

David B. Waldrop

F-105 History

30-Sep-66

6558

In the 4520 CCTW at Nellis AFB, NV, F-105 Class 67-C graduated six pilots from USAF Operational Training Course number 111106E. The class started on 8 April 1966 and had been assigned to the 4526 CCTS. The student pilots and their SEA assignments (where known) were:

Capt David L. Burney - 34 TFS
1Lt James A. Caldwell -
1Lt Stephen C. Essinger -
1Lt Lynn Kesler Powell - 354 TFS
1Lt Cal W. Tax - 333 TFS
1Lt David B. Waldrop III - 34 TFS

Special Orders MD-34 Hq 4520 Combat Support Group, dated 19 Sep 1966 in History of USAF TFWC, 1 Sep - 31 Dec 66, AFHRA Call # K417.0735 Vol III.

30-Jun-67

5605

"As of 30 June 1967, individual pilots of the 357 TFS, 355 TFW, had flown the following number of combat missions. Only Rolling Thunder (RT) missions counted toward completion of a combat tour."

	RT	TOT
Maj Elmo C. Baker	30	30
Capt George Balog	21	21
Capt John William Bischoff	57	57
Maj Walter L. Catron	75	77
Maj Robert T. Cavanaugh	32	32
Maj Ward K. Dodge	57	57
Maj Robert K. Donahue	99	101
Maj Stanley M. Dunkle	99	102
Capt Phillip M. Drew	6	6
Lt Col Obadiah A. Dugan	56	60
Maj William A. Fredlund	41	41
Capt John E. Geiger (EWO)	74	75
Capt Charles A. Hanson	93	94
Capt Jay Criddle Hess	4	8
Capt Frank R. Jenkins	65	66
1Lt Gordon L. Jenkins	94	98
Capt William N. Johnson	4	4
Capt John C. Leech	30	31
1Lt Robert A. Lodge	95	100
Maj Charles A. Lombardo (EWO)	21	21
Capt Bruce J. Lotzbire	44	44
Maj Thomas H. Maus	70	72
Capt George A. Miklos	28	28
Capt Theodore G. Moeller	32	32
Maj David L. Nichols	80	81
Capt William J. Schaff	30	30
Capt Billy R. Sparks	27	27
Capt Robert W. Speilman (TDY)	33	34
Maj Robert L. Stone	6	6
Capt Francis T. Torikai	40	40
1Lt David B. Waldrop (TDY)	25	26
Capt Edward Webber (EWO)	24	24

David B. Waldrop

F-105 History

1Lt James Benton West (TDY)	15	15
Maj William H. Wheeler (EWO)	1	1

Attached:

Col Harold I. Hill	44	45
Col Robert H. White	26	26

357 TFS history 1 Apr - 30 June 1967, in 355 TFW history 1 Apr - 30 June 1967. AFHRA microfilm frames 1732 - 1733.

23-Aug-67

1400

In the afternoon, F-105s from the 355 TFW and the 388 TFW and F-4s from the 8 TFW struck the Yen Vien railroad classification yard (JCS 19) (BE 616-00221) at coordinates 21-05-03N and 105-55-12E in RP-6A. It was the largest rail yard in North Vietnam and had been hit two days before.

The strike force approached the target in two waves. "Alpha" force consisted of four flights of F-105Ds from Korat (including pilots from the 34 TFS) in a box formation ("Vampire", the strike force lead; "Hotrod"; "Mallard"; and "Crossbow") followed by three flights of F-4Ds from Ubong ("Falcon", "Ford", and "????") in a triangular formation. These seven strike flights were supported by an Iron Hand flight from Korat ("Warhawk") made up of two F-105Fs and two F-105Ds positioned to the front right of the force, and an F-4C MIGCAP flight from Ubong, led by the 8 TFW commander Col Robin Olds, positioned on the left behind the F-105s.

"Alpha" force encountered numerous MiG-17s and MiG-21s. These encounters resulted in MiGs shooting down two F-4Ds, "Ford 1" and "Ford 4". A third F-4D, "Ford 3", was lost due to fuel starvation, and a fourth, "Falcon 3", was shot down by AAA.

Cannon fire from a MiG-17 damaged one F-105D, "Hotrod 3". "Hotrod 2" was Maj Aquilla F. Britt from the 469 TFS. Maj Britt was awarded the Silver Star (1 OLC) for gallantry in flying this mission. He "... led a flak suppression flight of four F-105s on a strike against a high priority military target. Though subjected to intense antiaircraft fire and attacks by MiG-17s, Major Britt successfully accomplished his mission and not a single F-105 was lost on this raid. He further exposed himself to danger in order to aid one of his flight that had experienced difficulty over the target area. ..." (Citation to Accompany the Award of The Silver Star (First Oak Leaf Cluster) (Posthumous) to Aquilla F. Britt, provided by his son Bryan Britt.)

An F-105D pilot, 1Lt David B. Waldrop, "Crossbow 3", was credited with destroying one MiG-17 and his flight lead, Maj Billy R. Givens, "Crossbow 1", was credited with "probably" destroying another MiG-17. Both pilots were from the 34 TFS. (Red Baron II Report, Event 11, pgs 97 - 117 and "Aces and Aerial Victories", pgs 65 - 66).

Takhli's "Bravo" force was 20 minutes behind "Alpha" force. It consisted of four F-105D strike flights ("Kingfish", "Bear", "Wolf", and "Wildcat") led by an all-F-105F Iron Hand Wild Weasel flight. These flights did not encounter MiGs and all returned safely.

Each flight in the strike force had four planes for a total of 44 F-105Ds and F-4Ds that went after the remainder of the box cars trapped in the yard.

Having spent the past two months resting and training, the North Vietnamese air force launched two MiG-21s and eight MiG-17s in defense of the rail yard. ("The -Ology War: Technology and Ideology in the Vietnamese Defense of Hanoi", 1967, Merle L. Pribbenow II, in *The Journal of Military History*, Jan 2003, pg 192.)

