

Alan K. Rutherford

F-105 History

01-Jul-65

5564

Key personnel in the 35 TFS, 6441 TFW, Yokota AB, Japan, were:

Lt Col William R. Peters -- Commander
Maj William D. Lockwood - Operations Officer
Capt Kenneth T. Blank - Asst Operations Officer
Capt Kenneth D. Furth - Echo Flight Commander
Capt Alan K. Rutherford - Foxtrot Flight Commander
Capt Frank J. Hardy - Golf Flight Commander
Capt Warren L. Efting - Hotel Flight Commander

The squadron's attached pilots were:

Col Paul P. Douglas, Jr. - 41 AD Commander
Col Allen K. McDonald - 6441 TFW VC
Lt Col Edward D. Thomas - 5 AF Chief of Safety
Maj Henry Shudinis - 6441 TFW Ops & Training
Maj Marvin A. Wicks - 6441 TFW Flight Test Officer
Capt Robert B. Bennett - 6441 TFW Flying Safety Officer
Capt Frank A. Buchanan - 5 AF Flying Safety Officer
Capt Bernard G. Lyons - 6441 TFW Ops and Training

The squadron's 30 line pilots were:

Capt William Baechle	Capt Jerry N. Hoblit
Capt William G. Bailey	1Lt Phillip J. Kelley
Capt Robert W. Becker	Capt Wayne R. Kimmell
Capt Orville B. Boone, Jr.	Capt Merrill R. Lewis, Jr.
Capt Edward R. Bracken	Capt John R. Lowry
Capt James T. Brown, Jr.	Maj Bobby J. Mead
Maj Fred V. Cherry	Capt Sam P. Morgan, Jr.
Capt Thomas H. Curtis	1Lt Richard L. Pack
Capt William G. Donovan	Capt Robert R. Reed
Capt Kenneth D. Edwards	1Lt Randolph S. Reynolds III
Capt Thomas W. Gallagher, Jr.	Capt Robert W. Spielman
1Lt Richie W. Graham	Capt Richard A. Treibes
1Lt Richard E. Guild	Capt Ralph D. Watkins
Capt Carl L. Hamby	1Lt Miller F. West
Capt LeRoy Herrman	1Lt Lee B. White

35 TFS history, 1 July - 31 Dec 65, AFHRA Call # K-SQ-FI--35-HI, IRIS # 419883.

18-Apr-66

5176

The 6441 TFW selected the pilots for the squadron that became the 34 TFS to deploy to Korat. Most would come from the 36 TFS; consequently, the 36 TFS was slated to disband.

Bob Pielin from the 36 TFS, who had already flown 87 combat missions during temporary duty tours to Korat and Takhli, remembered how he helped select the pilots for the new squadron. "Fitz [Maj Richard P. Fitzgerald, the squadron's Operations Officer] and I initially made out a list of 25 pilots from the Wing resources to go as 34th members. The list was bounced back from HHQ as being too overloaded in pilots with over 50 missions. They recommended 6 guys in the 0 to 20 mission category, 6 in the 21 to 40, 6 in the 41 to 60, 6 in the 61 to 80, and anyone with over 80 to go TDY." This distribution was to spread out their eventual departures from Korat as each pilot

Alan K. Rutherford

F-105 History

completed his 100-mission tour. Capt Pielin and Maj Fitzgerald reworked the list "... with some pronounced disapproval from those that were removed from the [original]. ... A 1.5 aircrew/aircraft ratio was authorized for 27 pilots plus Commander and Operations Officer. ... Bob Jones [Capt Robert H. Jones] was removed from the first list since he had his papers in to be discharged. When he found out about the 34th going PCS to Korat, he volunteered to go with [them] and get 100 missions before he got out. Red Dog [Lt Col Howard F. 'Red Dog' Hendricks the squadron commander] worked a 'deal', and he went TDY." (Bob Pielin e-mails, 23 Sep 2006 and 7 April 2007.)

The following list contains the positions and names of the initial twenty-nine pilots assigned to the 34 TFS. This is the revised list after Capt Pielin and Maj Fitzgerald reworked their original to provide a broader base of experience. One of the pilots, Gordon Walcott, annotated his copy of the printed list, dated 18 April 1966, with this comment: "This was the original 34th TFS crew roster when formed as an all-volunteer squadron from the 35 TFS, 36 TFS, and 80 TFS (Yokota AB, Japan)"

Commander - Lt Col Howard F. "Red Dog" Hendricks who had been commander of the 36 TFS.
 Operations Officer - Maj Richard P. Fitzgerald

India Flight
 Flight Commander - Maj Wayne N. Whatley
 Capt Robin K. Nierste
 Capt James I. Miholick
 Capt Douglas G. Lauck
 Capt Robert H. Jones
 Capt Robert R. Reed

