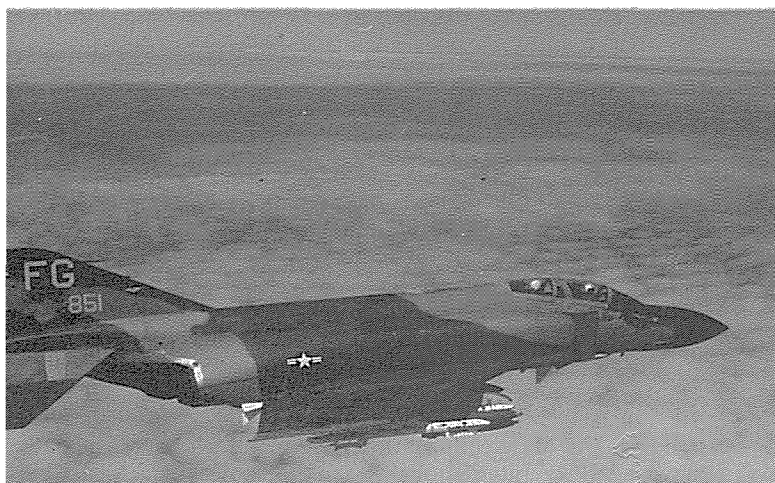




Top left — Wolf Pack MiG scoreboard.

Top right — F4C 64-699. MiG credited.

Center left — F4C 64-848.

Center right — F4C-19-MC 63-7586.

Above left — F4C-24-MC 64-851 set record for most missions flown without an abort.

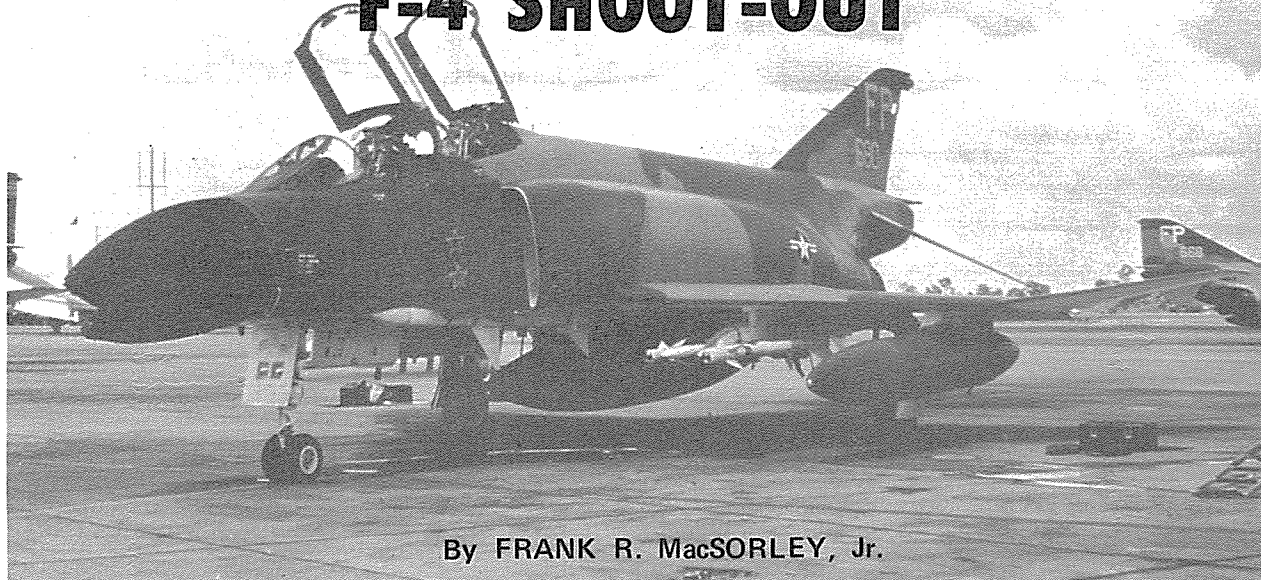
Above right — F4C 63-7668 in which Col. Olds obtained second MiG enemy aircraft confirmed.