Five flights from the 388 TFW struck first, beginning at 0816Z. Each of the four F-105Ds in "Hotrod", "Crossbow", "Vampire", "Mallard", and "Warhawk" flights "... successfully struck the Yen Vien Classification Yard. ... The eight F-105Ds in "Mallard" and "Warhawk" flights ... landed at Udorn due to low fuel." One of the F-105s that landed at Udorn had an "... unexploded Soviet-built Sidewinder stuck through his vertical fin, half on one side and half on the other."

David B. Waldrop

F-105 History

other at about a 45-degree angle."

The 12 aircraft of the other three flights dropped a total of seventy-two M-117 bombs. Pilots reported "... an excess of 75 pieces of rolling stock located in the central part of the target." They estimated they damaged or destroyed 10 pieces "... but bomb smoke precluded accurate BDA."

"Crossbow flight engaged three MiG-17s with one definite kill on one of the MiG-17s. Damage to the other two is unknown. Hotrod flight sighted one MiG-21 but no engagement took place. No SAMS were sighted. Flights encountered intense 37/57/85-mm in the target area."

"During a mission near Hanoi on 23 August, Capt Richard W. Arnold (from the 13 TFS) was leading the Iron Hand ["Crossbow"] flight when the force was jumped by MiGs. He succeeded in positioning himself and obtaining a 'probable' kill on a MiG-17." (13 TFS history, Aug 67, microfilm NO584, frame 0054.) This "probable" kill was not officially recognized.

The twelve F-4Ds in the strike force, led by "Falcon" flight, followed by "Ford" and "???" flights from the 8 TFW, also attacked the Yen Vien rail yard. Four F-4s from the 555 TFS at Ubon were lost -- two "Ds" from "Ford" flight shot down at 0815Z by missiles from MiG-21s and one "D" from "Falcon" flight was hit by AAA at 0819Z as it was diving toward the target. At 0950Z, an F-4D from "Ford" flight ran out of fuel just as the plane was connecting to a tanker. Both crewmen ejected 54 NM east of Udorn. They were picked up by Jolly Greens and returned to Udorn about midnight. Of the eight F-4 crewmembers who ejected this day, two were rescued, four became POWs, and two died. It was the worst day in the Triple Nickel's history.

"The MiG-21s came out of a cloud layer at 25,000 feet, made a single firing pass from the rear, and fired three air-to-air missiles which downed the two F-4Ds. The MiGs then climbed back into the overcast and disappeared. This tactic clearly demonstrated a well-coordinated enemy ground controlled intercept capability." (CHECO).

F-4D pilot, Dick Collins, recalled their encounter with the MiGs. "The MiG-21s had been strangely inactive that summer, and we didn't know why. Some people at 7th Air Force knew, but that knowledge never made it out to the only people who needed it -- the fighter squadron guys going downtown every day. ..."

To find out why they didn't know about the MiG-21s, "... the day after our losses, the Wing D.O., John Burns, and I jumped in an F-4 and flew to 7th Air Force in Saigon." What they learned was that, "the North Vietnamese did not have a sophisticated air defense system in place, and it became apparent that if they wanted to shoot down more strike aircraft and reduce their own losses then things had to change. So, that summer the Soviets showed up with pilots, ground radar controllers and ground radar technicians to implement Soviet air defense tactics. We learned that they had been practicing for months honing new skills, getting their training missions in when our MiG CAPs and strike forces were not in the area. ..."

"On August 23, NVN unveiled their new system at the Triple Nickel's expense. The wraps were off; the MiG-21s were back in action. They were scrambled from runway alert when we left the tankers, vectored to a perfect position at our six o'clock high. Then in a supersonic dive they were on top of us and in firing range without warning and before they could possibly be seen."

388 TFW JOPREP JIFFY DOI 4201 Aug 67 OPREP-3/PINNACLE/012 388 TFW msg 231200Z Aug 67 & "Bad Day at Black Rock: An Old Movie" by F-4 pilot Dick Collins in MiG Sweep, Winter 2002 & CNA Database frame G-23 & Project CHECO Report, 17 Nov 67, pg 37.

23-Aug-67

455

During the attack on the Yen Vien RR Classification Yard (JCS 19), 1Lt David B. Waldrop III, "Crossbow 3" from the 34 TFS, 388 TFW, shot down a MiG-17 and claimed a second MiG kill that was not credited. It was Lt Waldrop's 53rd mission over North Vietnam. He flew F-105D 61-0132 on the mission that lasted 2.9 hours. The crew chief of Lt Waldrop's F-105 was SSgt James W. Henderson.

David B. Waldrop

F-105 History

The 388 TFW OPREP reported Waldrop's MiG encounter this way. "At 0820Z, coming off JCS 19.00, Crossbow flight noted at least three MiG-17s closing on a flight of F-105s. Crossbow Number 1 engaged one MiG and fired but damage to the MiG is unknown until gun camera film is reviewed."

"Crossbow 3 (Lt Waldrop) engaged one MiG-17 and fired. Pilot noticed hits on MiG's left wing and stopped firing and when MiG did not blow up he then closed again to less than 1,000 feet and fired again getting hits around the canopy area. Crossbow 3 followed the MiG until he impacted the ground. Crossbow 4 confirmed impact. Crossbow 4 engaged one MiG-17 and fired at him but damage to the MiG is unknown until gun camera film is reviewed. The flight engaged MiGs 4 NM NE of Phuc Yen airfield. ... MiG crashed at 21-17N and 105-50E."

Lt Waldrop described his MiG kill: "As I rolled to the right, I looked down and saw two MiG-17's. One was on the tail of an F-105 at the time. I picked up one and broke in on him. I plugged in my afterburner, picked up a little airspeed, closed in, and started hosing off my cannon at him. Shortly afterwards, some fire shot out from his wingtips and about midway across the wing and he started a slow roll over to the right. I backed off and fired again. He continued rolling right on in and blew up when he hit the ground."

