

Jack L. Spearman

F-105 History

09-Dec-63

5226

At the 4520 CCTW at Nellis AFB NV, Class 64-F of F-105D Operational Training Course 111506E graduated 24 pilots. The course started on 7 October 1963 and was assigned to the 4523 CCTS commanded by Lt Col Claude D. Phillips. The student pilots and their home stations were:

Lt Col Robert L. Bobbett - Bolling	Capt Neal L. Funston - 388 TFW McConnell
Lt Col James M. Morris - 388 TFW McConnell	Capt Ralph L. Kitchens - 388 TFW McConnell
Maj John P. Anderson - 8 TFW Itazuke	Capt Jack L. Spearman - 388 TFW McConnell
Maj William J. Bailey - 8 TFW Itazuke	Capt Paul H. Storment - 8 TFW Itazuke
Maj John I. Brown III - 355 TFW George	Capt Larry D. Wiggins - 388 TFW McConnell
Maj Robert A. Farnsworth, Jr. - 8 TFW Itazuke	1Lt Edward R. Bracken - 8 TFW Itazuke
Maj Louis G. Pazel - Luke	1Lt Clarence E. Fox - Homestead
Maj John C. Shay - 355 TFW George	1Lt Thomas W. Gallagher, Jr. - 8 TFW Itazuke
Capt Onofiro J. Andrews - Cannon	1Lt Edward J. Haerter - 355 TFW George
Capt Robert B. Bennett - 8 TFW Itazuke	1Lt Robert H. Jones - 457 TFS George - F-104C
Capt Thomas H. Curtis - Shaw	1Lt Bernard G. Lyons - Homestead
Capt Gerald E. Detweiler - 388 TFW McConnell	1Lt Jerry L. Stamps - Homestead
Capt Robert R. Dyczkowski - 355 TFW George	

Two pilots from Offutt AFB attended selected parts of Class 64-F from 9 - 19 Oct 63: Lt Col E. B. Elrod and Maj V. E. Chandler. Also, 1Lt Jared P. Lowe from Shaw AFB attended the class from 10 Oct 63 for 19 hours of academic training.

Lt Col James M. Morris was the commander of the 563 TFS at McConnell and was later assigned as commander of the 8 TFS, 49 TFW, at Spangdahlem.

As an F-104C pilot at George AFB, 1Lt Bob Jones had "... deployed to Hahn Germany for the Berlin wall dust-up, and to NAS Key West for the 'Cuban Missile Crisis'. I was the last active duty 2Lt to fly the zipper." During his F-105 training, "... I was airborne on my first 'unsupervised solo' in the Thud ... along with Tom Curtis (whom I waxed) the day Kennedy was killed." After his F-105 upgrade, he "... was assigned to the 36 TFS 'Pukin Pups' at Itazuke in the fall of '63." (Bob Jones, e-mail 24 Apr 10)

SO AA-8 dated 8 Oct 63 in History of the 4520 CCTW, 1 Jul - 31 Dec 63, AFHRA Call # K285.5435, IRIS # 0488615.

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

"B" Flight Pilots

Capt John W. Wiechert, Jr. - Commander
Capt John E. Mount *
Capt Roger G. Huggins *

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Capt Larry D. Wiggins #
Capt David H. Duart
Capt Edward J. Haerter #

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.

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

"D" Flight

Capt Robert J. Beck - Flt Commander

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Capt John E. Mount
Capt James S. Walbridge
Capt William E. Eskew
1Lt Joseph P. Shouse
1Lt Lawrence D. Cobb II

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.

31-Dec-65

5893

In the 8 TFS, 49 TFW, key personnel at the end of 1965 were:

Maj Walter S. Bruce - Squadron Commander
Maj Howard W. Leaf - Operations Officer
Maj Raymond F. Kingston - Assistant Operations Officer
Capt John W. Wiechert, Jr. - Assistant Operations Officer
Capt Anton J. Mickech - Maintenance Officer

Line pilots were:

"A" Flight

Capt Samuel H. Martin III - Flight Commander
Capt Richard E. Wendell
Capt James S. Walbridge
Capt David H. Duart
Capt Melvin H. Franzen
Capt Wilson
1Lt Dale M. Pichard
1Lt Donald O. Austin.