Right — F4C ready to take on fuel from KC-135.

All photos courtesy of Author.



F-4 SHOOT-OUT



By FRANK R. MacSORLEY, Jr.

It was a Tuesday on October 1967 that F-4 Phantoms began an attack on one of North Vietnam's MiG airfields, causing extensive cratering to the enemy's runways. The strike was the first on the field, one of the major havens for MiG fighters harrassing U. S. aircraft as they pressed through to targets in the Hanoi area. This strike, and the one that followed two days later, resulted in two of the largest air battles to that date for the Wolf Pack, commanded by Col. Robin S. Olds.¹

Maj. Carl Funk led the F-4 task force on Tuesday. Light flak defense indicated that the attack had caught the base by surprise. "We went in on the target inverted," reported the Major after the mission. "We sent our bombs straight down on the concrete with outstanding accuracy. At least 90 percent of the ordnance hit the strip."*

The air-battle was just as vicious for Captain Gordon and Lieutenant Monsees. "We send the photo birds home as soon as the MiGs were spotted," said Captain Gordon. "It was a classic dogfight, airplanes everywhere. I managed to put one of them in my gunsight and we send a missile streaking toward him. We had to break from an attack at our six o'clock and pull up out of there."

The coordinated effort produced another victory for the Wolf Pack as Maj. Bill Kirk sent a missile streaking at a MiG-21 which challenged the bomber force seconds before it hit the airfield.

"It was absolutely great," said the Major. He had shot down his first MiG jet with an air-to-air missile on May 13th previous. "We had a knock-down, drag-out, rat race for about ten minutes. I got a missile off at him which damaged and slowed him down, then we moved closer and sent 20mm cannon fire into the MiG until it burst into flames and started down. The pilot ejected and I pulled around and circled him. He was safely descending as we dipped our wings at him and headed for home."

Equally credited with the air victory was Major Kirk's back-seat pilot, 1st. Lt. Theodore Bongartz. "I've waited months for this," said the Lieutenant.

On Thursday, Wolf Pack F-4 Phantoms followed with the second attack on the North Vietnamese MiG force, this time shooting down three. The smaller Russian-built

MiG-17's threatened RF-4 Phantoms being escorted on a high speed reconnaissance run across the MiG airfield, the same one struck by Phantoms for the first time two days before.

The air battle occurred as the Recon Phantoms approached the airfield, escorted by a Wolf Pack flight. The mission had to be flown straight and level at high speed to obtain high quality intelligence photos.

The action was later described as a supersonic Cowboy and Indian affair which pits a high and low flight of circling MiGs against an outer circle of Phantoms. Wolf Pack pilots then must break into a MiG offensive tactic in order to get a missile pass or cannon attack off at the highly maneuverable enemy jets.

"When we do dive in at them, they normally send an attacker down from the high flight," explained Captain Logeman. "But, we think we have the tactics to beat them. We certainly did on this encounter." Logeman was already veteran of more than a score of missions in the northernmost part of North Vietnam. "My missile guided toward him beautifully. I couldn't wait for it to hit. He was coming straight at me with guns blazing. I pulled up and did a one-eighty and when we came around again we saw a MiG, belly up, heading down and above it a pilot descending in his parachute."

"It was a square parachute," reported Logeman's pilot, Lt. McCoy, "so we knew it wasn't one of our troops. We got another missile off at a second MiG but again the others were on our tail and firing and we had to break off." It was the second MiG encounter for the Logeman-McCoy crew.

Captain Cobb and Lieutenant LaVoy also described the action. "They bounced us from out of the sun" said Captain Cobb, "and fired a couple of missiles, but we got the upper hand. I caught the enemy with an air-to-air missile as he tried to sneak out of the battle. It blew out the aft section and the pilot punched out as his MiG started down. I guess he assumed it wouldn't fly anymore with my missile stuck in his side."

"We flashed through their formation twice getting missiles off both times," said Lt. Monsees, "but they were immediately on our tail again and firing, and we couldn't stay to see what the missiles did. We're sure ours did their work; we saw high and low chutes floating down at the same time."