"His second kill came when he jumped the other MiG and pumped rounds into the aircraft's canopy area. The enemy plane rolled over and disappeared in the clouds." On 5 December 1967, the Seventh Air Force Enemy Aircraft Claims Evaluation board denied credit for 1Lt Waldrop's first MiG.

In later ceremonies, Lt Waldrop was awarded the second cluster to the Silver Star for this mission. (7th Air Force Special Order G-2166, 4 Dec 67)

Capt Nicholas J. Donelson, one of the original Ryan's Raider pilots on TDY to the 34 TFS, 388 TFW, Korat RTAFB, Thailand, from Yokota AB, Japan, was the mission commander on the strike against the railyard. He led 28 strike and 4 MIGCAP aircraft in bombing the target. During the same April 1968 ceremony at Yokota in which Lt Waldrop received his Silver Star, Capt Donelson was awarded the Air Force Cross. His citation read that Capt Donelson " ... was the mission commander for a force of thirty-two aircraft attacking a heavily defended rail yard in the vicinity of Hanoi. Repeated attacks against his force by hostile aircraft destroyed two friendly aircraft, and the intense barrage of antiaircraft fire downed a third and severely damaged a fourth. In spite of the intense opposition, Captain Donelson, at great personal risk, led his force to the target and pressed the attack, inflicting severe damage to the rail yard and destroying a large amount of rolling stock. ... "

Donelson described the mission this way. "Robin Olds was my MiG escort and they flew two ships off each wing as we proceeded down Thud Ridge. An F-4 strike force from Ubon had joined up with us as planned and were in trail. We were around 15K ft with an overcast about 5K above us. MiGs were being called out on the Bullseye broadcast circling to the north. They popped out of the clouds at the rear of the F-4 formation and salvoed Atolls into the force. When MiGs at 6 were called out, I turned hard left and saw two F-4s in flat spins burning. Olds' flight took off in pursuit of the MiGs. (Col) John Flynn, ... Vice Commander of the 388 TFW at Korat was my #2 (on) his first Pack Six flight."

"We regrouped, pressed in and hit the target. If I remember correctly, (we) encountered MiGs coming off the target. I saw one on the tail of a 105 in a tight spiraling turn, the MiG's guns blazing. I turned hard left to roll in on the flight but two F-105s in fighting wing were fast closing on the MiG and I broke off and climbed out. It was Barry Waldrop and he got the MiG. I remember also about the same time a call from a sister flight member that called he was hit (Capt Hal P. Henning) When we reviewed (the) MiG kill gun camera film, Hal had flown between the MiG and Waldrop blazing away and you could see what appeared to be a hit on the right drop tank. Hal made it back OK." (N. J. Donelson, e-mail to Ron Thurlow, 17 July 2001).

Capt Henning from the 44 TFS received a Silver Star for this mission. His flight record shows he flew an F-105D for

David B. Waldrop F-105 History

2.9 hours. (Hal Henning, e-mail to Ron Thurlow, 28 Jun 2001).

"As far as Lt. David B. Waldrop III and many others were concerned, he did score a double on August 23rd, 1967, but the Seventh Air Force Evaluation Board eventually disallowed his first kill. ... The kill was witnessed and confirmed by none other than Colonel Robin Olds who was flying the lead MIGCAP F-4D that mission. He stated for the record, " It was beautiful. The MIG-17 was diving toward the ground with flames coming out of his tailpipe. It wasn't the afterburner; he was on fire. There was that great, great, huge THUD right behind him with fire coming out of his nose. It looked like a shark chasing a minnow. The MIG-17 was diving straight for the ground and I saw no parachute."

"Shortly after this confrontation, Waldrop and his wingman pursued two more MIG-17's. He engaged one which resulted in significant damage to the MIG-17. The MIG exploded, rolled into an inverted position, and impacted the ground."

"The 388th TFW's Enemy Aircraft Claims Board did in fact review and validate both of Waldrop's claims for 23 August using all available data (gun camera film, wingman testimony, testimony from other witnesses including Col. Robin Olds' account and operations reports). But when the claims were processed by the Seventh Air Force Enemy Aircraft Claims Evaluation Board at a later date, the board confirmed Waldrop's second claim but denied his first. Apparently, the evidence was insufficient to warrant an award for the first encounter." (Paul Osborne, e-mail to the centuryseries Web site, Apr 18, 2000).

Maj Billy R. Givens from the 34 TFS, 388 TFW, also claimed a probable kill of a MiG-17 but his claim was eventually denied.

388 /JOPREP/OPREP-3/PINNACLE/013 & Aces & Aerial Victories, pp 65 & 66 & Thunderchief Worldwide Report, Vol. III, No. 1, September, 1967 & Sawadee Flyer, 20 Apr 68, pg 1 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756.

04-Oct-67

851

From Korat, "F-105 Thunderchief pilots from the 388 TFW participated in strikes against four railyards, (the Ha Gia) railroad and highway bridge, and (the Lang Son bypass) railroad bridge on the main Hanoi to Red China supply line. Twenty-five pieces of rolling stock were destroyed or damaged at a trans-shipment point near the Kep railroad yards. Bombs impacted directly on the Ha Gia railroad and highway bridge, 20 miles north of Hanoi and destroyed the structure.

"Participating in the Ha Gia strike were Lt Col Harry W. Schurr [commander of the 469 TFS] and double MiG-killer 1Lt David B. Waldrop [from the 34 TFS]."

Also from the 34 TFS, Maj David C. Dickson, Jr. flew his 17th combat mission, his 8th in RP-6, against the Ha Gia railroad bridge. (20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band dated 4 Oct 67.)