"B" Flight

Maj James M. Foley - Flight Commander
Capt Russell A. Starkman
Capt John W. Garten
Capt Robert S. Deas
Capt Jack L. Spearman
Capt Jackie R. Youngblood
1Lt Carl G. Decker

"C" Flight

Maj Thomas M. Heide - Flight Commander
Capt Robert M. Thompson
Capt Donald R. Yates
Capt Gerald E. Detweiler
Capt Joseph J. Karins
Capt Cherry
Capt Jules L. Viquesney

"D" Flight

Capt J. D. Tindall - Flight Commander
Capt Larry David Wiggins
Capt Richard W. Simons
Capt William Eugene Eskew
1Lt Joseph P. Shouse
1Lt Lawrence D. Cobb II

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Capt Paul E. Raudenbush

The squadron flew 3,407:20 hours during the past six months. Four pilots received the Armed Forces Expeditionary Medal for combat missions that they flew during their deployments to South East Asia. They were:

Capt John W. Garten - 9 missions
Capt Gerald E. Detweiler - 3 missions
Capt Jules L. Viquesney - 4 missions
Capt Melvin H. Franzen - 1 mission

49 TFS history, 1 Jul - 31 Dec 1965, AFHRA Call # KWG-49-HI Jul - Dec 1965, IRIS # 450717, declassified extract.

30-Jun-66

5921

At the end of June 1966, key personnel in the 8 TFS, 49 TFW, Spangdahlem AB, Germany, were:

Lt Col Walter S. Bruce	-	Squadron Commander
Capt Anton J. Micksch	-	Maintenance Officer
Maj Raymond F. Kingston	-	Operations Officer
Capt John W. Wiechert, Jr.	-	Asst Operations Officer
Capt Paul E. Raudenbush	-	Weapons Officer

The line pilots were:

"A" Flight	"C" flight
Maj Thomas M. Heide - Flt Cmdr	Maj Samuel H. Martin III - Flt Cmdr
Capt Larry David Wiggins	Capt Russell A. Starkman
Capt David H. Duart	Capt Gerald E. Detweiler
Capt Donald R. Yates	Capt Joseph J. Karins
Capt Melvin H. Franzen	Capt Cherry
1Lt Donald O. Austin	Capt Jules L. Viquesney
"B" Flight	"D" Flight
Maj James M. Foley - Flt Cmdr	Maj Capt J. D. Tindall - Flt Cmdr
Capt Robert M. Thompson	Capt James S. Walbridge
Capt John W. Garten	Capt William Eugene Eskew
Capt Robert S. Deas	1Lt Joseph P. Shouse
Capt Jack L. Spearman	1Lt Lawrence D. Cobb II
Capt Jackie R. Youngblood	1Lt Dale M. Pichard
1Lt Carl G. Decker	

Squadron pilots flew 3,644:20 hours over the past six months. "... The 8th squadron pilots amassed a total of over 25,700 hours in the F-105, which averages nearly 700 hours per assigned pilot. ... The squadron had one landing accident mark a perfect flying record. The fact that the squadron has limited its accident record to a single occurrence in over one year is testimony to safety consciousness in the squadron."

"All pilots successfully completed gunnery qualification. The crews deployed to Wheelus AB, Libya, where they acquired proficiency in 12 different events, both nuclear and conventional. Visual and radar nuclear events were accomplished. A small portion of gunnery qualification was accomplished at Suippes Range, France, and Seigenburg Range, Germany."

Pilots awarded the Combat Readiness Medal during the past six months were:

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Capt J. D. Tindall
Capt John W. Wiechert, Jr.
Capt James S. Walbridge
Capt Paul E. Raudenbush
Capt David H. Duart
Capt Donald R. Yates

"Capt Robert C. Green, the first man assigned to the 8th Squadron who completed a combat tour in Southeast Asia with 112 aerial combat missions [with the 354 TFS from Takhli], was awarded his second through fifth Oak Leaf Clusters to the Air Medal. He also received the Purple Heart for wounds received from hostile ground fire." The reference was to the episode on 19 February 1966 when Capt Green's F-105D was shot down over North Vietnam. He was picked up by a Jolly Green HH-3C helicopter in a dramatic rescue under heavy enemy fire.

49 TFS history, 1 Jan - 30 June 1966, AFHRA Call # KWG-49-HI Jan - Jun 1966, IRIS # 450718, declassified extract & 355 TFW History, Jan - Jun 66, USAF microfilm NO461, frame 1110.