Lima Flight
 Flight Commander - Capt James E. Hayes
 Capt Merrill R. Lewis, Jr.
 Capt Gordon M. Walcott
 Capt Stanley S. Gunnersen
 1Lt John Bernard Sullivan III

Juliet Flight
 Flight Commander - Maj Kenneth T. Blank
 Capt Carl L. Hamby
 Capt Thomas H. Curtis
 Capt David H. Groark
 1Lt Phillip J. Kelley

Metro Flight
 Flight Commander - Capt Robert D. Pielin
 Capt Alan K. Rutherford
 Capt Ralph D. Watkins
 Capt Wayne D. Hauth
 Capt Rainford "Ray" McMaster Tiffin

Kilo Flight
 Flight Commander - Maj Jack R. Stresing
 Capt William O. Lessard
 Capt John R. Layman
 Capt Rex L. Dull
 Capt Clarence E. Fox
 1Lt Denis D. O'Donoghue

E-mail from Monty Pharmer, 22 Sep 2006 forwarding letter to him from Lt Col (Ret) Gordon Walcott dated, 29 July 1988, which included a roster of 36 TFS pilots, dated 18 April 1966.

25-May-66

4957

On Wednesday morning, twenty F-105Ds (18 aircraft and 2 spares) now assigned to the 34 TFS left the 6441 TFW at Yokota for Kadena on the first leg of their movement to the 388 TFW at Korat. The aircraft took off in flights of four using call signs "Yule". Each flight departed Yokota at half-hour intervals beginning at 0800. The deployment's flight line-up consisted of:

Pilot	Call Sign	Acft Tail No	Yokota TO Time	Kadena Arr Time	Acft Maint Status at Kadena
Lt Col Howard F. Hendricks	Yule 01	62-4361	0800	0955	Tacan/Doppler probs

Alan K. Rutherford F-105 History

Capt Robin K. Nierste	Yule 02	62-4288	0800	0955	O/R
Capt James I. Miholick	Yule 03	62-4336	0800	0955	O/R
Capt Wayne D. Hauth	Yule 04	62-4303	0800	0955	Gnd blower inop
Maj Wayne N. Whatley	Yule 11	62-4306	0830	1025	O/R
Capt Robert H. Jones	Yule 12	62-4318	0830	1025	O/R
Capt Robert R. Reed	Yule 13	62-4308	0830	1025	Autopilot
Capt Douglas G. Lauck	Yule 14	62-4358	0830	1025	O/R
Maj Kenneth T. Blank	Yule 21	62-4370	0901	1058	O/R
Capt Thomas H. Curtis	Yule 22	62-4380	0901	1058	O/R
Capt Carl L. Hamby	Yule 23	62-4364	0901	1058	O/R
1Lt Phillip J. Kelly	Yule 24	62-4277	0901	1058	O/R
Capt Alan K. Rutherford	Yule 31	62-4270	0930	1134	Autopilot
Capt Rex L. Dull	Yule 32	62-4312	0930	1134	O/R
Capt Ralph D. Watkins	Yule 33	62-4378	0930	1134	CIN
1Lt John B. Sullivan III	Yule 34	62-4356	0930	1134	Fire Ctrl/Elec
Capt James E. Hayes	Yule 41	62-4352	1000	1200	Fire Ctrl
Maj Jack R. Stresing	Yule 42	61-0132	1000	1200	O/R
Capt Andy Olman	Yule 43	62-4379	1000	1200	Fuel Leak
Capt Robert D. Reichardt	Yule 44	62-4354	1000	1200	O/R

(History of the 6441 TFW, 1 Apr 65 to 15 Nov 66, Supporting Documents, Mobility Control Center Log, pg 6, in AFHRA folder K-WG-6441-HI, IRIS# 0462464.)

Capt Alan K. Rutherford was one of the pilots on the deployment. "I recall so well how we formed up with 16 Thuds and midst many tears (from wives) and go get um's from the troops we launched to the war. We were going to 'kill the Cong'. We intended to overnight at Kadena, and then launch the next day with the squadron to Korat. Needless to say it got drunk and rowdy that night ...". (Al Rutherford, e-mail, 21 Sep 2006.)

Capt Douglas G. Lauck was another of the 34 TFS pilots moving to Korat. "We packed our household goods [at Yokota] and sent them along with our cars back to the States. Our wives and dependents had flights booked back to the States." (Doug Lauck, e-mail 21 Sep 2006.)

The pilots from the 34 TFS were to join with pilots from the 13 TFS at Kadena on 25 May and deploy to Korat. Unfortunately, circumstances required the 34th pilots at Kadena to return to Yokota on 26 May.