Lt Col Richard F. B. Gimmi, Jr., director of the 388 TFW command post but flying with the 469 TFS flew his 100th mission in F-105D 62-4242, which he had named "My Bitt", his nickname for his wife Marie. He remained at Korat and flew another 15 missions to complete the 1-year tour required by his wing staff position. (Dick Gimmi, phone message, 10 Nov 09)

Capt Irving E. LeVine from the 34 TFS received a Distinguished Flying Cross for the mission he flew this day. "Captain Irving E. LeVine distinguished himself by extraordinary achievement in aerial flight as an F-105 Pilot over North Vietnam on 4 October 1967. On that date, Capt LeVine attacked a vital military target in a heavily defended area in North Vietnam. Despite numerous surface-to-air missiles, intense anti-aircraft fire, and hostile aircraft, Captain LeVine pressed the attack and dropped his ordnance directly on the target. The professional competence, aerial skill, and devotion to duty displayed by Captain LeVine reflect great credit upon himself and the United States Air Force." (Citation provided by Irv Levine in letter received 16 April 2010.)

David B. Waldrop

F-105 History

Maj Rudolph E. Fiedor from the 388 TFW, flying F-105D 61-0124 through anti-aircraft fire and flak, struck the Lang Son railroad yard at coordinates 21-49-28N, 106-46-40E. In a letter to MiG Sweep, Maj Fiedor's son, Eric Fiedor, described his father's last mission. "Around his 40th mission near the China border his plane was hit and only an angel, as he told me, saved him. His spinal cord was splintered and (it) was his last flight. He was a big man from Pennsylvania/graduate of ROTC at Mississippi State University/fought in the Korean war/ trained Japanese pilots/ and retired in 1972."

From the 355 TFW out of Takhli, Capt James S. Aldrich from the 333 TFS, flying F-105D 62-4367, struck the Kep railroad yard at coordinates 21-24-57N 106-17-46E. His strike camera film showed his bombs impacting on the target and flak bursts. Pilots from the 357 TFS also bombed the Kep railroad yard. The 4 October strike force noted severe damage from the prior strike flights. The railroad yard appeared unserviceable. Approximately 25 pieces of rolling stock in the shipment yard were destroyed as well as the yard itself being damaged. Later flights noted impacts at the NE and SW choke points.

Sawadee Flyer, Friday, October 13, 1967, pg 3 & National Archives strike and gun camera film records, Archive Control No. NWDNM(m)-342-USAF-42718A & MiG Sweep, Issue 119, Fall 2002, pg 19.

11-Oct-67

4829

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

Mission 3. F-105D 62-4270. Call Sign: "Cleveland". Take Off: 07:35. Mission Length: 1+50. Flight Lineup:
#1 - David B. Waldrop [1Lt David B. Waldrop III].
#2 - Me

"2-ship flight fragged against a road section across a stream in Laos very close to Mu Gia Pass. Weather was bad in target area and we had to use CSS to drop. Drop was routine from 17,000' and bombs disappeared into clouds with no Bomb Damage Assessment (BDA). Made weather reconnaissance sweep over Pack 1 to get counter. Waldrop is the 1/Lt who shot down 2 MiGs one day back in August. [As a 34 TFS pilot, Waldrop was officially credited with shooting down one MiG-17 on 23 August 1967.] GCA recovery into Korat."

"That afternoon late I walked over to the club and went into the bar. I noticed that something was unusual. I noted that some guys from Takhli were raising hell in our bar. I learned later that they had flown over on a C-47 and bombed the base with toilet paper and put dye marker in the pool before going to the bar. They were doing carrier landings on some tables wet down with large quantities of beer. Then I noticed a familiar figure - my old room mate, Ted Moeller [Capt Theodore G. Moeller, 357 TFS]. He was doing his flame thrower routine by putting lighter fluid in his mouth and spewing it out over a cigarette lighter. I had a chance to speak with him briefly before we took them down to the rathskeller for dinner and threw them into the pool before their 10 p.m. ride back home."

Maj Sam Armstrong's 100 mission combat log, pg 1 & chapter in unpublished manuscript titled, "Southeast Asia October 1967 - May 1968", pg 9.

25-Oct-67

3062

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

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

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

David B. Waldrop

F-105 History

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

"Wolf" flight dropped 18 M-117s on the southwest revetments, Area E. The flight couldn't see their bomb impacts due to evasive maneuvers. "Wolf Lead" was unable to release his bombs over the target and, while on egress at 9,000 feet at 0106Z, jettisoned his six M-117s with their MER in an uninhabited area at 21-42N and 105-25E. The flight received moderate, accurate 37/57-mm, but very little 85-mm AAA, from roll-in through egress, bursting at aircraft altitudes between 6,000 and 15,000 feet. While on roll-in at 15,000 feet, "Wolf" flight saw two SAMs heading in a westerly direction in a steep climb through the strike force. The first SAM detonated over the west end of the target area at approximately 3,000 feet resulting in a large orange fireball. The second SAM passed through the strike force and detonated at 15,000 feet. Both SAMs, which appeared to be unguided, came from an unknown location and detonated within a half mile of the force. On egress, "Wolf" flight also received moderately accurate 37-mm AAA two nautical miles east of the target.

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

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

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

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

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

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

"Others on the strike were: Capt Russell E. Temperley [469 TFS], 32, Newton Center, Mass; Major James D. Murray, Jr. [469 TFS], 34, Bayonne, N.J.; Maj David D. Igleman [34 TFS], 35, Richmond, Ind; Capt Lawrence R. Klinestiver,

David B. Waldrop F-105 History

38, Hobbs, N.M. and Silverton B.C., Canada; 1Lt David B. Waldrop, 25, Nashville, Tenn; and Maj Spence H. Armstrong, 33, Columbia, Tenn." (Draft Expanded Strike Report - 388 TFW - 25 Oct 67 provided by Larry Hoppe, May 2010 & Larry Hoppe AF Form 5. NOTE: His Form 5 shows two missions flown on 24 Oct 67 and none on the 25th so I assume the second entry is a typo and should be 25 Oct 67.)

