

121 TFS DC ANG

F-105 History

16-Feb-71 27-Apr-71

358

The second Air National Guard F-105 pilot training class started at McConnell AFB KS. Class 71ANG-2 consisted of 12 ANG pilots. The class was trained by the 419 TFTS, 23 TFW, commanded by Lt Col Charles C. Vasiliadis. It included ANG Brig Gen Willard W. Millikan, 113 TFW Commander, Washington DC ANG, who soloed in the F-105 on 12 March 1971 and flew with the 121 TFS at Andrews.

This was the last F-105 class to graduate under the 419 TFTS before its deactivation on 8 May 1971.

Maj Victor Vizcarra was one of the instructor pilots in the 419th. After the squadron deactivated, he transferred to the 563 TFS and continued to fly F-105s.

23 TFW History, Jan - Mar 71, USAF microfilm MO556 & Vic Vizcarra Feb 23, 1988 letter to Bauke Jan Douma.

11-Mar-71

356

The 563 TFS, 23 TFW, McConnell AFB KS, became equipped with only T-Stick II F-105Ds. The squadron commander was Lt Col James W. Mathews. The Materiel Officer was Lt Col Alan L. Young, the Maintenance Officer was Capt Rod E. Venables, and the Maintenance Superintendent was CMSgt Harold E. Howard. Maj George Wallace delivered the last regular F-105D, 61-0154, to the 121 TFS, DC ANG, Andrews AFB MD. The squadron retained two F-105Fs for instrument training.

Inadequate quantities of T-Stick II spare parts, particularly the Inertial Measuring Units, hampered the flying program. Also, the lack of LORAN chain coverage in Kansas restricted aircrew navigation training.

Maj Victor Vizcarra was one of the pilots in the 563rd. He had transferred from the 419 TFTS. "In all, I accumulated 1120 hours in the F-105, having flown the F-105D, F, G and Thunderstick II models. ... In my 24 year Air Force career, I flew four different types of fighters, the F-100, F-105, F-5 and F-4; the F-105 always stood out and was my favorite."

23 TFW History, Jan - Mar 71, USAF microfilm MO556 & Thunderstick II 1971 yearbook, 563 TFS, pg 12 & Vic Vizcarra Feb 23, 1988 letter to Bauke Jan Douma.

11-Apr-71

705

The 121 TFS DC ANG received its first F-105D at Andrews AFB MD. The plane (61-0041) was last assigned to the 23 TFW. When the plane arrived, the 121st had four F-105 pilots who had received training at McConnell AFB KS. Due to an initial shortage of F-105s to equip the unit, 121st pilots that had trained in F-105s flew A-37Bs from the Maryland ANG. By October 1971 the 121st had received 26 F-105s and had transferred its last F-100 to the Missouri ANG.

Web site www.geocities.com/CapeCanaveral/Hall/3971/history.html on 18 Nov 99 and USAF microfilm AVH-18.

08-May-71

360

The 419 TFTS, 23 TFW, McConnell AFB KS was deactivated, ending their role as the only USAF unit training F-105 pilots. Instructor pilots involved in ANG F-105 pilot training and their students in class 71ANG-3 were transferred to the 561 TFS where they continued their ANG classes under the squadron's newly formed Training Section. The seven student pilots were from the Virginia and DC ANG units, the 149 TFS and 121 TFS. During its three-year existence, the 419 TFTS trained more than 250 F-105 pilots.

23 TFW History, Apr - Jun 71, USAF microfilm MO556.

11-Jun-71

364

ANG class 71ANG-3 graduated seven F-105 pilots assigned to the VA and DC ANG units, the 149 TFS and 121 TFS. The class was trained by instructor pilots from the 561 TFS Training Section headed by Lt Col Samuel H. Martin III. Each student flew 90 sorties and 145.1 hours.

23 TFW History, Apr - Jun 71, USAF microfilm MO556.

20-Aug-71

367

ANG F-105 pilot training class 72ANG-2 completed training. This was the last F-105 upgrade training class conducted by the 561 TFS, 23 TFW, McConnell AFB KS. It consisted of pilots from the Virginia and DC ANG units, the 149 TFS and 121 TFS. All subsequent classes were conducted by the 184 TFG, Kansas ANG, at McConnell.