25-Apr-67

1466

On 25 and 28 April, F-105s from the 388 TFW, dropping 500-, 750-, and 3,000-pound bombs, struck the Hanoi railroad car repair shops (JCS 20) (BE 616-00022) two and one-quarter miles east-northeast of the city's center at 21-02-52N and 105-53-08E on the Northeast Rail Line (RR 2). Pilots reported seeing 52 rail cars in the shop area. "This target was previously struck inadvertently during raids against the Yen Vien railroad classification yard (JCS 19) in early December 1966." (4, 12, or 14 December 1966).

"F-105s ... hit the rail repair area, the largest of its type in North Vietnam, at 10 a.m. The complex contains repair facilities, marshalling yards, and petroleum tank cars. The impact of 3,000 and 750-pound bombs on the central portion of the area ignited several instantaneous fireballs that gave way to large smoke clouds that rose almost immediately to 3,000 feet."

From the 34 TFS, "Opal" flight, led by Maj Harry Pawlik, struck the Hanoi railroad car repair shops, located just two miles from Hanoi. The flight was composed of the following pilots: Lead and mission commander - Maj Harry Pawlik, #2 - Maj James N. McClelland, #3 and Deputy Mission Commander - Capt Jack A. Phillips, #4 - Capt Donald M. Majors from the 13 TFS. This was Capt Phillips' 45th combat mission into NVN. He was awarded the DFC.

Approximately 15 nautical miles from the target the weather became scattered and allowed visual acquisition of the target. Intense barrages of 85/100-mm AAA began immediately, succeeding in destroying an aircraft from another flight. The flight continued their roll-in and delivered their 3,000-pound bombs on target with unerring accuracy.

"During pull-off, Maj Pawlik's aircraft sustained a direct hit which knocked the 650-gallon belly tank from its station and tore a gaping hole in the lower aft portion of the fuselage. Having sustained major battle damage, the flight lead attempted to engage three MiG-17s directly in front of him. Battle damage took its toll and he was not able to accelerate enough to join the attack. During this same period of time, two SAMs were fired at his flight. Despite this activity, the flight rejoined and egressed without further mishap. ... Lead and #3 were honored by attending a press conference held in Saigon immediately after this raid. Maj Pawlik was forced to recover at a forward base [Udorn] due to the severity of battle damage incurred on this strike." (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frames 0068 - 0069.)

The three pilots who flew on this mission from Korat flew in a T-39 to Hq 7th Air Force at Tan Son Nhut to participate in the press conference where they were grilled by news reporters. The pilots were Maj Harry Pawlik and Capt Jack A. Phillips from the 34 TFS and Maj Richard E. Moser from

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the 421 TFS. (Jack Phillips, mission log via e-mail 18 Mar 11)

Maj Donald F. Fryauf, Capt David C. Carter, Capt Jack L. Spearman, and Maj Clarence J. Kough, Jr. from the 34 TFS were awarded the Distinguished Flying Cross for heroism on a mission they flew on this day. (7 AF SO G-970, 8 Jul 67)

"I saw some of the best bombing that I think I've ever seen ... " flight leader Maj Ray H. Bryant [469 TFS] said. 'I saw smoke going up to 7,000 or 8,000 feet. By that time I was only 35 miles away from the target.'

"Fire from 37-, 57-, and 85-mm AAA sites was extremely heavy in this area. An estimated four emplacements were silenced by one flight of Thunderchiefs."

Post-strike photos from 25 April showed the following damage to the shops:
Area A - 4 buildings destroyed; 3 buildings with moderated structural damage.
Area C - 4 pieces of rolling stock destroyed.
Area D - 9 buildings destroyed; 4 buildings with moderate structural damage.
Area E - 1 building destroyed.
Area F - 3 buildings destroyed.
Area J - 1 building destroyed.
Area K - 4 buildings destroyed; 4 buildings with moderate structural damage.

A night photo taken after the 25 April strike showed 48 buildings destroyed and 26 damaged along with 6 rail cars destroyed and 2 locomotives damaged.