In the 13 TFS, "the squadron was cocked to move as planned on the 25th of May, but a staying order was received, delaying departure for thirty days. Rumors were rife that perhaps the move would not be made at all. Unfortunately, on the basis of the rumors and the lack of further communications, after numerous inquires to higher headquarters on the subject, many members of the new squadron cancelled proceedings to return their dependents to the United States. As a result, when the order to deploy on 23 June was received with a week's advance notice, many dependents were left to arrange their own moves. Much help was rendered by friends and Wing personnel, of course, to facilitate these peoples' departure. On 23 June, support personnel departed for Korat via C-130. Aircrews departed the following day."

388 TFW History, Jul - Dec 66, USAF microfilm NO583 frame 1742 & 44 TFS history, 1 Jan 65 - 30 June 1967, pp 4 - 5.

Alan K. Rutherford

F-105 History

02-Jun-66

5191

In a status letter regarding the delay in transferring the F-105s for the 34 TFS and 13 TFS to Korat, the Hq 5th Air Force DO informed the Vice Commander that "CINCPACAF has concurred in our request to delay requirement for 15 TDY pilots (10 Kadena to Korat and 5 Yokota to Takhli) to SEA." The comment referred to the PACAF directive to Hq 5th Air Force on 21 May 66 to send 15 F-105 pilots to Takhli and Korat reporting on 1 June 1966 for a 59-day TDY.

Instead of sending pilots assigned to the 18 TFW and 6441 TFW squadrons, Hq 5th Air Force had offered to send pilots from the 13 TFS and 34 TFS being held at Kadena and Yokota awaiting clearance for their PCS move to the 388 TFW at Korat. The idea for this substitution apparently originated with Col Robert L. Cardenas, the commander of the 18 TFW at Kadena. Doug Lauck recalled, " ... One night at the [Yokota Officer's Club] bar talking to the Kadena wing commander about our situation, he told us that he was to supply his 105 jocks TDY to Takhli. We asked if he could arrange for us to take their place since we were waiting to go PCS. ..." (Doug Lauck, e-mail 30 Sept 2006.)

Al Rutherford also recalled the incident when, "... Red Dog formed us up at the stag bar to hear Cardenas from Kadena offer us early deployment. ..." (Al Rutherford, e-mail 3 April 2007.)

The 5th Air Force letter also reported that "PACAF has advised SAC they are authorized to deploy five additional KC-135s to Takhli. With the 10 previously authorized, the total at Takhli will be 15 KC-135s. In addition, two are authorized for turn-around only.

"At 0500 local time, 2 June 1966, PACAF advised Fifth Air Force that CINCPAC was expected to advise shortly on F-105s." This latter comment referred to the status of moving the 36 F-105s for the 13 TFS and 34 TFS from Kadena and Yokota to Korat, a move that was apparently being controlled by CINCPAC. (5th Air Force History, 1 Jan to 30 Jun 66, Supporting Documents Volume IV, Document 130, AFHRA Call # K730.01 IRIS # 00521786 & 5AF TWX 310505Z May 66.)

5AF TWX 310505Z May 66 "TDY of F-105 Aircrews to SEA", in HQ PACAF DO Read File for 28 - 31 May 66, AFHRA Call # K717.312 IRIS # 1035162.)

21-Jul-66

4336

Capt Rainford "Ray" McMaster Tiffin was shot down.

The other members of his flight were Capt Allan K. Rutherford, "Portland 1", Capt Ralph D. Watkins, "Portland 2", and Capt Wayne D. Hauth, "Portland 3". The pilots were from the 34 TFS.

(NOTE: This entry is to enable the names of the other three flight members to be entered into the database.)

U.S. Navy CNA Loss/Damage Data Base, loss 343, pg K19 & MIA records obtained by William D. "Bruce" McRae, high school classmate of Capt Tiffin, from Library of Congress and JTF-FA.

06-Aug-66

F-105D 624315 34 TFS 388 TFW Korat Hit by 37/57-mm flak near a AAA gun position in RP-6B, North Vietnam. Crashed in the Gulf of Tonkin. 19-30N 107-37E Capt Allen K. Rutherford 34 TFS pilot ejected. Rescued by a USAF HU-16. Call sign: "Nelson 01". Years later, Al Rutherford recalled the details of his shoot down. "I was the lead of a four ship and first in of a gale fragged on the NE rail line just N of Kep. As we turned in feet dry, I eased the flight down to check the cloud cover that looked to be about 4000 ft. It was scattered to broken and the guys in the rear were anxious for a pipep. At about 5K the bird was hit smartly and I felt a not unfamiliar whaup. The idiot panel lit up, I informed the world that I was hit, and started a turn to get feet wet ASAP. Once cleared by my #2, I hit the clean all button and was disturbed to find the bird wanting to go sideways. It turns out the left 3 grander [3000 lb MK-118 bomb] was hanging by one shackle which created a nasty drag on that side. The oil light and gauge told me the engine probably wasn't long for this world and sure enough it roughed up and soon told me to get out of there.