* Flying inverted increases visibility to the target at low altitude. When over the target the pilot uprights his aircraft and releases its ordnance.



The three MiG-17s were confirmed after the story of the supersonic air battle was ironed out over the intelligence table following the massive air fight.² One each was credited to the teams of:

Capt. L. Cobb, AC, and Capt. A. LaVoy, P.; Capt. J. Logeman, AC, and 1st. Lt. F. McCoy, P.; Capt. W. Gordon, AC, and 1st. Lt. J. Monsees, P. †

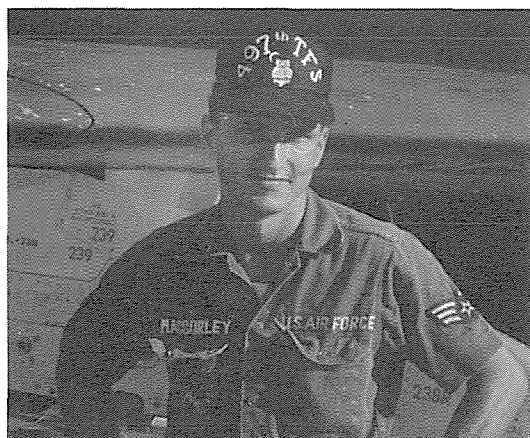
† AC — Aircraft Commander P — Pilot

REFERENCES:

1. Colonel (now Brig. General) Olds is now Commandant of Cadets, USAF Academy. See Olds, B/G Robin S. "Forty-Six Years a Fighter Pilot." *JOURNAL of the A.A.H.S.*, Vol. 13, No. 4, (Winter 1968).

2. In regard to accreditation of victories over enemy aircraft, Gen. Olds wrote: "... Aircraft sophistication, modern maintenance procedures, and a mission requiring 24-hour-a-day, 7-days-a-week operations did not allow us the opportunity of flying a given aircraft each sortie. We flew whatever tail-numbered bird was produced by the wonderful men in maintenance. Rarely would a given pilot fly the same bird on successive missions. Therefore, when we had a successful day against MiGs, the red star for a kill was painted on the left splitter vane of the aircraft involved. This gave credit where credit was due, to the aircraft and to the crew chief who maintained it.

"Sometime in the Spring of 1967 I established the policy that specific aircraft would be assigned to aircraft commanders, and I encouraged them to fulfill their quite natural desires to name the birds and to have their names and the name of the crew chief painted thereon. Even though he did not fly that particular aircraft consistently, the pilot identified with it and with the ground crew." (Letter to Editor, 26 May 1969.)



WOLF PACK (PHANTOM II) MIG TALLY (To 26 Oct. 1967)