121 TFS DC ANG

F-105 History

The 561 TFS was to covert to a Wild Weasel squadron.

23 TFW History, Jul - Sep 71, USAF microfilm MO556.

14-Sep-73

F-105D 600432 121 TFS DC ANG Andrews AFB Operational loss due to a failed drag chute and bad barrier engagement during rain. Aircraft ran off the end of runway 19R at Andrews AFB, Maryland. Brig Gen Willard W. Millikan 121 TFS pilot survived. Call sign: "Hey 66". "Hey 66, an F-105D, S/N 60-0432, flew a cross-country mission on 14 September 1973 from Andrews AFB, Maryland to Langley AFB, Virginia and return. The mission was flown by Brigadier General Willard W. Millikan, District of Columbia Air National Guard, for the purpose of conducting official Air National Guard business at Tactical Air Command Headquarters. As a General Officer, the pilot is authorized to fly single-seat aircraft without an IP by AFRM 60-1, paragraph 1-17.

"The aircraft was configured with two external wing fuel tanks and a centerline multi-weapon pylon with travel pod. The flight departed Andrews AFB at 0856L and landed at Langley AFB at 0925L. Weather conditions at the time of recovery at Langley were estimated eight thousand broken, twenty thousand overcast with three miles visibility in light rain and haze. At 0930L, the pilot entered the weather detachment at Langley and requested a DD 175-1 for the return flight to Andrews, with a 1100l departure.

"At 1100L, the pilot received the following forecast for his time of arrival at Andrews: Five hundred scattered, eight hundred overcast, one mile with rain and fog, altimeter of 29.87. En route conditions were briefed as in and out of clouds with one to two percent thunderstorm coverage and rain showers. The 1100L Andrews observation was briefed to the pilot as eight hundred scattered, twelve hundred scattered, sixteen hundred overcast, five miles visibility with light rain and haze, winds of 150 degrees, 9 knots with gusts to 18, altimeter of 29.83 with wet runway. Dover AFB, 15 minutes from Andrews was selected as the alternate with a forecast of two thousand broken, forty-five hundred overcast, three miles with light rain and fog.

"Aircraft maintenance turn-around procedures were accomplished by Transient Alert personnel at Langley AFB, Virginia, to include servicing the aircraft with 1064 gallons of JP fuel and installation of a serviceable drag chute. Aircraft forms indicate 11,700 pounds of fuel on board. The pilot elected not to on-load additional fuel based on alternate considerations. A return flight plan was personally filed by the pilot with Langley Base Operations dispatcher.

"Start, taxi procedures were normal with take-off at 11381. The Langley AFB weather at this time was a partial obscuration, seven hundred scattered estimated two thousand overcast, three quarters of a mile with rain and ground fog. 113th TFGp weather minima for the pilot involved ... were three hundred feet ceiling and one and one-half miles visibility. Climb and en route cruise at 16,000 were without incident. Handoff to Washington Approach was made at 1154 with radar vectors to a precision final for Runway 19R. Hey 66 was given Andrews weather at 1155 as eight hundred scattered, twelve hundred scattered, sixteen hundred overcast, with four miles visibility, light rain and haze, altimeter 29.81 and the pilot acknowledged. Descent was continued to a base leg for the GCA approach.

"The pilot was again given the 1155L observation by Andrews Approach Control with a wind of one hundred-sixty degrees at ten knots with gusts to seventeen. On GCA final approach, moderate rain and turbulence were encountered, with an 11 degree drift on Doppler. Rain removal system was utilized by the pilot. Final approach was flown with only very minor azimuth and glide path corrections required. At decision height, the aircraft was on glide path and on course. The GCA controller transmitted, 'rain showers over the runway' at this time, which were intense enough to be displayed on his radar scope.