Alan K. Rutherford

F-105 History

"The ejection was by the book and the first sight I had was the AC hitting the water directly below me. I passed thru a scattered deck and was alarmed to see junks all over the place. To me they seemed to be in the hundreds. A tape of the incident records my saying to my wing men, "You guys keep those junks off of my ass". They didn't prove to be a problem primarily because of the heavy duty air I had over me both Navy and my guys.

"The pick up by SA-16 was by their standards normal normal. By my reflection this phase was an attention getter consistant with the preceding events of the day. That is from a fighter pilot who is one lousy passenger no matter the circumstances." (Al Rutherford, e-mail 3 Oct 2006)

The crewmembers of the HU-16 rescuing Capt Rutherford were Capt Luther J. Brown, pilot; Maj Donald P. Purdy, copilot; A1C Roy L. McCollough, flight engineer; and PJ MSgt Lionel O. Yaw. The Navigator was Capt Inzar W. Rackley.

Capt Brown, the pilot of the HU-16, wrote a Rescue Mission Report (Number 1-3-53).

"1. While flying classified orbit on 6 August 1966 at 0950 an emergency call was relayed to us by a Navy ship in the area. Our orbit was at 4500 feet so an immediate descent was established with a high power setting to expedite our progress to the area. An F-105 aircraft had been hit by hostile gunfire, had lost all oil pressure and was preparing to eject. Two Navy rescap aircraft were dispatched to intercept us as we proceeded to the area. We received radar vectors from the Navy ship, ARA-25 steers from the distressed aircraft wing man, and excellent steers by our navigator. While proceeding, all crew members prepared for the possible pickup and every one began to scan as we approached the search area.

"2. While enroute numerous junks were noted and reported. The distressed pilot's wing man notified us when he had ejected, circled him and talked to him during the entire recovery. Upon entering the area of the survivor, the navigator directed us to the wing man who in turn steered us to 500 yards of the downed pilot. Rescap was provided by the wing man and concern was running high due to the presence of numerous junks proceeding toward the survivor. The survivor was spotted at 1018L. Contact had been successfully established with the chopper enroute and time was beginning to grow short as the junks continued their approach to the area. The decision was made to land and pick up the survivor while conditions were favorable.

"3. The drop tanks were jettisoned and pattern set up for landing. The survivor ignited a red smoke to help determine the wind and to aid in keeping him in sight. The landing was made at 1020L 100 yards from the survivor, and uneventful raft approach was accomplished. As the survivor came up to the nine o'clock position, the para-rescue technician dove into the water to retrieve him. The pilot was brought into the aircraft with little difficulty due to the team work and cooperation displayed by all personnel in the rear. During the pick up, the junks moved to within 1000 yards of the aircraft. No gunfire was noted and takeoff was accomplished at 1025L after some effort due to the changing wind pattern. The pilot was flown to DaNang in excellent shape. The landing at Danang was accomplished at 1210L.

"4. All crewmembers displayed excellent knowledge of their procedures and their team work was the overriding reason for the pickup going so smoothly.

"5. No hostile gunfire was noted, but the junks were reported as gun boats by the aircraft over head. Radio procedures were all excellent, however if the wing man would talk more to the rescue aircraft making the recovery, less time would be wasted asking for steers, and etc.

"6. [Crew List not repeated here.]

"7. Recommendations: All downed crewmen should carry and use a red or yellow smoke when the rescue aircraft first comes into view. It gives the pilot an excellent source for the wind direction and greatly aids in keeping the survivor in

Alan K. Rutherford

F-105 History

sight."

U.S. Navy CNA Loss/Damage Data Base & "PJs in Vietnam", by Bob LaPointe, pg 423.

06-Aug-66

6001

Maj Edward J. Kohlmeier, 469 TFS, 388 TFW, flew his 8th mission into Route Pack 1.

"Flew ... with the old man [Lt Col James R. Hopkins, the 469 TFS Commander].

"I feel like the flight went pretty good. He had very little to critique. Told me he was trying to rid me of my self recrimination. I don't know if he knows that he means but I have a better word - self doubt. This is really a new experience for me and I sure wish I could shake it. The worst part is it separates me (in my own mind at least) from the squadron. So I took the plunge in a way sort of committed suicide. I told the Ops Officer to schedule me anyway he sees fit. I told him I was ready. He said he was very glad to hear me say that. I'm glad he was glad. How do I really feel? Not ready!! I am a real enigma to myself. I don't see myself getting killed but don't see how I can complete 100. I guess you could say that I am very apprehensive.

"A guy got shot down today but made it to the water and was picked up. [Capt Alan K. Rutherford, 34 TFS.] He was hit at 100' - broke the rules again. They tried to sneak in.

"Bad news -- should have my gut check tomorrow."

Ed Kohlmeier's mission diary.

17-Sep-66

2401

The 388 TFW attacked the Cao Nung railroad and highway bridges (JCS 18.24) but lost two F-105s. Several other planes were damaged and one F-105 pilot with a damaged plane inadvertently flew into China.

