

# James V. Barr

## F-105 History

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11-Feb-68

240

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

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

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

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

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

The ranking class member, Col Winn, "... was born in Austin, Minn., in 1923. He graduated from Austin Central High in 1941 and attended Carroll College, Waukesha, Wis., until he enlisted as an aviation cadet in the U.S. Army Air Corps in February 1942. He was commissioned a second lieutenant and received his pilot wings in February 1943.

"During World War II, General Winn served with the Twelfth Air Force and flew combat missions in the B-26 and P-38 aircraft from Sardinia and Italy. He returned to the United States in November 1944 and flew Mustangs, Thunderbolts and P-80s as a gunnery instructor in the Air Training Command fighter-gunnery research squadron. General Winn separated from the Air Force in 1948 and returned to school at the University of Minnesota. He was a member of the Minnesota Air National Guard until he was recalled to active duty in February 1951.

"General Winn served with the 109th Fighter Squadron at Minneapolis until August 1952. He then was transferred to Germany where he became a squadron operations officer in the 86th Fighter Wing. In August 1955 he was assigned to the 94th Fighter Squadron at Selfridge Air Force Base, Mich. In 1958 General Winn resumed studies at the University of Minnesota under Project Bootstrap and graduated in August of that year with a bachelor of arts degree in journalism.

"His next assignment was to Headquarters Air Defense Command at Ent Air Force Base, Colo., where he served until July 1962 as a member of the Air Defense Command tactical evaluation unit and operational readiness inspection team as chief of the Operational Readiness Inspection

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Branch and flew F-102 and F-106 aircraft.

"From July 1962 to May 1964, he was an exchange officer with the Royal Air Force, flying Hawker Hunters and English Electric Lightnings. He completed this tour of duty as an operations staff officer at Fighter Command Headquarters.

"He next was assigned to the Organization of the Joint Chiefs of Staff as military secretary of the United States section of the Canada-United States Military Cooperation Committee and of the Canada-United States Regional Planning Group, NATO, in Washington, D.C. From July 1966 to June 1967, General Winn attended the National War College and completed graduate studies in international affairs at The George Washington University.

"In March 1968 he was assigned to the 355th Tactical Fighter Wing at Takhli Royal Thai Air Force Base, Thailand, as assistant deputy commander, operations. ... " (USAF general officer bio at <http://www.af.mil/AboutUs/Biographies/Display/tabid/225/Article/105193/brigadier-general-david-w-winn.aspx>.)

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

### 15-Apr-68

2288

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 60-0505 on his 54th combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission followed by armed reconnaissance in RP-1, North Vietnam. Sortie length was 3 hours 10 minutes.

"Locust" was a flight of pilots from the 34 TFS. The lineup was:

- #1 - Maj Clarence E. Langford
- #2 - Capt James V. Barr
- #3 - Bob Moore
- #4 - Capt Joseph S. Sechler flying his 30th combat mission. He logged 2:55 flying time.

As part of an Iron Hand flight, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Ozark 4" to attack a SAM site in RP-1. "100%. One secondary. Light 37-mm." It was his 61st combat mission.

Capt Craig M. White with Radar Bombardier/WSO Capt Jared P. Lowe, 44 TFS 388 TFW, flew F-105F 63-8363 as the single-ship "Hotrod" to a target in RP-1. They logged 1+30 night flying hours.

*Bill Harris, letter, 19 March 2001 & Joe Sechler mission log via e-mail 298 Apr 10 & Rufus Dye Mission History log & Craig White log book, pg 8, e-mail 21 Nov 17.*

### 18-Apr-68

2261

Capt Dennis Jarvi from the 469 TFS, 388 TFW, Korat RTAFB, Thailand, flew F-105D 59-1771 on a combat mission over North Vietnam led by Capt Peter K. Foley.

"Crossbow" was a flight of pilots from the 34 TFS. The lineup was:

- #1 - Capt Lamont H. "Monty" Pharmer
- #2 - Capt Joseph S. Sechler flying his 32nd combat mission. He logged 2:45 flying time.
- #3 - Lt Col Rufus Dye, Jr. flying his 63rd mission
- #4 - Capt James V. Barr

The mission was in two parts. The flight flew into South Vietnam and dropped bombs to clear a landing zone. "100%/ Cleared areas for Lnd Zone." The flight then flew an armed recce in RP-1. "No significant sightings."

