

Richard D. Matthews

F-105 History

11-Feb-68

240

The seventeenth F-105 RTU Class 68FR graduated at McConnell AFB KS. The class started on 27 Aug 67 with 29 students, but 25 completed the course. Maj David Carroll dropped out for medical reasons. Lt Col George M. Wentch joined the class in the formation phase on 1 October 1967.

Maj Kenneth E. Lamberton became the fourth RTU student killed in the crash of F-105D 61-0143 on 14 Nov 67 during air-to-ground rocket training at the Smoky Hill Range.

The class deployed for conventional weapons delivery training to George AFB CA between 23 Jan - 8 Feb 68 with the 561 TFS. The squadron commander was Lt Col Harry D. Sultzter, Jr. Maj Richard Matthews was the top student and shared Top Gun with Maj Russ Youngblood.

This was the largest RTU conducted at McConnell to date and required two IPs on a 30-day TDY from Nellis AFB to aid the transition of the class. The students were:

Col David William Winn	Maj Robert E. Evans
Lt Col Guy J. "Jack" Sherrill	Maj Arthur E. Hood
Lt Col George M. Wentsch	Maj Clarence E. Langford
Lt Col Jack Modica, Jr.	Maj James R. Gibbons
Maj George C. Avila, Jr.	Maj Richard D. Matthews
Maj William W. Berkman	Maj Samuel L. Ray, Jr.
Maj Bill V. Brown	Maj Albert L. Villaret
Maj Seymour R. Bass	Capt Richard Kenneth Allee
Maj Russell A. Youngblood	Capt Darrell J. Ahrens
Maj Ralph D. Waddell, Jr.	Capt Robert C. Amos
Maj Raymond M. Viscarra	Capt Thomas O. Carlson
Maj Eugene E. Cirillo	Capt Jack D. Brooks
Maj David J. Carroll	Capt Donald D. "Dudley" Swofford

23 TFW History, Jul - Dec 67, USAF microfilm MO554, frames 1024, 1071, and 1138.

13-Jun-68

4064

In an aircraft accident at the 388 TFW an F-105D "... received minor damage to wiring and airframe structure. The pilot was not injured. This accident also is still under investigation and will be fully reported in the next history." (388 TFW history)

Maj Richard P. Cisco, 44 TFS, was the Investigating Officer.

History of Flight

"1. On 13 June 68, 1740 hours local time, Major Richard D. Matthews [34 TFS flying F-105D 61-0093], returning from a combat mission over North Vietnam, experienced a material failure in his main air line system resulting in severe over-temperatures in the bomb bay area of his aircraft. Subsequent investigation showed damage to wiring and airframe structure, warranting this be classified a minor aircraft accident. The pilot was not injured.

"2. The pilot was flying position 3 in a 4-ship flight [with call sign "Waco"]. Briefing for the mission was IAW AFM 55-105. Start engines through exiting the combat area were normal.

"3. 20 NM S-SW of Udorn RTAFB, Thailand, stability augmentation disengaged. The aircraft proceeded into a porpoise, which the pilot brought under control. Shortly after boost pumps, fuel inlet pressure and pitch mechanical advantage lights came on. At this point, the pilot checked fuel

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selector on main tank and boost pump switches on. Upon returning his attention to the master caution panel area, he noted additional warnings, i.e. low oil pressure, oxygen low, A.C. generator lights on, plus main air line overheat light.

"4. The pilot's reaction and analysis of the problem were correct at this point and he turned the main airline switch to the off position. He checked fire warning push-to-test circuitry and it functioned properly. Additionally, he checked and noticed approximately 3/4 of the A.C. circuit breakers were popped.

"5. All electrical equipment was turned off at this time including the battery switch, allowing him to reset the circuit breakers. Upon returning the battery switch to on, the C/B popped again. Waco Lead advised that the speed brakes were in a thrust decay position. Shortly thereafter 3's radio failed.

"6. A return to Korat RTAFB was made on Waco leader's wing. The landing gear was lowered by the emergency system and, due to flap failure, a no-flap approach and uneventful landing was made. The drag chute functioned normally and the emergency brake system was used to stop the aircraft on the runway. The pilot then abandoned the aircraft." (USAF Accident Report)

The aircraft was placed in depot maintenance (WM) and repaired by a SM-ALC field team at Korat. (USAF aircraft status report in microfilm AVH-10)

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frame 0777 & AF Form 711, USAF Accident/Incident Report 68-6-13-201, dated 8 Jul 68, signed by Maj Richard P. Cisco, 44 TFS, Investigating Officer.

14-Jun-68

3974

F-105 pilots from the 388 TFW "destroyed an estimated 350 barrels of POL in a storage area north of Mu Gia Pass."

"Four flights of F-105s, a total of ten aircraft (seven 'Ds' and three 'Fs') struck the target located north of Mu Gia Pass." The four flights and the order in which they attacked were "Locust", "Waco", "Kaiser", and "Hayfire". Each of the flights struck other targets before checking in with the F-100F Fast FAC, "Misty 51", who controlled the strikes against the POL storage area.