The two F-105 pilots shot down were Capt Allen K. Rutherford, "Shotgun 1", from the 34 TFS who was rescued, and Capt Darel Dean Leetun, "Cleveland 1", from the 13 TFS who was killed.

"On the mission where Darel Leetun was shot down and killed near Kep Airfield, Mike [1Lt Russell M. Lanning, 13 TFS, "Cleveland 2" in Leetun's flight] was hit by 85-mm AAA and attempted to get to the Gulf in case his Thud began to come apart. His Nav systems were affected by the hit he took and he began jinking up the Northeast Railroad until he entered China. The Chinese scrambled MiG-19s on him. After determining their adversary was American, the Farmer jocks dropped behind Mike's Thud and opened up on him. Mike saw the tracers and kicked in the burner. At about 1.1 Mach the tracers stopped. He kept going at 1.3+ Mach until his depleting fuel supply began to unnerve him. When he came out of burner and allowed the airspeed to go subsonic, the tracers began flying over his canopy again, so back into burner for the remaining trip to a tanker. Mike never received an award for this mission, because of the embarrassment of having a US fighter stray into Chinese airspace."

"Mike Lanning was flying [Leetun's] wing inbound to a target near Hanoi. They were coming in from the North just after sunrise. His aircraft caught fire when he was hit and Mike told him to bail out, but Darrell said nothing and kept heading toward the target. Mike kept begging him to eject, and followed him all the way to the ground. After the crash I think Mike went on to the target, but when he was leaving the area to the north, evidently his compass was 45 degrees off and he ended up in China with Migs shooting at him. He broadcast in the blind that he couldn't see the ocean and was running low on fuel. Turk Turley was in the area on another target and told Mike to put the sun over his left shoulder and he would soon be over the Sea. Mike followed his instructions and was able to find the tanker and refuel." (Ted Ballard, e-mail to Dave Perry, Sunday, June 06, 2010 10:59 AM, forwarded by Dave Brog, 7 June 2010.)

Capt Harris J. Taylor, 469 TFS, was a flight lead on this mission. "The flight Lanning was in was the flight following my attack on the same target that morning. I turned my flight around and headed for China to bail him out. We were successful. The awards and dec guys put the flight in for the Silver Star and we were awarded that decoration. Myself,

Alan K. Rutherford

F-105 History

George Ball [Capt George A. Ball], and Dean Elmer [Capt Dean A. Elmer], are on the same set of orders for the award. ... I cannot remember the 4th member of my flight that day. ... David Earll [Capt David John Earll] was a member of my flight at Korat and may well have been the 4th flight member."

"The targets were all along the NE RR. Korat was lead wing that morning with usual 5 AM TO in pouring rain. Things started going to shit at the tankers. I had the lead tanker probe/drogue as an F-104 flight was supposed to be MiG cap, they were a no show and I had a major problem getting the tank to give the flight gas. #2 tank was over 100 miles behind and strung out from there. [Wild Weasel pilot Maj Richard D. "Rick"] Wescott was back at the #2 tank and I got hold of him while the rest of the flight was cycling through AAR and told him I was making my TOT with or without him. He said no sweat he would be there and he was. Think he must have cut straight across Haiphong Harbor as I went on up the coast to come in from the NE. It was probably about 30 - 45 minutes after sun rise and not a cloud in sight. SAMs started flying as soon as Rick hit the area. We came in, popped up and hit a big marshalling yard and headed out, not too much flak at the time. Lots of SAMs though and Rick was having a field day going after the SAM sites. I guess I had really stirred up things as the following flights were taking a pounding. As I remember, the flight behind me left two down and one shot up. We were feet wet and coasting down the gulf toward the tanker point, still on strike freq and heard the mayday call from the shot up bird. Was getting shot at (as it turned out Chinese MiG-19s) and didn't know where he was. I turned my flight around and headed north at a great rate. We were able to get some DF cuts with the radio and picked him up around the China, VN border. In the meantime I had #3 go tank freq and tell them we needed help bad as far north as they could come. ... We escorted him to the tanker and he was on fumes, got hooked up and all turned out well for us." The flight members were awarded the Silver Star. (Harry Taylor, e-mail to Ron Thurlow, 17 May 2000.)