Maj Ralph L. Kuster, Jr. from the 469 TFS received the Distinguished Flying Cross for a mission he flew on this day. ("I Always Wanted to Fly -- Hambone 02", pgs 267)

Also, under 7 AF SO G-1158 dated 8 Aug 67, 1Lt George H. Teas from the 13 TFS received the first of his four DFCs for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from opposing forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing a devastating air attack against a hostile surface-to-air missile complex. Perservering in the face of danger and death, his relentless action effectively neutralized the hostile positions. ..." (George Teas Award Citation and e-mail 26 Aug 09.)

PACAF Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frame 1473 & Project CHECO, Rolling Thunder, 17 November 1967, pg 11.

29-Apr-67

1278

Sixteen F-105s dropped a total of 48 750-pound bombs on the Hanoi railroad and highway bridge (BE 616-00011) (JCS 13) at 21-04-35N and 105-54-46E. BDA photos from 30 April showed the two northern spans were destroyed.

"Just north of the bridge are junction points for the northeast, northwest and north rail lines, which form a single line to enter the city over the bridge."

"Both approaches were cut to North Vietnam's main rail line leading north from Hanoi It marked the second time F-105s from the 388 TFW ... had returned to one of the enemy's most highly defended targets located four miles northeast of Hanoi. The bridge was first hit April 26."

After these two strikes, "photo coverage obtained on the 30th of April revealed that two spans were dropped and the target was unserviceable. This damage was evidently caused by a direct hit which destroyed the supporting concrete pier." (CHECO).

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Maj William J. Kriz from the 44 TFS was the leader of "Elgin" flight that led the strike force and dropped 16 CBU-24s on their target.

Four pilots in "Cadillac" flight from the 34 TFS flew in the strike. The lineup was:

- #1 - Maj Clarence Kough, Jr.
- #2 - Capt David C. Carter
- #3 - Maj Donald F. Fryauf
- #4 - Capt Jack L. Spearman.

"... Weather presented no problem as the ingress route, target area, and egress route were VFR. Ordnance carried was six M-117s (750#) per aircraft. Four flights struck this target, two flights carried 750-pound bombs and two flights carried 3,000-pound bombs. Target defenses were extremely heavy and consisted of 37/57/85/100-mm AAA, SAMs, and MiG 17/21s. Two surface-to-air missiles were launched against the flight, but evasive maneuvers caused them to miss their mark. A total of ten SAMs were observed during this mission. ... A 7 AF TWX received the following day confirmed that two spans of the bridge were destroyed and the rails were interdicted." (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frame 0069.)

Four pilots from the 469 TFS formed the fourth and last strike flight from Korat. The lineup was:

- #1 - Maj Roy S. Dickey
- #2 - Capt James L. Wilson
- #3 - Maj John M. Rowan
- #4 - Capt Donald Z. LaRochelle

Roy Dickey described his flight's strike. "... Although our tactics had evolved to where sixteen ships would essentially roll in on the target simultaneously from an ECM pod formation, there was still a moment of truth confronting the last flight of the gaggle. Because of the inherent delay caused by the fanning type execution of a simultaneous roll in, the last flight in the gaggle was left sucking wind. Our ECM pods emitted a wide-angled cone-shaped ECM pattern oriented downward, assuming the aircraft was in straight and level flight. The bad guys knew our tactics and evolved counter tactics as rapidly as we changed ours. So, as all the birds in the gaggle have rolled inverted and their jamming cones are oriented upward versus downwards, such an action leaves that last flight without ECM protection when it rolls inverted going in. The bad guys had learned that they could launch a salvo of SAMs, guide them visually until that last flight rolled inverted negating their jamming, kick in the three point guidance, and have roast Thuds at the Club that night. I had briefed my flight to roll in with me and with no delay, because fun and games would start 'right now!'

"Sure enough, I rolled in, my flight was right with me, and as I glanced back, I saw three SAMs blow simultaneously at our roll-in point. I glanced at the approach to the bridge and saw a ring of 85-mm AAA go off a millisecond before a brace of 3,000 pounders blew in the exact center of the ring. The flak suppression flight had done its job! We were all still alive and pointed downward at a very steep dive angle at the bridge below. 'Concentrate on the bridge, make this a good one, I don't want to come back here', were my thoughts. I had briefed the flight to pickle at 6,500 feet and egress on a certain vector jinking like hell. They must be snapped into egress formation after the second or third jink. I pressed on down and pickled at about 3,500 to 4,000 feet. There is no way my bombs could have missed that bridge! Jim Wilson's K-71 strike camera film showed my aircraft completely enveloped in vapor as I made the pull after bomb release.