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*Dennis Jarvi letter to Dick Cole, 19 May 1998 & Joe Sechler mission log via e-mail 28 Apr 10 & Rufus Dye, Mission History log.*

### 21-Apr-68

3165

Maj Robert H. Braden from the 44 TFS led "Ozark" flight on an Iron Hand mission over North Vietnam. He flew F-105F 63-8319. Capt James V. Barr was "Ozark 2" in F-105F 63-8268. "Ozark 3" was Maj Charles W. McConnell in F-105F 62-4428 and Capt Anthony F. Germann, 34 TFS, was "Ozark 4" flying F-105F 63-8336 that was configured for Combat Martin with the rear seat removed. F-105F 63-8306 was the flight's unneeded spare with pilot Lt Col Guy J. "Jack" Sherrill and EWO Capt John A. Stetson.

The flight left Korat at 12:40 and took on fuel at 13:05 from a KC-135 with call sign "Blue Anchor 35" flying at 14,000 feet. They reached the target at 13:45 and, during their return to Korat, refueled from the same tanker, this time at 22,000 feet.

Having arrived at Korat on 14 March 1968, Lt Col Sherrill, the 44 TFS squadron commander, went on an R&R to Bangkok, U Tapao, and the Australian Embassy cottage at Pattya Beach, Thailand. At this point, he had flown a total of 17 combat missions.

Capt Craig M. White with Radar Bombardier/WSO Capt Jared P. Lowe, 44 TFS 388 TFW, flew F-105F 63-8275 as the single-ship "Oakland" to a target in RP-1. They logged 1+30 night flying hours.

*Mission Cards of Lt Col Guy J. "Jack" Sherrill and e-mail 7 Apr 2003 & Craig White log book, pg 9, e-mail 21 Nov 17.*

### 30-May-68

2320

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0204 on his 76th combat mission from Korat RTAFB, Thailand. It was an armed reconnaissance in RP-1, North Vietnam. A SAM was fired at the flight and the F-105s strafed the site. Sortie length was 2 hours 40 minutes.

The two F-105s in "Pistol" flight from the 34 TFS were diverted to RESCAP of the 388 TFW vice commander, Col Norman P. Phillips flying with the 469 TFS, who was shot down by AAA near Tchepone, Laos. Col Phillips was rescued. "Pistol's" lineup was:

#1 - Capt Joseph S. Sechler flying his 10th non-counter (48 counters) and logging 2:40 hours of flight time.

#2 - Capt James V. Barr

*Bill Harris, letter 19 March 2001 & Joe Sechler mission log via e-mail 28 Apr 10.*

### 09-Jun-68

3766

In RP-1, between 0400Z and 0535Z, six EB-66B/Es supported eight strike sorties, three F-105F Iron Hand aircraft, and one "Bumby Action" photo drone. "Although three aircraft were lost to AAA fire during this day, operational reports indicated that none of the AAA fire was radar-directed."

The three aircraft lost were a Marine A-4E from Chu Lai hit by 50-caliber ground fire, an HH-3E Jolly Green helicopter trying to pick up the Marine A-4E pilot, and an F-4D supporting the rescue of a pilot of an F-105D downed the previous day, on 8 June. The crew of the F-4D, call sign Hudson 82, Maj William Bergman and 1Lt David Willett, were rescued.

The rescued F-105 pilot was Maj Carl B. Light from the 34 TFS who had been shot down yesterday by 37-mm AAA while attacking a truck park. Maj Light was Capt Lamont H. Pharmer's flight commander. While supporting Maj Light's rescue, Capt Pharmer received his third Distinguished Flying Cross, this one for heroism. His award citation read, in part, "... Capt Pharmer

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purposely exposed himself to intense hostile anti-aircraft fire from some well camouflaged gun positions in close proximity to a downed pilot in order that his wingman might pinpoint their exact location from the muzzle flashes and attack them. Captain Pharmer then attacked a firing gun position, pressing a shallow dive through intense fire to low level to deliver his ordnance precisely on target. By his courageous and selfless actions, Capt Pharmer made a significant contribution to a search and rescue operation which succeeded against great odds." (Award Citation DFC (2 OLC) to Lamont H. Pharmer.)

"A lot of us rescaped for Carl Light. ... Gary Durkee and I were having a great time flying just out of range of the AAA and watching where it was coming from and then bombing the hell out of them. We were both put in for Silver Stars for this mission but some 'weenie' in Saigon must have thought there were already too many of them for that month." (Monty Pharmer, e-mail 22 Sep 2006.)