Story from Jerry "McGoo" McGauley posted on Thud Ridge Web site quoted in email from Harry Taylor to Ron Thurlow, 16 May 2000

17-Sep-66

F-105D 610191 34 TFS 388 TFW Korat Hit by 85-mm AAA while attacking the Cao Nung RR bridge (JCS 18.24). Crashed in the Gulf of Tonkin off the coast of South Vietnam. 16-37N 108-07E Capt Allen K. Rutherford 34 TFS pilot ejected and was rescued by a USAF HH-3 helicopter. Call sign: "Shotgun 01". "I was the lead on a strike to the NE rail line. Sixteen birds on the afternoon 'Red Apple cockknocker' that was marked by the usual lack of finesse by the boys in Saigon. We ran in from the east between 5 and 7k and 540 kts. There was no apparent activity until we started the pop for roll in from the south. Then several layers of bursts occurred directly over the target area. It was the most complete coverage I had experienced. Although day/vfr, the bursts would occasionally obscure the target. I had just buried the nose on my roll in at around 8.5 k when the bird was hit at least twice. Since I was set up, I pressed on and delivered my 750's. On pull off I saw the EGT unwinding so I selected emergency fuel and, once headed out, I noticed very low hydraulic pressure on both systems and around 10 psi on the oil. I put the nose on the pork chop inlet to the east and just hung on. Wingy asked me to keep it moving, however the bird felt like a T-bird without boost. I ended up making feet wet and proceeded down the coast with the hope of making Danang. No such luck. Once again the engine started making a racket and the egt started to go up smartly. I pulled the throttle to idle, bad move, for the bird really began bucking. I ejected and, as with the first Tonkin ride, the rescue guys did a hellava job pulling my butt out of the drink." Rutherford had ejected on 6 August 1966 when his plane was hit by AAA.

"When I arrived back at Korat my squadron commander told me that he and the wing commander agreed I was a magnet ass and they could not afford to have me loose any more of their magnificent Thuds." (Al Rutherford, e-mail 5 Oct 2006.)

When he was shot down for the second time over North Vietnam, Capt Rutherford was rescued by the crew of HH-3 "Jolly Green 24", tail number 65-12786. "Its crew was Capt Kenneth Murphy (pilot), Capt Thomas Johnson (copilot), A1C William Lowe (HM), and A1C John Tobey (PJ).

"An F-105, call sign Shotgun 1, was attempting to make it back to Da Nang AB with battle damage. Despite the best efforts of the F-105 pilot, ... he was forced to eject feet wet. Jolly 24 was vectored to the downed pilot's position by

Alan K. Rutherford

F-105 History

protective CAP aircraft orbiting overhead. When Capt Rutherford saw the HH-3 approaching, he popped the day end of his MK-13 smoke/flare. The Jolly crew saw that the downed airman was in his raft and ready for pickup. Airman Lowe was ready with the hoist and PJ John Tobey had already put on his swim gear. Capt Murphy briefed his crew that he intended to go into a low hover for a hoist pickup."

"When he put the HH-3E in a hover over the survivor, the rotor wash pushed the survivor's raft away from the helicopter." The helicopter pilot then landed on the water "... 50 yards from the raft and then taxied right next to him. Airman Tobey jumped into the water to help the survivor into the helicopter. Despite the HM pulling, and the PJ pushing they could not get Capt Rutherford into the helicopter. The survivor inadvertently kept positioning himself in a manner that made his recovery difficult. Airman Lowe decided to run the hoist cable out to the survivor and use it to pull him in. This worked and soon everyone was on board and a wet Jolly Green Giant took off from the water's surface." ("PJs in Vietnam")

This rescue was the first of several during the war in which the rescue helicopter landed on water. Capt Murphy's rescue mission narrative report described Rutherford's rescue in more detail.

"At 0150, 17 September 1966, I was scrambled in Jolly Green 24, accompanied by Jolly Green 15. We were airborne at 0155Z. Alert and scramble procedures were all normal. Shotgun One was returning from a northern mission with battle damage and reported he would have to bail out. His position was reported at 340-degree radial, 44 miles from channel 37. As I crossed the coast line, Cigar relayed a message from King for Jolly Green 15 to return to our forward operating base. I then received another position from the cripple aircraft of 350-degree radial, 35 miles from channel 37. At approximately 0210Z, Shotgun One bailed out of his F-105. His wingman, Shotgun Two, remained over his leader during descent and stayed until I arrived on scene. Shotgun Two gave me the position of Shotgun One as being the 355-degree radial, thirty-three miles out of channel 37. Captain Johnson, my copilot, plotted the position on his map and converted it to radial and distance from channel 46 due to the inability to pick up channel 37.

"When I arrived in the general area, I got three UHF steers from Shotgun Two and sighted the survivor at 0220Z. The survivor ignited one MK 13 mod 0 flare. The red smoke showed the wind direction with a speed of about 15 kts. I then decided to omit the smoke drop and turned on a downwind for a hoist pickup. A1C Lowe, crew chief, and A1C Tobey, pararescue, had the hoist and cabin ready for a water pickup. A1C Tobey had donned his swimming gear. I came into a high hover over the survivor at about 75 feet. A1C Lowe kept directing me forward until I sighted the survivor moving forward away from the helicopter. A1C Lowe advised me we were over him on the initial approach but he immediately started to be blown forward when the hover was established. I then decided to try a lower hover to decrease the length of hoist cable to facilitate the maneuverability of A1C Lowe. Again the survivor was blown in front of the aircraft by the rotor wash before the hoist could be positioned. The survivor did not acknowledge hand signals to have him get out of his raft. Crown Charlie and Ox Wood 94 arrived over the scene. I then made the decision to make a water landing to pick up the survivor.