DATE	PILOT	E.A. TYPE
Jul. 10, 1965	Capt. K. E. Holcombe, AC	MiG-17
	Capt. A. C. Clark, P	
Jul. 10, 1965	Capt. T. S. Roberts, AC	MiG-17
	Capt. R. C. Anderson, P	
Apr. 23, 1966	Capt. R. E. Blake, AC	MiG-17
	1st Lt. S. W. George (deceased)	
Apr. 23, 1966	Capt. M. Cameron, AC	MiG-17
	1st Lt. R. E. Evans, P	
Apr. 26, 1966	Maj. P. J. Gilmore, AC	MiG-21
	1st Lt. W. T. Smith, P	
Apr. 29, 1966	Capt. W. D. Dowell, AC	MiG-17
	1st Lt. H. E. Gossard, P	
Apr. 29, 1966	Capt. L. R. Keith, AC	MiG-17
	1st Lt. R. A. Bleakley, P	
Apr. 30, 1966	Capt. L. H. Goldberg, AC	MiG-17
	1st Lt. G. D. Hardgrave, P	
May 12, 1966	Maj. W. R. Dudley, AC	MiG-17
	1st Lt. I. Krigelis, P	
Jul. 14, 1966	Capt. W. J. Swedner, AC	MiG-21
	1st Lt. D. A. Buttell, P	
Jul. 14, 1966	1st Lt. R. C. Martin, AC	MiG-21
	1st Lt. R. N. Krieps, P	
Sep. 16, 1966	1st Lt. L. W. Jameson	MiG-17
	1st Lt. D. B. Rose	
Nov. 3, 1966	Capt. J. E. Tuck, AC	MiG-21
	1st Lt. J. T. Rabeni, P	
Nov. 5, 1966	1st Lt. W. J. Latham, AC	MiG-21
	1st Lt. K. J. Klaue, P	
Jan. 2, 1967	Maj. P. P. Combies, AC	MiG-21
	1st Lt. L. R. Dutton, P	
Jan. 2, 1967	1st Lt. L. J. Glynn, Jr., AC	MiG-21
	1st Lt. L. E. Cary, P	
Jan. 2, 1967	Capt. J. B. Stone, AC	MiG-21
	1st Lt. C. P. Durnegan, P	
Jan. 2, 1967	Capt. E. T. Raspberry, AC	MiG-21
	1st Lt. R. W. Western	
Jan. 2, 1967	Capt. W. S. Radeker, AC	MiG-21
	1st Lt. J. W. Murray, P	
Jan. 2, 1967	1st Lt. R. R. Wetterhahn, AC	MiG-21
	1st Lt. J. K. Sharp, P	
Jan. 2, 1967	Col. Robin Olds, AC	MiG-21
	1st Lt. C. C. Clifton, P	
Jan. 6, 1967	Maj. T. M. Hirsch, AC	MiG-21
	1st Lt. Strasswimmer, P	
Jan. 6, 1967	Capt. R. M. Pascoe, AC	MiG-21
	1st Lt. N. E. Wells, P	
May 4, 1967	Col. Robin Olds, AC	MiG-21
	1st Lt. W. D. Lafever, P	
May 13, 1967	Maj. W. L. Kirk, AC	MiG-17
	1st Lt. M. R. Bever, P	
May 13, 1967	Lt Col. F. A. Haeffner, AC	MiG-17
	1st Lt. S. A. Wayne	
May 20, 1967	Col. Robin Olds, AC	MiG-17 (TWO)
	1st Lt. S. D. Croker, P	
May 20, 1967	Maj. P. P. Combies, AC	MiG-17
	1st Lt. D. L. Lafferty, P	
May 20, 1967	Maj. J. R. Pardo, AC	MiG-17
	1st Lt. S. A. Wayne, P	
Jun. 5, 1967	Maj. E. T. Raspberry, AC	MiG-17
	Capt. F. M. Gullick, P	
Jun. 5, 1967	Capt. R. M. Pascoe, AC	MiG-17
	Capt. N. E. Wells, P	
Oct. 24, 1967	Maj. W. Kirk, AC	MiG-21
	1st Lt. T. Bongartz, P	
Oct. 26, 1967	Capt. L. D. Cobb, AC	MiG-17
	Capt. A. A. Lavoy, P	
Oct. 26, 1967	Capt. J. D. Logeman, AC	MiG-17
	1st Lt. F. McCoy, P	
Oct. 26, 1967	Capt. W. D. Gordon, AC	MiG-17
	1st Lt. J. Monsees, P	

* All U. S. airplanes were F-4C's down to Maj. Raspberry's F-4D. Those after Raspberry/Gullick are F-4 model unknown.

ABOUT THE AUTHOR:

Frank R. MacSorley, Jr. of Glen Burnie, Maryland, entered the U.S. Air Force in 1965, attended and graduated as honor student from the USAF Jet Aircraft Technical School. His first assignment afterward was as ground crewman for T-33's for over a year. Then overseas with the Wolf Pack for many months; while there his F-4 shot down a MiG. Upon his return to the States he was assigned to Andrews AFB as Crew Chief and Section Chief. He recently returned to civilian life. In acknowledging assistance for the article written here he included "the courageous pilots and men of the Wolf Pack," *Air Force Times*, *Airman Magazine*, and the *Phantom Flyer*.