"The pilot elected to fly the approach five knots slower than the computed final approach speed of 206 KCAS with 7500 pounds of fuel aboard. No gust factor adjustment was made. The heavy-weight approach was flown because of the pilot's consideration of alternate fuel requirements. Touchdown was approximately 1200 to 1500 feet down the runway at approximately 166 knots. Landing attitude at touchdown was apparently normal as no aft section impact marks or parts were found in the landing area. Due to a gusting quartering left crosswind at touchdown, the nose was immediately lowered and nose wheel steering engaged to improve directional control. The drag chute handle was pulled immediately after lowering the nose, but the drag chute did not deploy. Wheel brakes were applied but the

121 TFS DC ANG

F-105 History

pilot felt no deceleration. Speed brakes were not utilized on landing roll as recommended by T.O. 1F-105D-1. Directional control, requiring full rudder, was the pilot's primary concern during this portion of the landing roll, and he did not feel any anti-skid cycle with maximum braking. A go-around was considered but rejected by the pilot as too risky. With approximately 4,000 feet of runway remaining, the arresting hook switch was placed to the extend position, but according to the pilot the 'arrest hook down' and 'master caution' lights did not illuminate. The arresting hook did extend, however, and made light contact with the runway surface. The pilot did not know the tail hook had extended and prepared for an MA-1A barrier engagement by depressing the external stores jettison button and placed the throttle to off. The two external fuel tanks jettisoned, but the multi-weapon centerline pylon and travel pod were retained. The aircraft departed the runway approximately 46 feet right of centerline. The arresting hook shank and point struck a 14-inch high runway threshold light in front of the BAK-9 cable, which forced the arresting hook up and to the right. The hook point next contacted the runway 10.4 feet past the BAK-9 cable. The aircraft failed the MA-1A barrier cable, continued down the entire right side of the overrun, through a marshy area, failed the landing gear and collapsed the travel pod on a land fill embankment, coming to rest 2,000 feet from the end of the runway. A small fire began on the right side, aft and below the cockpit area. The pilot ground egressed the aircraft without injury and walked away. The crash-rescue and fire suppression vehicles extinguished the fire.

"The pilot was heli-lifted to Malcolm Grow USAF Medical Center for examination. Forty-five minutes later, the aircraft was destroyed by fire."

AF Form 711 USAF Accident/Incident Report, 8 Oct 73, MG W. E. Davis, Jr., President Investigating Board.

23-Oct-76 06-Nov-76

46

Sixteen F-105s deployed from the 121 TFS, DC ANG and the 149 TFS, VA ANG to Lakenheath AB, England, under "Coronet Fife". The 121 TFS deployed five F-105Ds and one F-105F. The 149 TFS deployed seven F-105Ds and three F-105Fs.

The F-105s that deployed were:

121 TFS: 58-1173, 59-1774, 60-0504, 60-0526, 61-0093, and F-105F 62-4413.

149 TFS: 59-1731, 60-0498, 61-0086, 61-0164, 61-0212, 62-4229, 62-4365, and F-105Fs 62-4414, 63-8315, and 63-8362.

"The ... F-105s engaged in close air support, anti-ship warfare, low-level flying and, of course, much instrument flying in the misty English weather. Scheduled through the 48th Tactical Fighter Wing, the 105s deployed non-stop via the Azores, having to aerial refuel a total of ten times. All three cells of six aircraft were accompanied by four KC-135 tankers each and an EC-135 Tactical Deployment and Control Aircraft which acted as an airborne FAA air traffic control center complete with radar and controllers."

British Aviation Review (Dec 1995) & "Air Classics Quarterly Review", Vol 4/No 3, Fall 1977, pg 80.

