maj Lloyd R. Partridge, Maj Richard A. Smith, Capt James T. Hannam, Capt Douglas F. Mahan, Capt Robert V. Hannah, Jr., and Capt William H. Striegel.

Six enlisted men also were awarded the DFC.

23 TFW history, Jan - Jun 1969, USAF microfilm NO555, frames 0539 and 0609.

15-Jul-70

6962

(Approximate date) Maj John R. Stell from the 333 TFS flew the F-105 for the last time. He had accumulated 1437.6 hours in the airplane.

On 14 July 1970, Lt Col Paul M. Koeltzow flew the F-105 for the last time. He had accumulated 1407.1 hours in the aircraft since November 1962.

Also, on 17 July 1970, Maj Robin K. Nierste made his last flight in the F-105. Since his first flight in December 1964, he had flown 1287.3 hours in the airplane.

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