

Duane H. Zieg

F-105 History

01-Apr-64

5235

F-105D Operational Training Course 111506E graduated 25 pilots in Class 64-I at the 4520 CCTW, Nellis AFB, NV. The class began training on 24 January 1964 with 26 students and was assigned to the 4526 CCTS commanded by Maj Warren Foss. The 26 student pilots and their home bases were:

Col Ernest W. Pate - Brookley (33 days)	Capt Robert R. Reed - 23 TFW McConnell
Lt Col Hal G. Bowers - McConnell	Capt Kenneth C. Schow - McConnell
Lt Col Melvin J. Killian, Jr. - 4 TFW Seymour	Capt Harold A. Shelton - McConnell
Maj Clyde M. Benson - McConnell	Capt Boyd L. Van Horn - McConnell
Capt Robert J. Beck - McConnell	1Lt Clifford W. Fieszal - McConnell
Capt Herbert Buchanan - McConnell	1Lt James R. Hainer - McConnell
Capt John R. Des Jardins - McConnell	1Lt Herbert H. Horras - McConnell
Capt Harold D. Dortch, Jr. - McConnell	1Lt George B. Inabinet, Jr. - McConnell
Capt Robert G. Frank - McConnell	1Lt Albert L. Johnson - McConnell
Capt David L. Hatten - McConnell	1Lt Dennis L. Ohlemeier - Luke
Capt James E. Hayes - McConnell	1Lt George H. Vipond - Luke
Capt David L. Hrdlicka - McConnell	1Lt Jules L. Viquesney - McConnell
Capt Robert W. Odle - McConnell	1Lt Duane H. Zieg - Luke

Class recap: "26 entered training 24 January; 25 graduated 1 April. 1 reentered (holdover, Class 64-G); 1 [Col Pate from Brookley] attended academic training and checked out in F-105 only; 1 held over - military; 1 eliminated - faculty board." (pg 24)

Capt Reed was assigned to the 563 TFS, 23 TFW, at McConnell.

Capt Hrdlicka had flown F-100s with the 34 Fighter Day Squadron at George AFB CA. He also was assigned to the 563 TFS. (<http://www.vvmf.org/Wall-of-Faces/24426/DAVID-L-HRDLICKA>)

Capt Vipond was from Duluth, Minnesota, and received his ROTC commission in 1961 from the University of Minnesota Duluth. He "... entered the service in January 1962 and graduated from flying school at Webb Air Force Base in Texas in March 1963 with distinction. ..." (Duluth Herald Tribune) He first flew the F-105 on 1 February 1964. He was next assigned to the 67 TFS, 18 TFW, at Kadena.

Lt Col Killian "... was born on January 31, 1922, in Council Bluffs, Iowa. He enlisted in the Iowa National Guard on February 14, 1940, and went on active duty to attend Infantry Officer Candidate School at Fort Benning, Georgia, on August 5, 1942. Killian graduated OCS with a commission as a 2d Lt in the Infantry Branch of the U.S. Army on February 5, 1943, and transferred to the U.S. Army Air Forces on October 21, 1943, to attend pilot training. Lt Killian was awarded his pilot wings at Ellington Field, Texas, on September 8, 1944, and then served at George Field, Illinois, until transferring to the China-Burma-India Theater in March 1945. Killian returned to the U.S. in August 1945, ... Maj Killian served as Operations Officer and then Commander of the 509th FIS at Clark AB in the Philippines from December 1960 to December 1963, followed by service as Commander of the 334th Tactical Fighter Squadron at Seymour Johnson AFB, North Carolina, [beginning] December 1963 ..." (<http://veterantributes.org/TributeDetail.php?recordID=501>)

Special Order AA-5 dated 24 Jan 64 in History of 4520th Combat Crew Training Wing, 1 Jan - 30 Jun 1964, AFHRA Call # K285.54-36, IRIS # 0488620 & Bob Reed letter dated March 29, 1988 to Bauke Jan Douma.

30-Jun-65

4580

The following is a list of 10 key personnel in the 67 TFS, 18 TFW, Kadena AB, Okinawa, as of 30 June 1965:

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Lt Col Robinson Risner - Commander
Lt Col Lawrence D. Damewood - Operations Officer
Maj James W. Mathews - Asst Operations Officer
Capt Paul E. Dillon - Administrative Officer
Maj Ronald E. Byrne, Jr. - Alert Task Force (ATF) Echo Commander
Maj Raymond J. Merritt - AFT Foxtrot Commander
Capt Glen Ward - ATF Golf Commander
Capt William H. Bollinger - ATF Hotel Commander
Capt Wesley D. Schierman - Flying Safety Officer
1Lt Duane H. Zieg - Personal Equipment Officer.

"The Alert Task Force Commander is responsible for assignment and performance of the duties by the line pilots in accomplishing the 67th TFS's mission." During the period 1 Jan - 30 Jun 65, "Captain John T. Stadler, Capt Edward Nowokunski and 1Lt Dean Albert Klenda were assigned to the squadron directly from the F-105D operational fighter course at Nellis AFB, Nevada. This was the 'long' course (approximately 150 flying hours) and the pilots arrived at Kadena requiring only a few missions to bring them to combat ready status. Captain Edgar Lee Hawkins and Capt James Goode were assigned to the squadron from the Direct Air Support Flight here at Kadena. The officers possess a broad background in the fighter field primarily in the F-100s. They received a local checkout in the F-105 and are rapidly approaching combat ready status."

Officers departing the squadron during this period were: Capt Edward L. Carron, Capt Gene Goodwin, Capt Robert G. Moore, and Capt Carroll Noell Rather.

67 TFS history, 1 Jan - 30 Jun 65, pp 3 - 4, USAF microfilm KO492.

17-Jul-65

4636

Four members of the 67 TFS went TDY from the 18 TFW, Kadena AB, Okinawa, to Korat RTAFB, Thailand, to fly combat missions "... in support of PACAF Op Ord 131-65". The F-105 pilots were:

Maj Raymond James Merritt
Capt John E. Cozine
Capt Paul E. Dillon
1Lt Duane H. Zieg

67 TFS history, 1 Jul - 31 Dec 1965, pg 7 (frame 1893)

17-Aug-65 23-Oct-65

726

Starting their second combat deployment to Korat RTAFB, Thailand, the first group of pilots from the 67 TFS from the 18 TFW, Kadena AB, Okinawa, replaced the 12 TFS at Korat, allowing half of the 12 TFS pilots to return to Kadena by 15 August and the remainder on 25 August 1965. "Integrated missions were flown through the 25th when the remaining 12th pilots returned to Kadena AB, Okinawa." Maj Ralph H. Bowersox was one of the 12 TFS pilots who returned to Kadena.