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

- #1 - Maj Almer L. "Buddy" Barner, Jr.
- #2 - Maj Larry R. Klinestiver
- #3 - 1Lt David B. Waldrop III
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4221

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

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

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

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

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

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

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

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

David B. Waldrop

F-105 History

27-Oct-67

1187

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

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

1Lt Crissman R. Lawrence from the 354 TFS led Takhli's force. Its line up was:

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

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

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

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

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

Col Flynn was hit by a SAM while approaching the target. Maj Clausen recalled that the 388 TFW commander Col Edward B. Burdett lost his flight upon target egress and joined Olympia flight for their return to Korat.

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

Capt Lawrence Klinestiver also from the 34th flew F-105D 61-0124, and Capt William Wallace Butler from the 469 TFS flew F-105D 61-0068.

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

David B. Waldrop

F-105 History

oscillations). "Bison 3" escorted Maj Kennedy back to Takhli.

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

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

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

SAMs claimed a second pilot. On ingress at 0111Z, "Zebra Lead", Maj Robert L. Stirm from the 333 TFS at Takhli received a direct hit by a SAM at coordinates 21-09N and 105-54E. The QRC pods in "Zebra" flight were operational and the flight was in standard pod formation, yet the SAM, launched from site VN-009 BE 616-01087, succeeded in finding a target. The pilot was climbing to roll-in altitude and was at 12,000 feet and 410 knots. "Zebra 2" and "Zebra 3" jettisoned four M-118s armed at 21-12N and 105-30E and attempted to escort "Zebra 1" out of the area.. However, Maj Stirm's aircraft went out of control and into tight unstable right turns. No one saw a chute but one crewmember thought he heard a beeper. Maj Stirm was reported as MIA and was later confirmed captured. He was released with other POWs on 14 March 1973.

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

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

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

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

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

David B. Waldrop

F-105 History

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

The 7 AF Enemy Aircraft Claims Evaluation Board initially approved Capt Basel's claim in their release NR 11-67-185. However, on 5 December 1967, the Board withdrew their approval of the claim. "Although Captain Basel's claim for destroying a MiG-17 was initially denied because of a lack of information, it was confirmed after study of his gun camera film showed that the MiG-17 was on fire in its aft section and could not have recovered." (Fairchild Hiller memo, 6 Feb 68, quoting 7 AF letter in 388 TFW history, Jul - Dec 67 frame 1876.)

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

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

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

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

28-Oct-67

F-105D 624356 34 TFS 388 TFW Korat Operational loss. Engine failed from loss of oil pressure. Crashed 33 NM south of Udorn RTAFB, Thailand. 16-51N 102-57E 1Lt David B. Waldrop III 34 TFS pilot ejected and survived and was rescued by an HH-43. Call sign: "Hatchet 02". "...While passing through 16,000 feet, the pilot ... noticed that the master warning light was illuminated and the 'Oil Pressure Low' light was on. Checking the oil pressure, the pilot stated that he saw the indicator needle passing through 20 PSI and decaying. At this time he notified his leader of the emergency and was immediately instructed to turn toward Udorn RTAB As the aircraft was passing through 090 in a left turn the engine began to vibrate and the oil pressure 'looked like 0 PSI'. The vibration continued with increasing intensity, an explosion occurred and was accompanied by the engine overheat light. The engine continued to vibrate with such force the entire airframe was shaking. ... The time interval was estimated at 30 seconds from the moment that the master caution light was observed until the explosion was heard and loss of thrust was experienced."

" The pilot extended the Ram Air Turbine, placed the throttle to off and began searching for an open area as he prepared to eject. He ejected at 5000 MSL. The aircraft continued on a Northerly heading and impacted in a wooded ridge on the 175 radial, 33 nautical miles from Udorn RTAB. ... The pilot landed in a tree suffering no injuries other than slight scratches on his arms. ... (He had) completed 81 combat missions while TDY to SEA."

History of Flight

"At 0620G, 28 October 1967, F-105D-31RE 62-4356 experienced an engine failure during rendezvous for refueling 44 N.M. Southeast of Udorn RTAFB, Thailand. The pilot ejected successfully and was recovered uninjured."

David B. Waldrop

F-105 History

"The aircraft was number two in a flight of four scheduled for a combat mission over North Vietnam. The aircraft was configured with two 450-gallon pylon tanks, four CBU-24 bombs, one CBU-29 bomb and one 20-mm cannon armed with 1089 rounds. The pilot attended two briefings, which included weather, refueling, emergency procedures, evaluation of the threat, tactics, and air rescue. 62-4356 was flying as number two in the second flight in the strike force and was scheduled to pre-strike refuel at 19,000 feet with a KC-135. Prior to engine start, the pilot completed the walk-around inspection noting no discrepancies. The engine was started at 0530, 25 minutes before the launch time of 0555. After-start checks were accomplished in accordance with checklist procedures and no abnormal indications were observed by the pilot. At launch, engine run-up, line and acceleration speeds were as predicted. The flight joined after takeoff and a minimum afterburner climb was made to level off at 15,000 feet. In level flight, the afterburner was disengaged, and power was set at 550-degrees C EGT, 93% as the flight established course for tanker rendezvous.

"Approaching the tanker cell, approximately 20 minutes after take-off, the flight leader initiated a climb to 17,000 to join with refueling aircraft. While passing through 16,000 feet, the pilot of 4356 noticed that the master warning light was illuminated and the 'Oil pressure low' light was on. Checking the oil pressure, the pilot stated that he saw the indicator needle passing through 20 PSI and decaying. At this time, he notified his leader of the emergency and was immediately instructed to turn toward Udorn RTAFB, which was 355-degrees at 44 miles from his position. Just prior to the emergency, the flight was in a right turn to 180 degrees from a heading of 360 degrees and was passing through 140 degrees. Following his leader's instructions, the pilot and the flight element leader turned left back towards Udorn; the most expeditious route.