23-Feb-77

F-105D 591760 121 TFS DC ANG Andrews AFB Operational loss due to an engine bay fire. Crashed into Chesapeake Bay near NAS Patuxent River, Maryland. Lt Col David M. Ehrlich 121 TFS pilot ejected successfully. Call sign: "Brave 61". "On 23 February 77, Lt Colonel ... Ehrlich departed Andrews AFB leading a flight of three F-105's in an Air Maneuvering mission. ... The flight took off at 0743L. ... Col Ehrlich directed the flight thru four or five maneuvers during which he assumed the position of attacker. The pre-briefed change of position was directed during which Brave 62 and 63 lost sight of Brave 61. During the rejoin ..." Col Ehrlich's aircraft experienced a "... main hot airline overheat warning light. Col Ehrlich turned the aircraft and advised the flight of his intention to attempt an emergency landing at Patuxent NAS. Almost immediately thereafter, (there were) explosions aft of the cockpit and the aircraft pitched down into a diving spiral. At this point, Colonel Ehrlich initiated the ejection sequence. After ejection, at 0832L, the wind carried Colonel Ehrlich 5.2 nautical miles to a landing on the east side of Asquith Island. The aircraft impacted the water close to Hooper Lighthouse in the Chesapeake Bay. At 0846L a SAR alert helicopter from NAS Patuxent (an H-46 with call sign "OPS 947") recovered Colonel Ehrlich from Asquith Island and transported him to the station where he received immediate treatment for his injuries (shock and a fractured left arm). He was later transported to Malcolm Grow USAF Hospital at Andrews Air Force Base for more definitive examination and treatment."

121 TFS DC ANG

F-105 History

USAF Mishap Report 77-2-23-1, AF Form 711.

26-Nov-77

F-105D 600472 121 TFS DC ANG Andrews AFB Operational loss due to an engine bay fire. Crashed 4.4 NM SSE Byrd Airport, Richmond, Virginia. Col Leslie D. Kampschorr 121 TFS DC ANG pilot survived the crash of his F-105D. "On 26 November 1977, at 1615 EST, two F-105D aircraft departed Andrews AFB on a navigation proficiency flight to MacDill AFB, Florida. The briefing, preflight and departure were normal. The flight leveled just north of Richmond, Virginia at 31,000 feet. Shortly after passing the Richmond VORTAC, the pilot of the lead aircraft saw the main air line overheat light illuminate. He activated the main air line switch and confirmed that the valve had closed due to the loss of cabin pressurization. Approximately 15 seconds later the fire warning light illuminated. The pilot reduced power on the engine and informed his wingman and Washington Center ARTC of the problem. The wingman informed lead that orange flames were coming from the tailpipe. The pilot requested clearance to Byrd IAP, Richmond, Virginia and began a right descending turn. The wingman noted that the fire in the tailpipe went out in approximately thirty seconds and notified lead that his aircraft was now trailing vapor or smoke. During the descent, passing about 20,000 feet, the pilot heard an explosion and shut down the engine. At approximately the same time the wingman observed some debris exit lead's aircraft from the aft lower portion of the fuselage. This was followed by an orange colored fire breaking out in this same area. A short time after the second fire erupted, the engine overheat light illuminated. Both the main air line and fire lights had remained on. The pilot elected to eject and turned toward a sparsely populated area. He accomplished a successful ejection at 1634 EST and was recovered by Henrico County rescue personnel. The aircraft was destroyed on impact."

AF Form 711 USAF Mishap Report dated 10 Dec 77 signed by Col J. T. Boddie, President Accident Investigating Board.

12-Jul-78

F-105D 610103 121 TFS 113 TFW DC ANG Andrews AFB Operational loss. Pilot did wrong turn in landing break and overcorrected causing wing tank to break off, which damaged left aileron. Crashed 1/4 mile east of the departure end of Runway 36, Phelps Collins ANGB, Alpena, Michigan. 45-05N 83-35W Capt John J. Pesch, Jr. 121 TFS pilot died. Call sign: "Pyro 64". "Pyro 61 flight planned and briefed as a four-ship Surface Attack Tactics (SAT) mission in support of an ORI being administered to the 113 TFW. The 113 TFW was deployed to Phelps Collins ANGB, Michigan, for field training.

"The flight departed at 0821 EDT. During the recovery, the flight split into two elements. The first element made straight-in approaches to landing, while Pyro 63 and 64 proceeded as an element in tactical formation. Pyro 64's position was approximately 1500 ft. away, 15-20 degrees aft of Pyro 63's right wing.

"The traffic pattern for runway 36 at Phelps Collins ANGB required a left break to downwind. Pyro 63's element was cleared for initial runway to 36. During the right turn to initial, Pyro 64 crossed from the right side of the formation to the left side, and repositioned approximately 1500 ft. out, 20 degrees aft of Pyro 63.