Lt Col Robinson Risner, commander of the 67 TFS who arrived with four other 67 TFS pilots on 16 August, replaced the 12 TFS commander, Lt Col Charles W. Reed.

Nine more 67 TFS pilots arrived at Korat. "Captains Maier, Mesenbourg, Nowokunski, "Boris" Baird, Stadler, and Schierman and Lt Dotson, Zieg, and Paul J. Sheehy arrived via KC-135 and C-130."

On 25 August, Capt Eddward L. Jones from the 67 TFS joined his squadron. He traveled via C-

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130.

Capt Roger P. Scheer, who had just arrived PCS to the 67th from Seymour Johnson also joined the squadron at Korat. (Scheer USAF Bio)

"During their second deployment, the 12th had improved its own combat operations by lessons learned, especially in the Toss Bomb Computer utilization and target area techniques. Refueling became daily occurrences, and two to three hour missions became the normal routine. Our maintenance effort was outstanding, due to the squadron commander having full control over specialists and crew chiefs. Only in the weapons loading area did we encounter difficulty and this was due to lack of administrative control."

During their second combat tour between 17 August - 23 October 1965, the 67 TFS lost eight F-105s. Two pilots were rescued, two were killed in action, and four, including Lt Col Risner, became POWs.

12 TFS History, 1 July - 31 December 1965, pg 8 & 67 TFS history, 1 Jul - 31 Dec 1965, pg 8 (frame 1894).

21-Aug-65

4648

Capt William H. Bollinger, flying F-105D 61-0189, led Willow flight from the 67 TFS, 18 TFW, at Korat with Capt Edward D. Nowokunski in 62-4224, Wesley Duane Schierman in 62-4328, and John T. Stadler in 62-4221, against the Bai Van Xom staging area in the southern portion of North Vietnam on a mission designated RT-28-C-2. "Nos. 1 and 2 aircraft dropped eight 750-lb bombs each and 3 and 4 six 750 bombs. All bombs impacted in target with no secondary explosions observed. 37-mm anti-aircraft fire was observed with no damage to any of the attacking aircraft. ... 1- Cut across area. 2-Short. 3- Long spread & on target. 4- On cave in the tgt area."

Lt Col Robinson Risner, flying F-105D 61-0212, led Apple Flight on Left Hook alternate against the Lang Bun Bridge (JCS 18.27), all carrying six 750-pound bombs. Capt Robert V. "Boris" Baird flying 61-0208, Maj James W. Mathews in 61-0185, and Capt Robert N. McCoy in 62-4227 completed Apple Flight. "Toss bomb computer was used on this target and extensive damage was done to the bridge with Capt McCoy having a direct hit. Light flak was observed with no aircraft damaged. ... L/C Risner TBC - long. Baird Manual - right 50'. Maj Matt TBC - long. R. McCoy TBC - hit on bridge moderate damage."

Teak Flight, led by Maj Sherrell W. Wylie flying F-105D 61-0189, with 1Lt Duane H. Zieg in 62-4244, Capt Jerome H. Maier in 62-4328, and Capt John L. Mesenbourg in 62-4221 flew against the Vinh airfield (JCS 5). All aircraft dropped eight 750 lb G.P. bombs on target, and all bombs detonated on or near the runway, cratering it beyond use. Moderate flak was encountered, but no aircraft were damaged. ... All aircraft cratered the runway."

67 TFS history, 1 Jul - 31 Dec 1965, pp 19 - 20 (frames 1905 - 1906).

22-Aug-65

4649

Teak Flight from the 67 TFS, 18 TFW, led by Capt Robert N. McCoy flying F-105D 62-4328, with Capt John L. Mesenbourg in 61-0187 and Capt Jerome H. Maier in 61-0217, (1Lt Duane H. Zieg ground aborted as Teak 2 in 62-4221) was sent against a verbally described military area at a given set of coordinates. "Due to the flimsy description, the flight was unable to locate the target so dropped their 750-lb bombs on a key road segment. ... Flight was unable to locate the tgt due to lack of tgt info (no picture or description)."

Capt William H. Bollinger, flying F-105D 58-1165 and Capt Wesley Duane Schierman in 62-4316 made up Oak flight after Majors James W. Mathews in 61-0185 and Sherrell W. Wylie in 61-0195 air aborted as Oak 1 and 3. "This was against the Bic Phong Locks. Oak flight flew in at low

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altitude and popped up at the initial point to drop four 3000 (baby hueys) on the locks. Moderate damage was done to the upper lock. ... 650 tanks would not feed on Oak 1 & 3. Possible moderate damage to upper lock."

Lt Col Robinson Risner and 1Lt Patrick S. "Rick" Dotson flew as Pepper 3 and 4 with the 12 TFS on an Iron Hand search and destroy mission against surface-to-air missile site No. 11. Col Risner in F-105D 61-0193 carried four cans of napalm, and Lt Dotson in 62-4335 two pods of CBUs. "However, they were unable to locate the site due to the inexact location given by Intelligence. Flak and automatic weapons in the area were heavy; however, all aircraft returned unscathed after dropping ordnance on barracks area."

As Willow 4 in a flight of 12 TFS pilots, 1Lt Patrick S. "Rick" Dotson from the 67 TFS flew 62-4335 and dropped six 750-pound bombs on two ferries. "2 ferries hit - tgt & tgt of opportunity."

Capt Robert V. "Boris" Baird flew 62-4239 with pilots from the 12 TFS in Walnut flight on a weather reconnaissance mission.

67 TFS history, 1 Jul - 31 Dec 1965, pp 20 - 21 (frames 1906 - 1907).

24-Aug-65

949

Capt John T. Clark, Jr. arrived from Kadena to Korat via C-130 to fly combat missions on TDY with the 67 TFS, 18 TFW.

Flying from Korat RTAFB, Thailand, two flights of F-105s from the 67 TFS bombed targets in North Vietnam during Rolling Thunder 28-C-5.