"As the aircraft was passing through 090 in a left turn, the engine began to vibrate and the oil pressure 'looked like 0 PSI!' The vibration continued with increasing intensity, and explosion occurred and was accompanied by the engine overheat light. The engine continued to vibrate with such force that the entire airframe was shaking. The pilot stated that the last time he observed the RPM gage it was indicating 65 - 70% although the throttle was forward of the idle position. The time interval was estimated at 30 seconds from the moment that the master caution light was observed until the explosion was heard and loss of thrust was experienced. The pilot extended the Ram Air Turbine, placed the throttle to off, and began searching for an open area as he prepared to eject. He ejected at 5000 MSL. The aircraft continued on a Northerly heading and impacted in a wooded ridge on the 175 radial, 33 nautical miles from Udorn RTAFB, (coordinates 16-51N - 102-57W)." (AF Form 711 USAF Accident/ Incident Report 67-10-28-1, undated, signed by Maj Donald C. Windrath, Investigating Officer.)

"... The engine started shedding blades as it was coming apart in the turbine area. It was actually still running and providing thrust when I elected to shut it down. This was because of the vibration that was continually increasing to the point that I was sure the aircraft would literally self destruct and possibly prevent my safe escape. That's when I shut it down after dropping the RAT." (Dave Waldrop, e-mail to John Revak, 20 June 2005)

The 3rd Rescue Group, Det 5 at OL-2 from Udorn sent a Confidential message announcing their successful pickup of Lt Waldrop. "Crown 1 reported Hatchet had engine trouble and bailed out. A good chute was reported and the LBR at Udorn was scrambled. Pilot landed in densely wooded area. Pilot was tangled in the trees, and recovered in good condition and returned to Udorn. ARRS Non-Combat Save." The crew of the rescue HH-43 "Pedro 9" was: RCC Capt W. T. Arnold, CP 2Lt B. P. Lorge, FE Sgt C.E. Nickles, and F/S J. Munce, Jr. "All assigned to Det 5, 38 ARRS, Udorn RTAFB." (TWX 280418Z Oct 67, in AFHRA folder "Non-Combat Saves SEA 1967 July Thru Dec", AFHRA Call # K318.2411-5, IRIS # 1017068)

388 TFW History, Apr - Dec 1967, USAF microfilm NO583 frame 1900

31-Oct-67

5843

"Vegas" flight from the 34 TFS launched at 07:40. The lineup for the 2.6-hour flight was:

#1 - Maj Clyde L. Falls, Jr. flying F-105D 61-0194

#2 - Capt Jacob C. Shuler flying 62-4361 on his 13th mission.

David B. Waldrop

F-105 History

#3 - 1Lt David B. Waldrop III flying 61-0208
#4 - Capt Irving E. LeVine flying 62-4221
Spare - Maj Almer L. "Buddy" Barner, Jr. in 58-1159

"Flak 21-10N and 102-48E. Orbit 20-10N and 104-15E."

Also from the 34 TFS, Maj David C. Dickson, Jr., flew his 31st combat mission. His bombs closed a cave and produced a secondary explosion.

Jake Shuler combat mission spreadsheet & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 31 Oct 67.

06-Nov-67

3464

Air Force planes bombed targets along the Northeast Rail Line (RR 2). The targets were:

1). F-105s from the 388 TFW hit the Kep railroad yards (BE 616-01371) (ART 1270) at 21-24-57N and 106-17-46E. BDA photos from 7 November showed all rails in Area 2 were cut. "... Three flak suppression and nine strike F-105s from Korat delivered 12 CBU 24s, three CBU-29s and 46 M117s. Twelve freight cars were struck in the trans-shipment yard, with four reported damaged, and three rail cuts reported. Smoke precluded BDA from the forwarding yard." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

The sequence of the call signs of the flights from Korat were: "Hornet", "Locust", "Fresno", "Dallas", and "Ozark".

The primary target of "Locust" flight from the 34 TFS was the Kep Railroad Yard. Their tertiary target was at 21-33N and 105-51E. The flight took off at 13:50. Its lineup was:

#1 - Lt Col Robert W. Smith flying F-105D 58-1157
#2 - Capt Carl William Lasiter flying 60-5376
#3 - 1Lt David B. Waldrop III flying 62-4361
#4 - Capt Jacob C. Shuler flying 62-4221 on his 16th combat mission. He logged 3.8 hours flying time and received the Air Medal (4th OLC). "Capt Jacob C. Shuler distinguished himself by meritorious achievement while participating in aerial flight over Southeast Asia on 6 November 1967. On that date, he superbly accomplished a highly intricate mission to support Free World forces that were combating aggression. His energetic application of his knowledge and skill were significant factors that contributed greatly to furthering United States goals in Southeast Asia. His professional skill and airmanship reflect great credit upon himself and the United States Air Force." (Jake Shuler mission log spreadsheet and mission card and Award Citation.)

2). The Lang Nac railroad bridge (BE 616-00811) at 21-41-15N and 106-37-20E. BDA photos from 7 November revealed the bridge was still serviceable. Another Lang Nac railroad bridge (BE 616-01181) at 21-41-01N and 106-36-50E. BDA photos from 7 November revealed the bridge was still serviceable. "Smoke precluded BDA for 8 TFW strikes against the two Lang Nac Railroad Bridges." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

3). Thirty MK-36 mines were seeded along the Canal des Rapides bridge (JCS 13). "The Hanoi Railroad Bridge over the Canal des Rapides was the target area for 30 MK-36 Destructors seeded in the canal by a flight of Ubon-based F-4s." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1757.

24-Nov-67

6711

The 34 TFS put up a three-ship flight that took off at 07:35 for a TOT of 08:30. The lineup of "Goose" flight was:

David B. Waldrop

F-105 History

- #1 - 1Lt David B. Waldrop III flying F-105D 62-4361
- #2 - Capt Jacob C. Shuler flying 61-0132 on his 22nd mission
- #3 - Maj James L. Taylor flying 60-0488

Jake Shuler, interpreting his mission card, described the mission. "... Reviewing the Mission Chart leads me to believe that this was a Commando Club mission. Note the radials and distances from TACAN Stations CH 89 (Nakom Phanom, Thailand 17-23N and 104-39E) and CH 77 (near Muong Phalane, Laos, at 16-42N and 105-34E)."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 16th mission as "Mallard 03" against three targets. He flew armed recce in RP-1, "No significant sightings"; and bombed a road segment and flak site in southern Laos, "100% secondary explosions (ammo), 100%, 37-mm."