"Crossbow" was one of the RESCAP flights from the 34 TFS. The pilots were:

- #1 - Capt James V. Barr
- #2 - Lt Col Nevin G. Christensen
- #3 - Capt Joseph S. Sechler flying his 11th non-counter (52 counters).
- #4 - Capt John E. Hartman

Capt Sechler logged 3:10 hours. "I aborted into Ubon (RON) for malfunction. Carl Light

*355 TFW history Apr - Jun 68, USAF microfilm NO464, frames 0629 - 0631 & "Vietnam Air Losses", pgs 151 - 152.*

### 30-Sep-68

4155

"A total of nine 34 TFS pilots completed one hundred combat missions over North Vietnam during August and September 1968. One pilot, Maj Douglas A. Roysdon, has completed his second Southeast Asia tour. His first tour was spent at Bien Hoa and Pleiku where he accumulated a total of 500 combat hours in the A-1E and A-1H aircraft."

The other eight pilots were: Maj Clarence E. Langford, Capt Joseph S. Sechler, Capt John S. Murphy, Maj William P. Shunney, Maj Ivor K. Goodrich, Capt Ben J. Fuhrman, Capt Lawrence L. Bogemann, and Capt John E. Hartman.

Maj Langford flew his 100th on 26 September 1968. This was his last flight in the F-105. Since his first flight during RTU training in August 1967, he had accumulated 385.8 hours in the airplane.

Capt Sechler flew his 100th on 28 September 1968. It was his last F-105 flight. He had accumulated 421.4 hours in the airplane. He was reassigned in December 1968 as a T-38 IP at Laughlin AFB, TX. He later had two tours in F-5s. (Joe Sechler, e-mail 28 Apr 10)

Maj Goodrich flew his 100th mission on 3 September 1968. This was his last flight in the F-105. He had accumulated 404.1 flying hours in the airplane.

Maj Shunney's 100th on 5 September was his last F-105 flight. He had accumulated 383.8 hours in the airplane.

Capt Fuhrman flew his 100th on 3 September 1968 with Larry Bogemann and Ivor Goodrich. (Ben Fuhrman, e-mail 19 Feb 2011.) When he retired as a Lt Col he had accumulated 456.5 hours in the F-105.

Capt Bogemann flew his 100th mission on 3 September 1968. It was his last flight in the F-105. He had accumulated 416.8 hours in the plane. He was reassigned to the California Institute of

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Technology at Pasadena CA under AFIT, where he received an MS in Aeronautical Engineering. (Larry Bogemann, e-mail 27 Apr 10)

Capt Hartman flew his 100th on 2 September 1968. It was his last flight in the F-105. He had accumulated 416.1 flying hours in the airplane.

During this period, the 34 TFS commander was Lt Col Robert J. Klingensmith, Jr. and the Operations Officer was Lt Col Earl F. Bancroft.

"During August and September the 34 TFS received eight new pilot inputs from the replacement training unit (RTU) at McConnell AFB, Kansas. All eight pilots fall under the one year tour criterion which began on 1 July 1968, rather than the 100 mission criterion which affects pilots with arrival dates prior to July 1968. After receiving three days of procedural briefings, the new pilots are given one local area training flight prior to flying combat. On this flight, pilots are shown the emergency landing fields available, jettison ranges and range procedures, and local landing pattern procedures. Pilots are also given practice refueling and several practice bombing runs at the Chandy RTAF bombing range located twenty miles west of Korat. The Chandy Range facility has proven itself valuable for checking out pilots in the use of the continuous solution sight modifications which is now installed on all but one aircraft possessed by the 34 TFS."