"Cap" flight consisted of four F-105Ds that destroyed eight buildings as their primary target, and a bridge and four buildings during armed reconnaissance along routes 6 and 13A. Capt Robert V. "Boris" Baird was flight lead in F-105D 62-4316. Number 2 was 1Lt Zieg in F-105D 62-4335. Both pilots dropped eight 750-pound bombs. Capt Baird's plane was hit in the radome by 37-mm flak, the first combat damage received during the 67th's current tour. Lt Col Robinson Risner was Cap 3 flying F-105D 58-1165 and Capt John T. Stadler was Cap 4 in F-105D 61-0189. They each dropped six 750-pound bombs and fired LAU-3 rockets.

In the afternoon, three F-105Ds in "Elm" flight flew armed reconnaissance along Route 7 and bombed a bridge. Capt Jerome H. Maier was flight lead in F-105D 62-4316. He dropped six 750-pound bombs on the target and fired two LAU-3 rockets. 1Lt Duane H. Zieg was number 2 in F-105D 62-4335 and Capt McCoy was Elm 3 flying F-105D 61-0206. They each dropped six 750-pound bombs on the target. The bridge was not destroyed by the 18 bombs.

"Apple Flight of four aircraft was led by Capt Bollinger in Iron Hand alternate against the Ba Na Peu barracks area. Each aircraft was armed with six 750 G.P. bombs. Due to weather, the target area was not struck, but a military barracks area was deeply cut into on the ensuing recce. Maj Mathews, Capt Schierman, and Lt Dotson constituted the remainder of the flight."

67 TFS History 1 July 1965 - 31 December 1965, pp 22 - 23 (frames 1907 - 1908)

29-Aug-65

951

The 67 TFS, 18 TFW, flew seven flights of F-105s to targets in North Vietnam and Laos.

In the morning, "Oak" flight with Capt Ivy McCoy, Jr. and Capt Burton C. Spurlock, Jr., flew a weather reconnaissance mission.

"Pine" flight, led by Lt Col Robinson Risner, struck the Yen Bai ammo dump (JCS 44), northwest of

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Hanoi. Eighteen 750-pound bombs were dropped, heavily damaging five buildings and moderately damaging two others."

The four F-105s of "Spruce" flight were also targeted against the Yen Bai arsenal. Their lineup was:

- #1 - Maj James W. Mathews flying 62-4286
- #2 - Maj Jordan flying 62-4283. He was on TDY to the 67 TFS from Nellis.
- #3 - Maj Sherrell W. Wylie, Jr. flying 58-1165
- #4 - Maj Ronald Edward Byrne, Jr. flying 61-0193

Each pilot dropped six 750-lb bombs on the target. Maj Byrne was shot down on this mission and became a POW. After flying RESCAP, the other three pilots recovered at Udorn. Each of the three pilots logged 2+30 for the mission.

The three F-105Ds in "Willow" flight also hit Yen Bai arsenal. The flight lineup was:

- #1 - Capt Jerome H. Maier flying 61-0208
- #2 - 1Lt Duane H. Zieg flying 61-0206
- #3 - 1Lt George H. Vipond flying 62-4328.

"Followup dive bomb on [target] with Spruce Flight. Spruce 4 down in tgt area. Spent 10 minutes looking for pilot before leaving with bingo fuel. All bombs impacted target area. Damage unknown. No flak."

In Laos, " 'Lemon' flight, led by Col William D. Ritchie, 6234 Wing Commander, flew BR-57 on Route 6, dropping 15,000 lb of bombs. Route was successfully cut and 36-hour delayed bombs were planted on route as well."

Whiplash Alpha Flight led by Capt Robert N. McCoy flying F-105D 62-4227 with Maj Merritt flying 61-0187, launched into Laos and was directed to a target by a FAC. The target was a troop concentration. Two pods of LAU-3 rockets and 800 rounds of 20-mm impacted on the target the FAC had marked with a white phosphorous rocket.

"Guilt" flight of four F-105Ds (Guilt 11, 12, 13, 14) led by Capt William H. Bollinger with Capt John T. Stadler, Capt Eddward L. Jones, and 1Lt Patrick S. Dotson, were directed to RESCAP for Capt Wesley D. Schierman who had been shot down the previous day. They heard a parachute beeper "... but it apparently was a trap".

67 TFS History, 1 Jul 65 - 31 Dec 65, pp 26 - 28 (Frames 1912- 1914) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

30-Aug-65

952

The 67 TFS flew two RESCAP flights searching for Maj Byrne who was downed in North Vietnam yesterday. The lineup for "Guilt" flight was:

- #1 - Maj James W. Mathews flying 61-0191
- #2 - Capt Glen C. Ward flying 61-0187
- #3 - Maj Sherrell W. Wylie, Jr. flying 62-4227
- #4 - Capt Ivy J. McCoy, Jr. in 62-4328 that ground aborted.

The three pilots made two refuelings and flew for 4+30 on the mission.

Two 67th pilots formed another "Guilt" flight for RESCAP for Maj Byrne. They were

- #14 - Capt Ivy J. McCoy, Jr. flying 61-0217

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#15 - 1Lt George H. Vipond flying 61-0197

Each pilot carried two pods of 2.75" rockets. "RESCAP for Maj Byrne. No luck. Light flak was encountered while flying over sod strip at Lang ????. Reached minimum fuel and salvoed two pods of rockets at airfield. 1 refueling." The pilots each logged 2+45 for the mission.

In addition to the two rescap flights, the 67 TFS flew three combat missions into North Vietnam and Laos.

"Oak' flight was launched on the Tho Trang Highway bridge on a Rolling Thunder mission. Cpts (Jerome H.) Maier, (and John L.) Mesenbourg, ... (carried) two AGM-12Cs ... and 1Lt [Duane H.] Zieg ... (had) 750-pound bombs. Due to malfunctions, only one of the AGM-12Cs was launched and with Lt Zieg's 750-pound bombs destroyed the approaches. No flak was encountered."

"Capt William H. Bollinger led "Pine" flight against the Tho Trang Highway bridge. One and three fired two AGM-12C GAMs and two and four dropped 750-pound bombs. Approaches and bridge were damaged but remained standing." The flight lineup was:

- #1 - Capt William H. Bollinger flying 61-0189
- #2 - Capt Edward D. Nowokunski flying 61-0185
- #3 - Capt Eddward L. Jones flying 62-4335
- #4 - 1Lt Patrick S. "Rick" Dotson flying 61-0217

"Other GAMs did not fire. Reced Rt 1 and strafed barracks area."

"Elm" flight, led by Capt Robert N. McCoy was launched on Road Recce of Route 7. No moving targets were located so the flight seeded the road with delayed 750-pound bombs and damaged a small bridge with rockets."