Jake Shuler 24 Nov 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

04-Dec-67

2306

1Lt David B. Waldrop from the 34 TFS, 388 TFW, at Korat flew his 100th mission over North Vietnam. For his final sortie, he flew F-105D 61-0132 in which he had shot down a MiG-17 on 23 August 1967.

Aircraft of the Vietnam War, by Lou Drendel, Pg 8.

31-Dec-67

5162

Five pilots assigned to the 34 TFS at Korat completed flying 100 missions during December 1967. They were:

Maj George G. Clausen - Squadron Commander. Flew his 100th on 27 December 1967.
Maj Dalton L. Leftwich
1Lt David B. Waldrop III
Maj Floyd E. Heintzig
Capt Lawrence G. Hoppe

Maj Clausen was reassigned to the F-111A program at Nellis AFB, NV.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us/34tfs/scarf.htm> & George Clausen, phone interview, 5 April 2010.

09-May-69

410

The 34 TFS flew its last F-105 mission before it converted to F-4Es at the 388 TFW, Korat RTAFB, Thailand.

The F-4Es were delivered on 11 May 1969 by the 40 TFS from Eglin AFB FL. The 40th changed its designation to the 34 TFS when it arrived at Korat. "...They were met with cold beer, a lei, a parade of smoke bombs, water hoses, and welcomed through most of the streets of Korat ...". The 40th designation returned to Eglin.

The final 34 TFS squadron commander with F-105s was Lt Col Harvey W. Prosser, Jr. When the squadron converted to F-4Es, he was replaced by Lt Col Joseph M. Potts. Col Prosser was reassigned to Kirtland AFB, NM where he flew the F-4 and F-104.

On 10 May 1969, Capt Clayton Bane Lyle III was one of the F-105 pilots who transferred from the 34th to the 44 TFS. (Bane Lyle, e-mail 20 Aug 2010.)

On 11 May 1969, the 34th distributed its F-105s to the 355 TFW at Takhli, RTAFB and to the 44 TFS, the only unit still flying F-105s at Korat. The 44 TFS possessed 23 F-105s. Its squadron commander was Lt Col Herbert L. Sherrill who had replaced Lt Col Guy J. Sherrill on 12 March 1969.

F-4E pilots of the 388 TFW called the F-105 "Thud" ("... cause that's the sound it makes when it crashes!") while Korat F-105 pilots referred to the F-4E as the "Thumb" (Two-Hole-Ugly-Mini-Bug). (388 TFW history)

David B. Waldrop

F-105 History

Harvey Prosser commented on the attitude of the F-4 pilots. "They were not a happy bunch. I could have as many F-4 guys switch to 105s as I wanted. All the 34th young guys and the old F-4 pilot Gibs much preferred the Thud. We put up a big sign at the entrance to the O Club stating 'Tiny Tim flies F-4s'. The new F-4 guys refused to take it down and it stayed up for at least a month when the Wing Commander commanded the 34th pilots to remove it because it hurt the F-4 pilots' feelings. Also, the nickname for the F-4 at Korat at that time was Mini-Buff. Again, at the Wing Commander's order, we desisted." (Harvey Prosser, e-mail 2 Feb 10)

During the time the 34th flew F-105s, the squadron received three Outstanding Unit Awards and a Presidential Unit Citation. After it began flying F-4Es, the squadron received its fourth Outstanding Unit Award for the period 1 July 1968 to 15 September 1969 as well as the Republic of Vietnam Gallantry Cross With Palm for the period 15 May 1966 to 29 January 1973. (James Geer, "The Republic F-105 Thunderchief Wing and Squadron Histories", Schiffer, 2002, pg 241.)

However, in its 3 years of flying the F-105, the 34 TFS paid a high price. Pilots assigned or attached to the squadron lost 39 planes to combat and accidents -- 37 "D" models and two "F" models -- enough to equip the squadron more than twice over. Thirteen squadron pilots died in combat (KIA), three more in accidents. Four pilots survived accidental crashes, ten were rescued, and 11 more became POWs, one of whom died in captivity. The following recaps each of the squadron's 39 losses, the pilots involved, and their fate:

Date	F-105	Last Name	Fate
1. 03 Jun 66	58-1171	Pielin	Rescued
2. 15 Jun 66	62-4377	Kelley	Rescued
3. 21 Jun 66	62-4358	Sullivan	KIA
4. 30 Jun 66	62-4224	Nierste	Rescued
5. 15 Jul 66	59-1761	Hamby	Rescued
6. 20 Jul 66	62-4308	Lewis	KIA
7. 21 Jul 66	62-4227	Tiffin	KIA
8. 06 Aug 66	62-4315	Rutherford	Rescued
9. 17 Sep 66	61-0191	Rutherford	Rescued
10. 10 Oct 66	62-4300	Bullock	Died
11. 10 Jan 67	62-4265	Gauley	KIA
12. 19 Mar 67	61-0123	Austin	KIA
13. 05 Apr 67	62-4395	Youngblood	Survived
14. 12 May 67	63-8269 (F)	Stewart	KIA
		Pitman	KIA
15. 15 May 67	62-4429 (F)	Heiliger	POW
		Pollard	POW
16. 02 Jun 67	61-0190	Smith	POW
17. 04 Jun 67	61-0148	Kough	Rescued
18. 15 Jun 67	61-0213	Swanson	KIA
19. 17 Oct 67	61-0205	Andrews	POW
20. 17 Oct 67	62-4326	Odell	POW
21. 17 Oct 67	60-0425	Sullivan	POW
22. 27 Oct 67	62-4231	Flynn	POW
23. 28 Oct 67	62-4356	Waldrop	Survived
24. 19 Nov 67	58-1170	Vissotzky	POW
25. 04 Feb 68	60-5384	Lasiter	POW
26. 14 Feb 68	60-0418	Elliot	KIA
27. 15 Apr 68	61-0206	Metz	POW Died
28. 25 Apr 68	60-0436	Givens	Died