"The sea condition evaluation is as follows: Period 5, Velocity 15, Distance between crests 125 ft, wind direction 350 degrees, 15 knots, swell direction 315 degrees, swell height 2 1/2 feet.

"I made my approach from a hover of approximately 25 feet. I landed 50 feet from the survivor and taxied up to him. The survivor then got out of his raft. A1C Lowe and A1C Tobey then tried unsuccessfully to bring the survivor on board. The survivor was facing the aircraft and placed his knees against the side of the aircraft in an attempt to help. This caused a pivot point which the two Airmen could not overcome. The survivor then slipped away two or three feet and I had to taxi back to him. A1C Tobey then punctured one side of the survivor's LPU to facilitate bringing him on board. Again their attempt was thwarted by the survivor placing his knees on the side of the aircraft. When the survivor again drifted away A1C Tobey was deployed due to 1/2 of the LPU being punctured. I then taxied up to the survivor and the pararescue man, and instructed A1C Lowe to bring them on board with the rescue hoist. The two pickups were made at 0226 in quick succession with no difficulty at all.

Alan K. Rutherford

F-105 History

"I recommend that this procedure be used on all future water landing pickups until a sea rescue platform is designed and installed on the HH-3E aircraft.

"A normal hover take off was made into the wind, the engine power was checked and found to be adequate, and the take off was completed without incident. The salt spray around the aircraft was minimal except just prior to touch down and lift off.

"Captain Alan Rutherford, the survivor, was then returned to channel 37 at 0245Z.

"Anti-corrosion measures were accomplished on the aircraft. Post-flight inspection revealed the primary servo hydraulic valve leaking fluid. The valve was replaced with a like item and the aircraft returned to the forward operating base." (Mission Narrative Report 1-3-65, dated 19 Sept 1966, signed by Capt Kenneth D. Murphy, Rescue Crew Commander Jolly Green 24.)

U.S. Navy CNA Loss/Damage Data Base & "PJs in Vietnam", by Bob LaPointe, pgs 233 - 234.

17-Sep-66

6041

In the afternoon, Maj Edward J. Kohlmeier, 469 TFS, 388 TFW, flew his 36th combat mission in a Wild Weasel flight into RP-6.

"It was a long one, 3+40, and not too bad but I really had a bad feeling about this one. This morning we had three guys get hit in the same area that we went to. One (on his 99th mission) went straight into the target, never got out of his airplane [Captain Darel D. Leetun, 13 TFS, KIA]. One more for him and he would have finished up in package 5. What a damn thing. Another [Capt Alan K. Rutherford, 34 TFS] got hit, flamed out, got it started, and bailed out 30 miles from Da Nang, was picked up. The third made it to Udorn. So as I said when I fired the engine I had a very bad feeling and it persisted all the way to coast-in where I got busy.

"Tomorrow I have another, just 11 miles from Hanoi and if the weather holds up that will be three in a row. And tonight I'm down. I know there is no way if I have to go to six everyday. I know my only hope is bad weather up there. I figure at least 30 days of good weather and that's a lot. If I could just get a few easy ones in, I would come back up. Like I have said before, I want to see my family again and tonight it don't look good."

Ed Kohlmeier's mission diary.

31-Oct-66

5152

Six pilots assigned to the 34 TFS in the 388 TFW at Korat completed flying 100 missions during October 1966. They were:

Maj Wayne N. Whatley
Maj Jack R. Stresing
Maj James E. Hayes
Capt Alan K. Rutherford
Capt Thomas H. Curtis
Capt Robert R. Reed

Capt Reed was next assigned to the Armament Development Test Center (AFSC) at Eglin AFB, FL. "For the next five years, I had the best flying assignment in the USAF -- flying two and three different kinds of aircraft -- dropping all the new experimental conventional ordnance, and no one was shooting back! Indeed happiness! ... While at Eglin, I had the unique pleasure of flying the Thud concurrently with the F-100 D/F, A-37B and the F-4 C/D/E model. This enabled me to, somewhat objectively, compare the qualities of the aircraft The F-105 is still the finest weapon system I have flown, It carried me home from some 1500 of my 4500 total hours, virtually without any problem --- that I did not cause.

Alan K. Rutherford

F-105 History

"My last flight in the Thud was in December 1971, just prior to my posting to an 'exchange tour' with the RAF at Manby, Lincolnshire, England -- another hardship tour to be sure, but someone has to do it !!!!!" Bob Reed accumulated 1187.4 flying hours in the F-105.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Bob Reed letter dated March 28, 1988 to Bauke Jan Douma.