Capt Paul E. Dillon arrived at Korat via C-130 as a replacement pilot in the 67 TFS.

67 TFS History, 1 Jul 65 - 31 Dec 65, pp 28 - 29 (Frames 1914- 1915) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

01-Sep-65

955

F-105 pilots of the 67 TFS, Korat RTAFB, Thailand, flew five flights on combat missions into Laos and North Vietnam.

Three of the flights struck the Ban Na Veng military area, 31 nautical miles east of Nakhon Phanom in the Steel Tiger region of Laos.. "Road Recce followed but no moving targets sighted." Their lineups were:

"Walnut" flight

- #1 - Capt Robert G. Lanning flying 60-0206. He logged 1+40 flying time.
- #2 - Capt James L. Goode flying 61-0189. He logged 1+35.
- #3 - Capt Eddward L. Jones flying 61-0217. He logged 1+45
- #4 - Capt Edward D. Nowokunski flying 62-4244. He logged 1+45.

Each plane dropped two 750-lb bombs and fired two LAU-3 rocket pods.

"Lemon" flight.

- #1 - Lt Col Robert Leonard Fair flying 61-0187. 1+35
- #2 - Capt Burton C. Spurlock, Jr. flying 62-4337. 1+35
- #3 - Maj Sherrell W. Wylie, Jr. flying 61-0195. 1+35

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#4 - Capt George H. Vipond flying 62-4328. 1+45.

"Barracks area (4 bldg complex) hit. Lemon lead had radio failure after accomplishing direct bomb hit on one of the bldg's (damaged another). #2 hit approx. 50' short of first building, collapsing it. #4 cratered road servicing complex. Lemon 1 & 2 departed area. #3 & 4 expended rockets at suspected truck park."

"Chestnut" flight returned to the Ba Na Veng barracks area later in the day.

#1 - Maj James W. Mathews flying 61-0187.

#2 - Capt James L. Goode flying 62-4337 in his 2nd flight of the day.

#3 - Capt John E. Cozine flying 61-0197

#4 - Capt Paul E. Dillon flying 62-4328

The flight dropped eight 750-lb bombs, fired seven LAU-3 rocket pods, and fired 2000 rounds of 20-mm ammo.

Maj Merritt led "Whiplash Alpha" flight on a Rolling Thunder mission into North Vietnam against a truck park. "High-altitude level-drop test. Results ineffective due to loss of radar control. 2nd target area, no significant targets sighted." His flight lineup was:

#1 - Maj Raymond James Merritt flying 61-0191. He logged 2+25

#2 - 1Lt Duane H. Zieg flying 62-4227. 2+35

#3 - Maj Paul M. Kunichika flying 61-0208. 2+30

#4 - Capt John T. Clark, Jr. flying 61-0165. 2+00

Also today, "Capt McCoy led flight of four on Whiplash Delta and struck troop concentration on hilltop under direction of FAC. Eight 750s and 8 pods of 2.75 rockets were used." The lineup was:

#1 - Capt Robert N. McCoy flying 61-0217. 1+40

#2 - 1Lt Duane H. Zieg flying 62-4244 on his 2nd flight of the day. 1+35.

#3 - Capt Jerome H. Maier flying 62-4335. 1+40

#4 - Capt John L. Mesenbourg flying 61-0206. 1+40

"All bombs on mark."

67 TFS History, 1 Jul 65 - 31 Dec 65, pg 30 & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

03-Sep-65

4655

"Three four-ship flights, led by Capt R. McCoy, Maj Merritt, Maj Kunichika struck the Ban Na Niu military area and Ban Lua storage areas southeast of Son La.

The four F-105Ds in "Pine" flight flew a Rolling thunder 30-C-1 mission into RP-1, North Vietnam. Each plane carried two LAU-3 rocket pods and all pilots logged 2+15 flying time. Their lineup was:

#1 - Capt Robert N. McCoy flying 61-0197

#2 - 1Lt Duane H. Zieg flying 62-4227

#3 - Capt John L. Mesenbourg flying 62-4244

#4 - 1Lt George H. Vipond flying 61-0217

"Rockets impacted in target area. Buildings appeared to be empty and have been struck before."

"Spruce flight, led by Maj Kunichika recycled to rescap downed pilot from Takhli. Beacon but no contact." The flight's lineup was:

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- #1 - Maj Paul M. Kunichika flying 61-0165. 3+50
- #2 - Capt Edward D. Nowokunski flying 61-0217. 4+00
- #3 - Capt Eddward L. Jones flying 61-0191. 4+15
- #4 - Capt John T. Clark, Jr. flying 62-4335. 4+20

"Struck barracks area south east of Son La. After crossing fence, vectored to tanker and recycled to rescap Plymouth. Ban Lua storage area. 4 buildings emphatically damaged." The RESCAP was for Capt John Quincy Collins, "Plymouth 03", from the 36 TFS, shot down on 2 September 1965, who became a POW.

As "Oak 01", "Maj Glen C. Ward led flight of four on RT 30-3 against highway bridge. Approaches were cut and light damage to bridge." (NOTE: Glen Ward was still a Captain on this date.)

Capt Edgar Lee Hawkins and Capt Benjamin D. Stanton from the 67 TFS arrived at Korat via KC-135 and C-47 as replacement pilots. Capt Stanton was the 18 TFW Flying Safety Officer attached to the 67th.

67 TFS History, 1 Jul 65 - 31 Dec 65, pg 31 (frame 1917) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history & Ben Stanton e-mail 24 Jun 13.

04-Sep-65

4656

"Elm flight, led by Capt Mesenbourg [from the 67 TFS] launched against Vinh Radar Reconnaissance. All bombs on target." The flight lineup was:

- #1 - Capt John L. Mesenbourg flying 62-4335 carrying four 750-lb bombs. 2+05.
- #2 - 1Lt George H. Vipond flying 62-4286 carrying four 750-lb bombs. 2+00
- #3 - Capt Robert N. McCoy flying 62-4244 carrying two LAU-3 rocket pods. 2+00
- #4 - 1Lt Duane H. Zieg flying 61-0191 carrying two LAU-3 rocket pods. 2+00.

"The bombs hit on target, with two bombs going slightly long, hitting a school, hospital & orphanage. [Note: Fighter pilot grim humor.] Rockets expended during road recce of Rt 1A."

"Lt Col Risner led flight of four against Lan Dong military barracks. Target hit by all four aircraft and second group of barracks was strafed.