David B. Waldrop F-105 History

29.	14 May 68	61-0132	Bass	Died
30.	28 May 68	61-0194	Ingvalson	POW
31.	31 May 68	60-0409	Beresik	KIA
32.	08 Jun 68	61-0055	Light	Rescued
33.	13 Jul 68	60-0453	Confer	Survived
34.	01 Sep 68	60-0512	Thaete	Rescued
35.	17 Nov 68	61-0092	Dinan	Survived
36.	11 Feb 69	62-4256	Zukowski	KIA
37.	17 Mar 69	61-0104	Dinan	KIA
38.	29 Mar 69	62-4270	Stafford	Rescued
39.	03 Apr 69	62-4269	Christianson	KIA

388 TFW History, Apr - Jun 69, USAF microfilm NO586

12-Jul-80

72

The F-105 was retired from active USAF service in a "reunion" hosted by the 562 TFS, 35 TFW, at George AFB CA. An example of every production model of the F-105 participated in the ceremony. A "Sawadee Party" for the F-105 was held the previous day.

During the ceremonies, Wild Weasel F-105G 62-4416 was placed on display at George as a memorial to F-105 pilots.

F-105 units participating in the Sawadee were: 301 TFW AFRES, Carswell AFB TX; 113 TFW ANG, Andrews AFB MD; 508 TFG AFRES, Hill AFB UT; 108 TFG ANG, McGuire AFB NJ; 116 TFW ANG, Dobbins AFB GA; 192 TFG ANG, Byrd Field VA.

An article in the Summer 1980 issue of the USAF Fighter Weapons Review, former F-105 pilot Blake C. Morrison, wrote a tribute to the F-105 titled "Requiem for a Heavyweight".

"The standard joke around the bar in the Officers' Club in the early sixties would go something like this: an F-4 driver would raise his voice and demand, 'What's the sound the F-105 makes when it hits the ground?' Came the rousing chorus response, 'THUD!!!' Numerous chortles, snickers and guffaws.

"THUD."

That's one of the most respected names in the history of American aviation.

"She was called a lot of things then -- hyper-hog, ultra lead sled, ultra hog, Drop Forged by Republic Aviation and a lot more names that are unprintable. No one ever called the F-105 by her official name, 'Thunderchief', except the press. She was one big joke early in that decade. That is, she was to all except those of us who flew her.

"But, 'THUD' stuck. And we Thud drivers just smiled a knowing smile and quietly continued separating the gin from the ice. We knew something the others didn't. She was one of a kind. She was as stable as a Swiss franc and she could hit. She could hit with the Gatling gun and she could hit with bombs -- lots of bombs. She had long legs at low altitude. She was fast. It was very easy to go fast with her -- especially on the deck. And nobody else could go that fast.

"Then we were presented with Vietnam and we found out some other things. From 1966 to 1968 she was THE one to carry the big iron downtown. She wasn't exactly designed for it, but Thuds hauled seventy-five percent of the smash carried down Route Pack Six. And in combat, she maintained a 90% in commission rate.

"Maybe it was because she was used to taking hits from anyone and everyone, for we found out that she could take other kinds of hits -- the real kind as well -- and still fly. As an example, numbers 512 and 376 (two dash tens) took

David B. Waldrop

F-105 History

direct SAM hits aft and came back home. So did number 167 (a dash five) return with the entire right stabilator shot off.

"But she wasn't perfect. No real lady is. She couldn't turn worth a damn. We found that early on in USAFE any time we tried to engage a Hunter or a Mark Six. We figured even a Frisbee would outturn the Thud. To improve her chances in the air combat arena, there was a proposal in 1967 to upgrade each Thud by extending the wings 18 inches, removing the duct plugs and displacement gear to decrease weight, increasing internal fuel capacity by sealing the bomb bay and installing a larger tank, increasing thrust by 5,000 pounds and adding other combat improvements. Ah, what might have been. She would have been a Super Thud.

"And she didn't always come back. Her corpses line Thud Ridge, Hanoi, Thanh Hoa and a lot of other places up north. But she wrote the epitaph for a lot of good men like Karl Richter. She died a lot. Over half the inventory was gone by the end of 1968 -- most lost in combat.

"She became a legend and legends flew her: Robbie Risner, Karl Richter and Leo Thorsness, to mention a few. She was flown by other greats such as Dave Waldrop, Billy Sparks and Pete Foley. And she was handled by many unknown like Bob Gerlach, Jim Stiles and me.

"As a Weasel she reigned supreme. She killed SAM sites, SAMs, MiGs and earned medals of honor for two men, Leo Thorsness and Merlyn Dethfelsen.

"The Thud piled up thousands of combat hours on each bird and she was said to be weary and worn out. But ask any F-15 driver who tried to pace her at low altitude during Red Flag 80-2. It was, 'Check twelve, Turkey, and I'll be waiting for you at the Club back at Nellis.' She's the only bird I know that can give you 'the bird' whether parked on the ramp, taxiing out or in-flight.

"She entered the inventory on 26 May 1958.

"On 12 July 1980 she made her last scheduled operational Air Force flight at George AFB. She goes on to the Guard and Reserve. But she stays with us as an American classic and a real thoroughbred. She could break your back but never your heart. She is genuinely loved by all who flew her and a lot who didn't

"The epitaph for a great American, 'Feo, Fuerte y formal,' fits the F-105 -- 'She was ugly, she was strong, but she had dignity.'"

"F-105 Thunderchief" by J. C. Scutts, pg 108 & Hi-Desert Flyer, 11 Jul 80 & Article, "Requiem for a Heavyweight" by Blake C. Morrison, Production & Design Mgr. 57 FWW/DOWN, Nellis AFB, NV, reprinted in Aerospace Safety Magazine, October 1980, pp 14 - 15..