"As briefed, I pulled very hard, and jinked like hell coming off the target. I was probably about 2,500 feet AGL as I went scorching out of there as fast as my Thud would take me. Out of the corner of my eye, I could see stalls of 37 or 57-mm guns firing at me or whomever. It was like

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going to a county fair and looking at stalls of displays. I glanced up and saw a SAM detonate where I would have been had I pickled where I briefed the flight to pickle. Jim Wilson said later that if the missile had programmed over and headed down for me that he would have said something. I enjoyed flying with Jim. He was cool and competent.

"In the meantime, I glanced to the left and saw a column of smoke from an F-4 that had been shot down. I then saw a MiG-17 at my 10 o'clock, and thought to myself, 'Stuff a missile up his rear.' I turned slightly to the left and the MiG broke to the right. ... I turned away from the MiG knowing full well that John Rowan was in good position to hammer him. John didn't hear my call because he had a tape recorder patched into his radio, and his radio blew. I did the old get-away-from-the-MiG routine, headed for the deck, knowing full well that I could outrun the MiG. Don't know what happened to the MiG. John never saw him.

"... After things settled down and we were on our way home, my throat was as dry as it had ever been. I reached to my G-suit pocket and pulled out my Evenflow baby bottle of water. I was so dry the water never touched my throat. When I screwed the cap off the bottle, I was actually a bit amused when I saw the nipple from the bottle fall to the floor of the cockpit and roll into the inner bowels of the cockpit capsule. ..." (Roy Dickey, scrapbook story, "The Second Strike on the Bridge Across the Canal des Rapides")

Dickey was quoted in the 388 TFW history. "Dust and debris covered the 738 by 20 foot, five-span steel and concrete structure that crosses the Canal des Rapides. Pilots reported the bridge received direct hits. 'It was about the most deliberate bomb run I've ever been on,' said Maj Roy S. Dickey. 'We laid the bombs right where the bridge span should have been.'" (388 TFW History)

Maj Dickey received the Silver Star (2nd OLC) for this mission. His citation, in part, read: "... Major Dickey was a leader of a flight of four F-105 Thunderchiefs assigned to destroy a critical target on the outskirts of Hanoi. Despite intense, varied anti-aircraft fire and extensive MiG interceptor activity, Major Dickey, without regard for his personal safety, led his flight to execute a perfect attack that devastated the target. ..." (Dickey award citation)

The other three pilots in Maj Dickey's flight were awarded Distinguished Flying Crosses for heroism: Capt Wilson (3 OLC), Maj Rowan (5 OLC), and Capt LaRochelle (1 OLC).

Under 7 AF SO G-1199 dated 14 Aug 67, 1Lt George H. Teas from the 13 TFS received the DFC (1st OLC) for extraordinary achievement for his mission today. "... On that date, while under intense and accurate fire from unfriendly forces, Lieutenant Teas demonstrated courage, undaunted determination and superior skill in pressing home devastating air attacks against hostile positions. Persevering in the face of danger and death, he relentlessly and effectively aided in neutralizing the hostile forces. ..."

All F-105s returned home safely. However two F-4s supporting the mission didn't. An F-4C from the 366 TFW out of DaNang flying TARCAP was downed by AAA. The pilot, 1Lt Loren H. Torkleson, was captured and his WSO, 1Lt George J. Pollin, died in the crash. Later that night, an RF-4C from the 432 TFW out of Udorn taking post-strike photos was hit and the pilot Maj Mark L. Stephensen died. His back-seater, 1Lt Gary R. Sigler, became a POW. (CNA Loss/Damage Database, USAF losses 575 and 576, pg D22)

Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1452 and 1476 - 1477 & Project CHECO, Rolling Thunder 17 November 1967, pg 11.

14-May-67

1481

"Heavy enemy defenses awaited F-105s from the 388 TFW ... as they made their runs on the Army

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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 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).

"A flight of other 388 TFW pilots caught missile transporters in an open area, 15 miles south of

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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

25-May-67

1487

"Flying around thunderstorms, F-105 Thunderchiefs again hit North Vietnam's main railroad yards, 35 to 55 miles northeast of Hanoi. The Thunderchiefs, assigned to the 388 TFW, cut rail lines, bombed supply trains, and blew up supplies."