"Capt Jones led flight of four on BR Spec 205 against military supply area. Due to weather and low fuel, flight was forced to expend on road cut near target area through a hole in the clouds." The lineup of "Maple" flight was:

- #1 - Capt Eddward L. Jones flying 62-4283. 1+40.
- #2 - Capt Edward D. Nowokunski flying 61-0206. 1+45.
- #3 - Capt Robert G. Lanning flying 61-0195. 1+45.
- #4 - 1Lt Patrick S. "Rick" Dotson flying 61-0189. 1+45.

#1 and 2 each dropped two 3000-lb bombs and #3 and 4 dropped two 750-lb bombs with 36-hour delayed fuzes. "Unable to locate target due to undercast & reaching bingo fuel shortly after reaching target area, hence road cut & mil area hit."

"Maj Merritt led Whiplash Flight to cut road east of Ban Ban.

"Maj Mathews led flight of four on BR Spec 205 against a group of caves. Four 3,000 lb bombs and four 750 delayed bombs were dropped on target approximately 25 miles east of Sam Neua.

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"Walnut flight led by Capt Ward on BR 180 using three MK-82s and two LAU-3s each struck Phou Son Ma defense and storage area north of Sam Neua. All bombs on target with moderate flak encountered." The flight lineup was:

- #1 - Capt Glen C. Ward flying 61-0187. 2+20
- #2 - Capt Benjamin D. Stanton flying 62-4337. 2+20.
- #3 - Capt Eddward L. Jones flying 62-4221 on his 2nd flight of the day. 2+40
- #4 - Capt James L. Goode flying 61-0208. 2+20.

67 TFS History, 1 Jul 65 - 31 Dec 65, pp 31 - 32 (frames 1917 - 1918) & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

07-Sep-65

7159

The four F-105Ds in "Elm" flight from the 67 TFS, 18 TFW, on TDY at Korat, bombed the Co Dinh Army Barracks NW (JCS 39.35), near Thanh Hoa in RP-4, North Vietnam. Each plane carried eight 750-lb bombs. The flight lineup was:

- #1 - Capt Robert N. McCoy flying 62-4265. 2+00.
- #2 - 1Lt Duane H. Zieg flying 62-4244. 2+00
- #3 - Capt John L. Mesenbourg flying 61-0189. 2+05
- #4 - 1Lt George H. Vipond flying 61-0194. 2+00.

"Bad weather all the way to target. Struck Area B. Good hits observed. No flack observed. Recovery hectic."

"Oak" flight hit a barracks in North Vietnam. The flight lineup was:

- #1 - Lt Col Robinson Risner flying 61-0195. Expended 900 rds of 20-mm. 2+10 flying time.
- #2 - Capt James L. Goode flying 62-4335. 600 rds. 3+10.
- #3 - Capt Richard P. Cisco flying 61-0187. 700 rds. 2+00
- #4 - Capt Benjamin D. Stanton flying 61-0191. 600 rds. 2+00.

All pilots dropped eight 750-lb bombs. "All four aircraft got hits in or between buildings in a barracks and military area. After rejoin, we made six strafe passes on a train (4 cars + loco) and 4 passes on about 10 barges. Destruction of train & at least 4 barges complete. Building about 40% destroyed."

The three-ship "Spruce" flight struck a headquarters area in North Vietnam. The flight lineup was:

- #1 - Maj James W. Mathews flying 61-0195. 2+15
- #2 - Capt Merwin Lamphrey Morrill flying 61-0217. 2+15
- #3 - Capt Eddward L. Jones flying 62-4231. 2+10

Each plane dropped four 750-lb bombs and fired two pods of LAU-3 rockets. "Hq barracks. Estimate 75% damage."

Hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

09-Sep-65

960

During Rolling Thunder 30A, three flights of F-105Ds from the 67 TFS struck the Yen Khoai barracks (JCS 47.1) in North Vietnam. The twelve F-105Ds flying from Korat each dropped eight 750-pound bombs on the target. This was the first of three strikes on this JCS target over the next three days (the second was on 11 September and the third on 12 September), all of which were led by Lt Col Robinson Risner, commander of the 67th.

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"Oak" flight was led by Lt Col Robinson Risner in F-105D 62-4335. Number 2 was Capt James L. Goode in 61-0187, number 3 was Capt Jack L. Francisco in 62-4265, and Capt John E. Cozine was number four in 61-0191. Oak 4 received a three-inch tear in the bomb bay door. "Low clouds prevented normal dive bomb passes. Lead delivered level, 2, 3, 4, from low angle dive. Bombs were in selected area among barracks."

"Elm" flight consisted of Col William D. Ritchie in 62-4221, Capt Ivy J. McCoy, Jr. in 61-0194, Capt Ward in 61-0189, and Capt John T. Clark, Jr. in 61-0127. "Low level hi speed run - couldn't pop up due to weather - low angle release afforded excellent bomb damage in Area 'A'. # 2 & 4 hit and lost wing tank on the right side."

"Pine" flight was led by Maj James W. Mathews flying F-105D 62-4244. Pine 2 was 1Lt Duane H. Zieg in 62-4277, Pine 3 was Capt John L. Mesenbourg in 62-4283 and number 4 was 1Lt Patrick S. "Rick" Dotson in 62-4231. "Pine flight was the 3rd flight of the afternoon on target. All members had good hits & extensive damage was wrought. Damage to 8 bldgs."

The 67 TFS also launched a three-ship Whiplash strike against a gun emplacement. Each aircraft carried 4 750-pound bombs and 2 LAU rocket pods. The flight was led by Maj Raymond James Merritt in F-105D 62-4278. Number two was Capt Michael C. Stevens in 61-0188 and number 3 was Capt William H. Bollinger in 61-0208. "Gun emplacement and troop concentration spotted by Air FAC and TAC Gnd controller. All 3 aircraft made 1 bomb pass and 1 rocket pass. All ordinance reported on target by ground controller."

SAMs continued to threaten strike aircraft. "On the 9th, an SA-2 was fired against four F-105 Thunderchiefs returning from a strike mission about twelve miles from the Laotian border and sixty-two miles west of Hanoi. The missile passed between the flight leader and the wingman, but caused no damage."

67 TFS History, 1 July 65 - 31 December 1965 & "Gradual Failure: The Air War Over North Vietnam; 1965 - 1966", pgs 171 and 181.