01-Dec-66

2360

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 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 George H. Vipond
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)

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:

Alan K. Rutherford

F-105 History

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
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:

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

Thunderchief Worldwide Report, Vol II No 5, Jan 67.

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)

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 Gibbs 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

Alan K. Rutherford F-105 History

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
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

Alan K. Rutherford

F-105 History

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

16-Oct-73

2157

Lt Col Allan K. Rutherford replaced Lt Col David L. Perry as Operations Officer of the 17 WWS at Korat RTAFB, Thailand.

History of the 17th Wild Weasel Squadron, October - December 1973.

15-Nov-73

2155

In an attempt to gain combat proficiency, Wild Weasel aircrews in the 17 WWS at Korat RTAFB, Thailand, participated in "Commando Scrimmage", a multi-force combat exercise in the Udorn South Training area. They flew five Wild Weasel sorties along with five F-4Es to form two hunter-killer missions. The exercises "... were simulated attacks against targets in North Vietnam using the combined aircraft and personnel resources of Korat, Ubon, Udorn, and Takhli air bases."

The 17 WWS was assigned the mission to counter MiG-21s. "Due to the maneuvering characteristics of the F-105, this quickly became self-defense rather than aggressive attacks. Many of these training sorties were carried out in the Ubon training area. Sorties were divided into Basic Tactics (BT) and Advanced Tactics (AT)."

"Lt Cols James H. Martin and Alan K. Rutherford (squadron Operations Officer) designed and flew Hunter-Killer defensive formations designed to overcome the MiG threat. A sample formation consisted of two elements, each led by an F-105G. The wing men, F-4Es, would combine into an element, as would the F-105s, when under MiG attack. The two newly formed elements would simultaneously split, the F-105s going one direction and the F-4s going 180 degrees opposite. The F-105s would descend rapidly and the F-4s would climb or remain at about the same altitude. If the MiG attacked the F-105s, they would be unloaded and rapidly gather speed as they descended into their best defensive posture -- on the deck. The F-4s could continue their turn and come out at the MiG's 6 o'clock position."

A second "Commando Scrimmage" exercise was planned for 18 December but involved only flight planning and taxi exercises after Thailand objected to flying operations.

History of the 17th Wild Weasel Squadron, October - December 1973.

31-Dec-73

2174

The 17 WWS history for the period listed the squadron Key Personnel and the date they were assigned:

Lt Col J. D. Tindall - Commander as of 13 Nov 73
Lt Col Allan K. Rutherford - Ops Officer as of 16 Oct 73
Maj Gordon M. Walcott - Asst Ops Officer as of 23 Oct 73
Maj Robert E. Stogdill - Executive Officer as of 15 Oct 73
Maj Kenneth G. Lindell - A-Flight Commander as of 30 Jul 73
Maj James H. Wright, Jr. - B-Flight Commander as of 17 Dec 73
Maj Wayne D. Hauth - C-Flight Commander as of 23 Nov 73.

The following members of the 17 WWS squadron received the indicated award:

Capt Theodore Powers, Jr. - DFC and Air Medal in Oct 73
Capt Larry J. Funk - DFC and Air Medal in Oct 73
Maj John D. Benner - Air Medal in Oct 73
Capt William E. C. Kennedy III - Air Medal in Oct 73
Capt George C. Connolly - Air Medal in Oct 73
Capt Frederick M. Schleich - Air Medal in Oct 73

Alan K. Rutherford

F-105 History

Capt John D. Anderson - DFC and Air Medal in Nov 73
Maj William R. Shriver - Commendation Medal in Nov 73
Maj Gordon M. Wallcot - Commendation Medal in Nov 73
Capt Charles L. Veach - Commendation Medal in Nov 73

The following members of the 17 WWS squadron were recommended for the indicated award:

Capt Donald D. Henry - Distinguished Flying Cross in Oct 73.
Maj Thomas H. Edge - Silver Star and Air Medal in Oct 73
Maj Kemper J. "Bear" Gleason - EWO - Silver Star and Air Medal in Oct 73
Capt Jack T. Stone, Jr - DFC and Air Medal in Oct 73
Capt Charles W. Chatham - Air Medal in Oct 73
Capt Noel J. "Chris" Christman - Air Medal in Oct 73
Maj Frederick L. Covington - Air Medal in Oct 73
Maj Dean A. Leverenz - Air Medal in Oct 73
Capt Stephen W. Marlow - Air Medal in Oct 73
Capt Sidney R. Howard - DFC and Commendation Medal in Nov 73
Maj Daniel (NMI) Polis - Air Medal in Nov 73
Capt Thomas E. Harty - Air Medal in Nov 73
Maj Thomas J. Coady - Air Medal in Nov 73
Capt Dale E. Baxter - Air Medal in Nov 73
1Lt George T. Lynn - Air Medal in Nov 73

History of the 17 Wild Weasel Squadron, Oct - Dec 1973, pgs 15 - 16 & 22.