"Pyro 63 informed Pyro 64 that he would call the break. At approximately one-third of the way down the runway, Pyro 63 directed 64 to break. Pyro 64 began a right turn into Pyro 63, then reversed his turn back to the left, continuing thru to the inverted position, that is, a right nose low slicing turn with a total roll of 215 degrees.

"During this left roll the left external fuel tank departed the aircraft striking the left aileron, possibly breaking its actuator rod linkage. The aircraft righted its wings, then snapped into the ground at 0931 EDT. The aircraft was destroyed. The pilot was fatally injured."

Capt Pesch was the son of Maj Gen John J. Pesch, the Director of the Air National Guard from 1974 until his retirement in 1977. Gen Pesch died at age 88 on 10 Jan 2010. (Air Power History, Spring 2010, pg 60.)

Jerry Arruda via Theo Van Geffen, e-mail, 27 June 99 & Louie Alley, Air Force Safety Center, E-mail 12 Apr 00 & AF Form 711, USAF Mishap Report 78-7-12-1, dated 11 Aug 78, signed by Col Robert E. Darlington, President Investigating Board.

11-Jul-80

F-105D 600526 121 TFS DC ANG Andrews AFB Operational loss. Aircraft flew into the ground while setting up for 2nd strafe pass. Crashed on the Dare County Range, North Carolina. Maj James V. Mullen 121 TFS pilot died. Call sign: "Brave 73". "Mission was briefed and flown as a three-ship gunnery mission to the Dare County

121 TFS DC ANG

F-105 History

Range, N.C. from Andrews AFB, Md. via low level route (VR-1713). Call signs Brave 71, 72, 73. Brave 73 was the mishap aircraft. The low level portion of the flight was terminated at the entry point for marginal visibility. An IFR clearance was obtained and the remainder of the route was flown above the weather. Range entry was normal. Events to be performed in order were curvilinear strafe, 10-degree low angle bomb, 20-degree low drag bomb, and 30-degree dive bomb. 73 was fouled on the first strafe pass due to a lazy pull off. 73 acknowledged the foul. 73 was last heard from on his base turn call in preparation for his second strafe pass. 71 and 72 made a second strafe pass and set up for LAB.

"71 discontinued further weapon deliveries and attempted to contact 73 several times with negative results. 71 advised 72 to close it up and began a climb above the clouds to search for 73 in a NORDO pattern. Brave 73 was not seen above the range. 71 then directed the flight below the scattered condition to continue his search. After a short period, 71 sighted what later proved to be the crash site of 73. 71 stated that the hole was about 4 - 5 NM southeast of the range. After looking the site over and discussing it, neither 71 nor 72 were certain that the hole was an aircraft crash site due to its small size, lack of large fuel fire, and no debris around the hole. Very small isolated fires were seen near the hole with some amount of black and white smoke. The hole had partially filled with water at this time. When 71 flight hit bingo fuel, they departed for Andrews AFB. Washington Center was queried by 71 as to any NORDO aircraft in the area. There was none reported. A SAR was initiated by Dare Range Control and the Forestry Department was dispatched to the scene to put out the grass fire started by the crash. The actual crash site was found close to the strafe pattern base turn point. The pilot suffered fatal injuries at the scene of the mishap. Evidence recovered at the scene confirmed the pilot was in the aircraft at the time of impact with the ground."

Louie Alley, Air Force Safety Center, E-mail 12 Apr 00 & Ron Thurlow, phone interview, 25 Jul 03 & AF Form 711 USAF Mishap Report 80-7-11-1, 2 Aug 80.

13-Jun-81

706

The 121 TFS DC ANG received the first of its F-4Ds that would replace its F-105s at Andrews AFB MD. The F-4D came from the 8 TFW, Kunsan AB, South Korea. By the end of 1982 the 121st had received the last of its 22 F-4Ds and had transferred all of its F-105s to AMARC or to static displays.

Web site www.geocities.com/CapeCanaveral/Hall/3971/history.html on 18 Nov 99 and USAF microfilm AVH-18.