15-Sep-65

785

In Rolling Thunder campaign RT-31A, " ... six USAF F-105s struck the Yen Khoai army barracks and ammunition storage area, (JCS 47.1) 35 miles WNW of Hanoi, damaging a bunker and 3 buildings. Heavy flak was encountered; all planes returned safely." The F-105 pilots were from the 67 TFS flying from Korat RTAFB, Thailand. Maj James W. Mathews led "Elm", a flight of two, after #s 2 & 3 air aborted, and Maj William H. Bollinger led, "Pine", a flight of four. "Pine" flight's lineup was:

- #1 - Capt William H. Bollinger flying 61-0195. 2+15.
- #2 - Capt Merwin Lamphrey Morrill flying 62-4287. 2+15.
- #3 - Capt Eddward L. Jones flying 61-0217. 2+10.
- #4 - Capt Edward D. Nowokunski flying 62-4247. 2+15.

Each plane dropped six 750-lb bombs. "Ammo dump struck -- #2 no release. Jettisoned bombs. Heavy flak."

"F-105s also conducted 3 additional strikes. Twenty-four Thunderchiefs hit the Bac Can ammunition depot 70 miles North of Hanoi, (JCS 47.22) and the same target area was struck again by 16 USAF F-105s."

"Oak" flight from the 67 TFS was made up of Capt John E. Cozine flying 62-4231 and 1Lt George H. Vipond flying 61-0187. They flew weather reconnaissance over the target area. "Spotted Phuc Yen Airfield. No activity. Cowards!! Maybe someday!"

Duane H. Zieg

F-105 History

"Eight other F-105s struck the Co Dinh army barracks (JCS 39.35) west of Thanh Hoa. A total of 18 buildings was reported destroyed, and 18 damaged. All planes returned safely." The two flights of F-105Ds on this strike were flown by 67 TFS pilots.

"Spruce" flight was led by Lt Col Risner. He flew F-105D 62-4335. "Spruce 2", 3, and 4, were Capt Hawkins in 61-0197, Capt Ivy McCoy in 62-4265, and Capt Spurlock in 62-4238. The flight "... destroyed two and damaged several other buildings in the Co Dinh Complex. Two storage buildings were strafed and set afire as well as road-building equipment. Two pontoon bridges each with two boats underneath were also strafed." Lt Col Risner dropped six 750-pound bombs and fired his full load of 20-mm ammunition. Capt Hawkins and Capt McCoy each dropped six 750-pound bombs and fired 800 and 860 rounds of 20-mm. Capt Spurlock dropped four 750-pound bombs and fired 800 20-mm rounds.

"Pepper" flight was led by Capt Robert N. McCoy in F-105D 61-0195. Numbers two, three, and four were 1Lt Duane H. Zieg in 62-4224, Capt John L. Mesenbourg in 61-0206, and Capt Michael C. Stevens in 61-0217. Each pilot dropped six 750-pound bombs on the target. "Results of "Pepper" flight unknown due to smoke in the target area, but road recce by (the) flight found two railroad cars and a train with no engine which were strafed."

Thunderchief World Wide Report on Republic's F-105 Fighter-Bomber, Vol I No 2, October 1, 1965 & hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

01-Oct-65

805

The four F-105Ds in "Whiplash Alpha" flight from the 67 TFS provided close air support in Laos against a troop concentration on a hill. Each plane carried four 750-lb bombs and two pods of LAU-3A rockets. Their lineup was:

- #1 - Capt John T. Clark, Jr. flying 62-4284.
- #2 - Capt Cowan Glenn Nix flying 61-0187.
- #3 - Capt Jack L. Francisco flying 61-0195.
- #4 - 1Lt Duane H. Zieg flying 62-4254.

"Had two T-28 Laotian FACs mark target atop a hill. All bombs and rockets hit target." Each pilot logged 1+50 for the mission.

Under Rolling Thunder 34-C-1, "Spruce" flight attacked the Ban Na Nhou military area near Son La NVN at coordinates 21-05N and 103-45E. Each plane carried four 750-lb bombs and two LAU-3 rocket pods. The lineup was:

- #1 - Capt Glen C. Ward flying 61-0208. 2+05
- #2 - 1Lt George H. Vipond flying 62-4264. 2+15
- #3 - Capt James L. Goode flying 61-0197. 2+10
- #4 - Capt Benjamin D. Stanton flying 62-4335. 2+15. "Couldn't drop."

"Struck areas 'A' and 'E' of military area at above coordinates. Secondary explosions occurred and area was left flaming. No flak."

"Whiplash Bravo" flight from the 67 TFS launched for RESCAP for the crew of an F-4C in North Vietnam. The downed F-4C was "Gator 4" from the 47 TFS, 15 TFW, on TDY to Ubon. The crew, Capt Charles Joseph Scharf and 1Lt Martin John Massucci, were attacking the Ban Chan staging area in RP-5 at coordinates 21-10N and 104-39E. Both men were KIA. (CNA Loss/Damage database pg H17, USAF loss 146.)

Duane H. Zieg

F-105 History

Whiplash Bravo's lineup was:

- #1 - Capt William H. Maj Bollinger flying 62-4255. 4+00
- #2 - Capt Willard Selleck Gideon flying 62-4265. 4+00
- #3 - Capt Jerome H. Maier flying 62-4271. 3+00
- #4 - 1Lt Patrick S. "Rick" Dotson flying 62-4236. 3+00

"F-4C pilot down at the above coordinates. Nothing was sighted. Bravo 1 & 2 recycled to the area. Bravo 3 & 4 remained in the area until bingo minus 3600#. Brigham advised 3 & 4 to RTB." All four planes jettisoned four 750-pound bombs. Bravo 3 and 4 also jettisoned two LAU-3 rocket pods.

The two pilots in "Whiplash Charlie" flight supported the F-4C RESCAP. Their lineup was:

- #1 - Capt John T. Clark, Jr. flying 62-4328. 2+30
- #2 - Capt Cowan Glenn Nix flying 62-4231. 2+35

The RESCAP was their second flight of the day. They both jettisoned their four 750-lb bombs and two LAU-3 rocket pods. "Same as Bravo. No recycle."

During an armed reconnaissance mission in the Steel Tiger region of Laos, "... because of improperly annotated maps, several Thunderchiefs erroneously made three separate strikes on a bridge ... in a prohibited area." As a result of this and previous bombing errors by USAF and Navy planes, U.S. Ambassador to Laos, William H. Sullivan "... suspended at once all armed reconnaissance operations in Steel Tiger including strikes on secondary targets by aircraft on Rolling Thunder missions. ... During the bombing suspension extra [USAF and Navy] sorties were diverted to the Barrel Roll region of Laos." After "... admonishing U.S. pilots to avoid future bombing errors ...", the ambassador lifted the suspension on 6 October 1965.