"One flight of two F-105s (Hayfire) dropped four MK-82 (500-lb.) bombs while the other three flights strafed the area with 20-mm cannon fire. They destroyed at least 350 barrels of POL.

"Flying in the second flight to strike the target ["Waco"], Capt John E. Hartman, 34 TFS, said, 'Maj Goodrich (Maj Ivor K. 34th) made the first strafing pass, blowing up close to 50 barrels.'

"Goodrich and Hartman made several more passes on the area. Hartman continued, 'We got three explosions which turned into sustained fires, plus three additional sustained fires.'

"The FAC gave Goodrich and Hartman credit for approximately 200 barrels of POL destroyed. As they left the target area, the two pilots saw smoke rising 2,000 feet over the area.

"Another 34th pilot, Capt William A. Thomas, Jr., was in a succeeding flight ["Kaiser" or "Hayfire"]. 'When we got into the area,' Thomas related, 'the flight ahead of us already had the area burning. Major Richard D. Matthews and I made several passes.'

"On his first pass, Thomas caused two large secondary explosions. Making one last strafing pass, Thomas and Matthews accounted for two additional large secondary explosions and sustained fires. 'The FAC credited us with destroying about 50 drums,' Thomas said. 'By the time we left the area, smoke was really billowing.'

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"Captains Ben J. Fuhrman and Lawrence L. Bogemann, both 34th, also took part in the attack. Fuhrman made four strafing passes, accounting for 50 barrels of POL, three secondary explosions and a sustained fire."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bobbin 1" attacking a bulldozer in RP-1. "Possibly damaged bulldozer." It was his 85th combat mission.

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frames 0730 - 0731 & Rufus Dye Mission History log.

22-Jun-68

3977

F-105 pilots from the 388 TFW "struck and destroyed a huge POL and munitions storage area near Mu Gia Pass, causing numerous secondary explosions. A total of 26 aircraft in 11 flights bombed and strafed the target area during the attacks, which lasted most of the day." Today's target was located near the coordinates 17-38N and 106-06E. The action was similar to, but much larger than, the attacks on 14 June 1968 against a POL and munitions storage area, at coordinates 18-02N and 105-50E, led by a FAC with call sign "Misty 51".

"Again, working with an F-100 FAC, 11 flights totaling 26 F-105s (19 'Ds' and seven 'Fs') bombed and strafed the area. A total of 32 M-117 (750-lb.) bombs, one MK-82 (500-lb.) bomb, four CBU 24s and an untold number of 20-mm cannon shells were expended." The 11 flights and the order in which they attacked the target were: "Gator", "Cactus", "Ozark", "Simmer", "Pancho", "Crossbow", "Scuba", "Master", "Kaiser", "Waco", and "Detroit". Eight of the flights struck other targets before checking in with "Misty 51" for clearance to strike the storage area.

"One of the participating pilots was Capt Nobe R. Koontz, Jr., 469 TFS. He was in the second flight, "Cactus", consisting of one "F" and two "Ds"] to hit the area. He said, 'When we got there, about three small fires were already burning. The FAC didn't have to mark the target for us.'

"The storage area was off Route 101, about 350 meters in the woods and very difficult to spot", Koontz commented, "The FAC had put in the initial smoke rocket, but once the secondaries started, he just cleared the flights in.' Continuing he said, 'We rolled in and made three strafing passes, resulting in a large secondary explosion with smoke and debris going about 1,000 feet into the air. There were rockets, POL and quite a bit of ammunition going off. The FAC told us to hold off for a few minutes while the secondaries went off.'

"Koontz's flight made several more passes, with their M-61 cannons, getting approximately 15 secondary explosions.

"The captain said the large secondary cleared an area 500 to 800 feet in diameter, completely leveling the trees. 'Something in the center kept burning and more secondaries started going off around the edges,' the captain said. 'When the other flights started strafing, they made the area progressively larger, getting more secondaries around the outside. Just by strafing they probably got 100 secondaries. We know there were rockets stored there because while holding off, waiting for the secondaries to stop, the rockets were igniting and going airborne to about 1,000 feet.'

"A flight led by Maj Bryant Heston, 469 TFS, found out later that during the five to 10 minutes that elapsed between this flight's departure and the arrival of the next, the FAC noted at least 40 or 50 secondary ammunition explosions resulting from the heat generated in the area.

"Capt William A. Thomas, Jr., 34 TFS, was leader of a flight (Waco) which bombed the area. 'I rolled in and dropped my ordnance,' he said. 'My number two man (Maj Richard D. Matthews, 34th) told me, as I pulled off the target, that a large secondary explosion had resulted from my bombs.

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"The rest of the flight put their ordnance right in the target area. There must have been at least seven or eight fires and a lot of small flashes -- probably caches of ammunition going off -- by the time we left the area."

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frames 0690 and 0734 - 0735 & Rufus Dye Mission History log.

01-Feb-69

7201

Maj Richard D. Matthews from the 34 TFS at Korat flew the F-105 for the last time. He had accumulated 450.7 hours in the airplane.

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