"At the Kep rail yards, 38 miles northeast of Hanoi, the north choke point was interdicted. The flights' 750-pound bombs also made multiple rail cuts and set off two large secondary explosions in an assemblage of rolling stock in the northern part of the yard. The explosions resulted in bright orange fireballs sending clouds of black smoke to 2,000 feet."

Maj George G. Clausen from the 34 TFS was one of the pilots attacking the Kep Railroad Yard. He was awarded the Air Medal (2nd OLC). "Major George G. Clausen distinguished himself by meritorious achievement while participating in aerial flight as an F-105 Thunderchief Pilot over North Vietnam on 25 May 1967. On that date, Major Clausen penetrated adverse weather to strike the Kep Railroad Yards, a vital link in the Hanoi to China railway. Despite intense ground fire and surface to air missile threats, Major Clausen delivered his ordnance directly on target. The professional skill and airmanship displayed by Major Clausen reflect great credit upon himself and the United States Air Force." (Award citation provided by George Clausen, received 12 Apr 2010.)

Capt Jack L. Spearman was another 34 TFS pilot on the Kep railroad yard mission.

"A supply train, speeding away from the Vu Chua rail yards, 43 miles northeast of Hanoi, was attacked and heavily damaged by other F-105 pilots. The number of cars in the train was unknown. Cloudy weather hampered bomb damage assessment on the main yards."

"Rail cuts in the southern portion of the yards were noted after strikes at Bac Le, 51 miles northeast of Hanoi. The pilots were able to slip in on the targets through the clouds and only the last flight making their runs over the targets received any anti-aircraft fire, normally very heavy along the rail line."

"Other 388th pilots bombed the Kim Lu Xa railroad bridge, 22 miles northeast of Mu Gia Pass, cutting the rail line in three locations, and blowing up three rail cars."

Jack L. Spearman

F-105 History

Also attacked were the Vinh Yen Barracks (North) (JCS 34) first struck on 13 May. Twenty-eight sorties were flown in both attacks. "No BDA was obtained after 21 May." (CHECO).

388 TFW history Apr - Dec 67, USAF microfilm NO 583 frames 1489 and 1490 & Project CHECO Report, Rolling Thunder, 17 Nov 1967, pg 19.

30-Jun-67

5117

The 34 TFS history summarized the events that occurred in the squadron during the month of June 1967. "The 34th Tactical Fighter Squadron conducted numerous strikes in the month of June on the enemy's rail system. These critical supply routes were interdicted on numerous spots and heavy damage was inflicted on rolling stock."

The squadron flew 406 combat missions, 402 to North Vietnam and 4 in Southern Laos, for a total combat time of 1047:45 hours.

"Changes have been noted in the enemy AAA defenses. They have strengthened their gun emplacements at key points around the rail yards in an attempt to counter our repeated attacks on that system. MiGs have been reported airborne on nearly all strikes but they appear to be extremely reluctant to engage in aerial combat."

"Combat pilot strength stood at 19 line pilots including the commander and operations officer. Three attached pilots, wing staff members, were also available for combat." The acting commander was Maj Earl Johnston and the Operations Officer was Maj Carl W. McKenzie.

"During this month of June, three squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: General William S. Chairsell, Lt Col Alan G. Nelson, Major Carl W. McKenzie. ... "

Maj McKenzie's 100th mission was his last F-105 flight. He had accumulated 1194 hours in the airplane. His 100th was also the last F-105 flight for Lt Col Nelson. He had accumulated 351 hour in the airplane.

"... Four losses were suffered during the month, three in combat and one for medical reasons." The combat losses were Maj Dewey Smith, MIA due to AAA on 2 June; Maj Clarence Kough, rescued/injured due to AAA on 3 June; and Capt John W. Swanson, MIA due to AAA on 15 June. Capt Jack L. Spearman returned to the States for medical reasons.

By the time he left Korat, Capt Spearman had accumulated 789 hours flying the F-105.

Incoming pilots during June were: Maj Dwight E. Sullivan, Capt Nickolas J. Donelson (a Ryan's Raider pilot reported as having arrived in May 1967), Capt Hugh W. Davis, and Capt Harry Guy Paddon III.

34 TFS history, 1 - 30 Jun 67, USAF microfilm NO584, frame 0075 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.