Hand written 67 TFS flight summary pp 243 - 244 & "Interdiction in Southern Laos 1960 - 1968", pg 89.

04-Oct-65

7168

Under mission RT-34C-4, the four F-105Ds in "Spruce" flight from the 67 TFS, 18 TFW, attacked the Qui Non Military Barracks in North Vietnam at location 18-56N and 105-05E. Each plane carried four 750-lb bombs, 2 rocket pods, and a full load of 1029 rounds of 20-mm ammo. The flight lineup was:

- #1 - Maj James W. Mathews flying 62-4254. 2+00
- #2 - 1Lt George H. Vipond flying 64-4221. 2+00
- #3 - Capt John L. Mesenbourg flying 62-4231. 2+00
- #4 - 1Lt Duane H. Zieg flying 62-4255 carrying a camera pod. 1+55.

"All ordnance in the target area. Estimate 80% destruction. Each aircraft made one dive bomb, one rocket, and three strafe passes. Refueling area was weathered in."

Hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

06-Oct-65

7169

In this RT-34 mission, each of the four F-105Ds in "Redwood" flight from the 67 TFS, 18 TFW, dropped six MK-129 propaganda leaflet bombs over a "Hanoi Complex" in North Vietnam. The flight lineup was:

- #1 - Capt John L. Mesenbourg flying 64-4221. 2+10
- #2 - 1Lt Duane H. Zieg flying 62-4264. 2+10

Duane H. Zieg

F-105 History

#3 - Capt Jerome H. Maier flying 61-0195. 2+10
#4 - 1Lt George H. Vipond flying 62-4254. 2+15

"Great scary fun!"

Hand written squadron mission log 18 Aug - 21 Oct 65 in 67 TFS history.

08-Oct-65

7170

The 67 TFS, on TDY at Korat from the 18 TFW at Kadena launched six flights of F-105Ds into North Vietnam and Laos.

Each of the four planes in "Spruce" flight dropped four 750-lb bombs and fired two LAU-3 pods of rockets while attacking a bridge in North Vietnam. The flight lineup was:

#1 - Capt William H. Bollinger flying 61-0195. 2+25
#2 - Capt John T. Stadler flying 62-4271. 2+20
#3 - Capt Eddward L. Jones flying 62-4278. 2+20
#4 - Capt Willard Selleck Gideon flying 62-4221. 2+20

"It's still there."

"Whiplash Alpha" flight supported a ground battle in Laos. Each pilot dropped four 750-lb bombs, fired rockets, and strafed. Lineup:

#1 - Capt Jack L. Francisco flying 61-0197. 2+20
#2 - Capt Cowan Glenn Nix flying 62-4265. 2+20
#3 - Capt Jerome H. Maier flying 62-4231. 2+30
#4 - 1Lt Patrick S. "Rick" Dotson flying 62-4236. 2+20

"Destroyed enemy concentration on hilltop 3 NM East of L-36."

"Redwood" flight dropped six canisters of propaganda leaflets in the Red River Valley of North Vietnam. Lineup:

#1 - Capt Ivy J. McCoy, Jr. flying 62-4254. 2+00
#2 - Capt Roger P. Scheer flying 62-4335. 2+10
#3 - Capt Jerome H. Maier flying 62-4328. 2+00
#4 - Capt Burton C. Spurlock, Jr. flying 62-4284. 1+30

"#4 had a wing tank that wouldn't feed. He air aborted, dropped his tank, and landed with the leaflet bombs."

The four pilots in "Whiplash Bravo" attacked ground troops in Laos dropping four 750-lb bombs and firing two LAU-3 pods of rockets. Lineup:

#1 - Maj James W. Mathews flying 62-4271. 1+50
#2 - Capt Willard Selleck Gideon flying 62-4278. 1+45
#3 - Capt Eddward L. Jones flying 62-4264. 1+45
#4 - Capt Merwin Lamphrey Morrill (Acft not identified). 1+50

"Troops in a wooded area."

"Whiplash Charlie" flight flew a FAC-controlled mission in Laos. Lineup:

Duane H. Zieg F-105 History

- #1 - Capt William H. Bollinger flying 62-4231. 1+45
- #2 - Capt Michael C. Stevens flying 62-4236. 1+50
- #3 - Capt Robert G. Lanning flying 61-0197. 2+00
- #4 - Capt Edward D. Nowokunski flying 62-4265. 1+50

"Rendezvoused with FAC expended ordnance as directed."

In their RT-35C mission, each of the four planes in "Oak" flight bombed a bridge in North Vietnam. Numbers 1, 2 & 3 each carried four 750-lb bombs and two LAU-3 rocket pods. Number four carried four 750-lb bombs, one LAU-3 rocket pod, and a camera pod. The flight lineup was:

- #1 - Capt Robert N. McCoy flying 62-4248. 2+20
- #2 - 1Lt George H. Vipond flying 62-4341. 2+25
- #3 - Capt John L. Mesenbourg flying 61-0195. 2+30
- #4 - 1Lt Duane H. Zieg flying 62-4255. 2+30

"Bombs cratered approaches. Bridge still standing. Rockets on a suspected truck park."

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

11-Oct-65

7171

Each of the four F-105Ds in "Redwood" flight from the 67 TFS, 18 TFW, dropped two propaganda "leaflet dispensers" over North Vietnam. The flight lineup was:

- #1 - Capt Jerome H. Maier flying 61-0195. 2+15
- #2 - 1Lt George H. Vipond flying 62-4279. 2+25
- #3 - Capt Edward D. Nowokunski flying 62-4328. 2+15
- #4 - Capt Cowan Glenn Nix flying 62-4335. 2+20

"As advertised"

"Oak" flight attacked a bridge in RP-1, North Vietnam. Three of the planes dropped eight 750-lb bombs.

- #1 - Capt Robert G. Lanning flying 62-4254. 2+00
- #2 - Capt Michael C. Stevens flying 62-4236. 2+05
- #3 - 1Lt Duane H. Zieg flying 62-4255. 1+55
- #4 - Capt John L. Mesenbourg in 62-4231. Ground aborted.

"Bridge dropped by 1 & 2. Coordinates 17-54N and 105-49E."

"Whiplash Alpha" flight supported action in the Ban Ban area of Laos. Each plane carried four 750-lb bombs and two pods of LAU-3s.

- #1 - Capt Eddward L. Jones flying 62-4264. 1+40
- #2 - Capt Edward D. Nowokunski in 62-4248. Ground aborted.
- #3 - Capt Willard Selleck Gideon flying 61-0195. 1+40
- #4 - Capt William H. Bollinger flying 62-4271. 1+45

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

16-Oct-65

7224

Two flights from the 67 TFS, 18 TFW, at Korat, attacked a bridge in North Vietnam. Each of the eight planes dropped six 750-lb bombs. Their lineups were:

Duane H. Zieg

F-105 History

"Pecan" flight

- #1 - Capt Eddward L. Jones flying 62-4231. 1+40
- #2 - Capt Michael C. Stevens flying 62-4271. 1+45
- #3 - Capt John E. Cozine flying 62-4248. 1+40
- #4 - Capt John T. Stadler flying 61-0195. 1+35

"Weather was bad in area. No damage to bridge. Heavy AAA."

"Aspen" flight

- #1 - Maj James W. Mathews flying 62-4265. 1+45
- #2 - 1Lt Duane H. Zieg flying 62-4255. 1+35
- #3 - Capt Jack L. Francisco flying 62-4221. 1+35
- #4 - Capt Cowan Glenn Nix flying 62-4236. 1+30

"Bad weather in target area. Moderate AAA & AW fire. #3 hit at release and jettisoned tanks. Started for Danang but after evaluating damage returned to Korat." The plane was hit in the radome and nose.

67 TFS History, 1 July - 31 December 1965, handwritten flight log, AFHRA Call # K-SQ FI-67 HI.

30-Nov-66

5153

Six pilots assigned to the 34 TFS at Korat completed flying 100 missions during November 1966. They were:

Capt Ralph D. Watkins
Maj Kenneth T. Blank
Capt William O. Lessard
Capt Robin K. Nierste
Capt Eddward L. Jones - On TDY from the 67 TFS
Capt Duane H. Zieg - On TDY from the 67 TFS

Capt Jones' remained at Kadena until January 1967. He last flew the F-105 in February 1967 and had accumulated 905.8 hours in the airplane. His next assignment was with the 4532nd CCTS, England AFB, LA until May 1968. From "... May 68 to Jun 70 he was with the 327th Air Division Taipei Air Station, and Jun 70 to Nov 72 he was with the 427th Sp Op Trng Sq (TAC) at England AFB."

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Dave Jones e-mail 4 Jan 2013 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

01-Dec-66

2360

(Approximate date) The January 1967 issue of Republic's "Thunderchief Worldwide Report" included several recent awards and decorations for F-105 pilots.

Maj Kenneth T. Blank from the 34 TFS flew his 100th mission and reported to Nellis AFB.

Maj Wayne N. Whatley, also from the 34 TFS, earned an Air Force Cross for extraordinary heroism. "Whatley, now a test pilot for the San Antonio Air Materiel Area, won the medal for leading an F-105 flight against a fuel depot in North Vietnam."

"Eleven F-105 pilots, [actually 10 pilots and one EWO] aggregating more than 2,700 combat flying hours, joined in an impressive formation flyby recently marking the end of a significant tour of duty for each. The 11 flyers were returning from their 100th combat mission over North Vietnam. Ten of

Duane H. Zieg

F-105 History

the group were assigned to the same tactical fighter squadron - making the occasion an unusual first for that unit [the 13 TFS]. The organization holds the day in special regard, since a dozen 'graduates' in a month's time is unusual, and that many in a single day is an extreme rarity. On their final mission, the group flew in three separate raids then, upon completion, they regrouped for a low-level flyby over their home base [Korat]. The 100-mission pilots [and one EWO] in the flyby were:"

13 TFS

Maj Frederic C. Hiebert

1Lt Roger J. Hagstrom

Capt Roger L. Counts

1Lt Jerry L. Garner

1Lt Maxie A. Hatcher, Jr.

Capt Charles H. Haberstich

1Lt Russell M. Lanning

Maj Richard D. Westcott - Wild Weasel pilot (WW# 76)

Capt Herbert L. Friesen - Wild Weasel EWO (WW # 81). Westcott and Friesen were among the first Wild Weasel III crews from Korat to finish 100 missions.

Capt George H. Vipond - He had flown F-105D 62-4378 on his 100th mission. The name "Lt Catren" was stenciled on the canopy rail. He was on TDY from the 67 TFS. He was next assigned to Nellis AFB as an F-105 IP.

34 TFS

Capt Duane H. Zieg

"Earlier that same day, four pilots assigned to another squadron [421 TFS] under the same tactical fighter wing [388 TFW] completed their 100 missions, making a total of 15 in a single day for the unit." The pilots were:

Maj William F. Loyd, Jr.

Maj Daniel G. McIntosh

1Lt Edwin L. Harvey

Capt Harry E. Mattoon

"Seventeen F-105 pilots, ... who completed 100 missions over North Vietnam, were presented with certificates at an informal session held in Florida this month. Making the presentation was Doug Meadowcroft, Republic program manager." The pilots and their SEA squadrons were:

Maj Hansel W. "Turk" Turley - 13 TFS

Capt Jimmy D. Ginger - 13 TFS

Maj Douglas D. Brenner - 333 TFS

1Lt Thomas A. Gibbs - 469 TFS

Capt Robert W. Davis - 354 TFS

Capt Ralph A. Hanson - 354 TFS

Capt Cecil W. Powell - 354 TFS. Last flew the F-105 in Dec 66 accumulating 723.1 hours in the plane.

Lt Col Ralph A. Ritteman - 333 TFS

Maj John J. "Jack" Gaudion - 469 TFS

Maj Frederick B. Green - 354 TFS

Lt Col Charles W. Barnett - 421 TFS

Lt Col Kenneth L. Skeen - 357 TFS

Five of the 17 pilots had flown their 100th mission while assigned to the 34 TFS:

Duane H. Zieg

F-105 History

Capt David H. Groark
Maj Jack R. Stresing
Capt James E. Hayes
Capt Alan K. Rutherford
Capt Robert R. Reed

Thunderchief Worldwide Report, Vol II No 5, Jan 67 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

12-Jan-67

4562

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

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

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

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

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

The pilots had supported each of the squadrons in the 388 TFW: 34 TFS, 469 TFS, and the 421 TFS.

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