Fourteen pilots from the 34 TFS received medals approved by 7 AF during September 1968. They were:

Lt Col Robert J. Klingensmith, Jr. DFC SO G-2978 26 Sep 1968 (10 Jun 68)  
Maj William P. Shunney AM (1 - 9 OLC) SO G-2910 21 Sep 68 (1Mar - 5 Sep 68)  
Capt Lawrence L. Bogemann AM (3 - 11 OLC) SO G-2913 21 Sep 68 (1 Mar - 3 Sep 68)  
Capt Ben J. Fuhrman AM (1 - 9 OLC) SO G-2913 21 Sep 68 (27 Feb - 3 Sep 68)  
Capt Joseph S. Sechler DFC (1 OLC) SO G-2809 11 Sep 68 (9 Jun 68)  
Capt Lamont H. Pharmed DFC (1 OLC) SO G-2809 11 Sep 68 (25 May 68)  
Capt John E. Hartman DFC SO G-2799 11 Sep 68 (25 May 68)  
Capt Edward C. Jones DFC SO G-2799 11 Sep 68 (7 Nov 66)  
Capt James V. Barr DFC SO G-2798 11 Sep 68 (9 Jun 68)  
Maj Clarence E. Langford DFC SO G-2797 11 Sep 68 (25 May 68)  
Lt Col James B. Ross AM (14 OLC) SO G-2732 3 Sep 68 (21 Jun - 2 Aug 68)  
Maj Melvin L. Irwin AM (1 - 9 OLC) SO G-2731 3 Sep 68 (7 Feb - 31 Jul 68)  
Maj Carl B. Light AM (11 - 15 OLC) SO G-2731 3 Sep 68 (11 Feb - 5 Jun 68)  
Capt Gary G. Durkee (AM (3 - 11 OLC) SO G-2727 3 Sep 68 (4 Feb - 3 Aug 68)

*388 TFW History, Jul - Sep 68, and Oct - Dec 68, USAF microfilm NO585, frames 0807 and 0808 and 1766 & F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma & Jack Phillips, e-mail 18 Mar 11.*

### 14-Nov-68

7887

Two weeks after the halt of bombing missions in North Vietnam and the suspension of the 100-mission combat tour on 1 November, the 388 Combat Support Group published Special Order P-94 that adjusted the DEROS of F-105 pilots and EWOs in the three fighter squadrons in the 388 TFW. The new dates anticipated when each man would complete his one year in combat. The two-page order introduced the list with the directive, "The DEROS of the following officers, organization indicated, PACAF, this station, are changed as indicated. Authority: AFM 36-1 and PACAF Msg 080408Z Nov 68." The names were:

Capt Darrell J. Ahrens	34 TFS	10 Mar 69
Capt James V. Barr	34 TFS	10 Mar 69
Lt Col Earl F. Bancroft	34 TFS	30 Jun 69
Capt Oral L. Bell	34 TFS	16 Apr 69

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Col Felix A. Blanchard	469 TFS	2 Feb 69
Maj Eugene A. Bonfiglio	44 TFS	20 Apr 69
Maj George K. Bowling	44 TFS	30 May 69
Capt Donald R. Brian	44 TFS	1 Apr 69
Maj David Brog	44 TFS	28 Jan 69
Capt Jack D. Brooks	34 TFS	10 Mar 69
1Lt Robert E. Bryan	469 TFS	12 Jun 69
Maj Ralph C. Budde	44 TFS	19 Apr 69
Maj David J. Carroll	469 TFS	16 Apr 69
Capt Donald D. Carson	44 TFS	1 Apr 69
Maj Richard P. Cisco	44 TFS	22 Apr 69
Maj Robert M. Clark	44 TFS	31 May 69
Maj Robert G. Denison	44 TFS	22 Apr 69
1Lt David T. Dinan III	469 TFS	12 Jun 69
Maj Altman Doty	469 TFS	16 Jun 69
Maj John J. Doyle, Jr.	44 TFS	9 Feb 69
Capt Ralph E. Durnbaugh	34 TFS	16 Apr 69
Capt Arthur G. Duston IV	34 TFS	16 Jun 69
1Lt Robert C. Edmunds, Jr.	469 TFS	30 Jun 69
Capt Olin K. Everett	34 TFS	1 Mar 69
Maj Stanley E. Goldstein	44 TFS	28 Jan 69
Capt Gene D. Hartman	469 TFS	16 Apr 69
1Lt David S. Hartman, Jr.	34 TFS	12 Jun 69
1Lt Ronald A. Hoffmeyer	34 TFS	12 Jun 69
1Lt Clarence J. Holm	469 TFS	12 Jun 69
Capt Lawrence E. Huggins	44 TFS	9 Dec 68
Capt Jerry E. Knotts	44 TFS	9 Feb 69
Capt Lawrence LeMieux	44 TFS	1 Apr 69
Capt Kenneth G. Lindell	469 TFS	12 Jun 69
Capt James E. Logan	44 TFS	31 May 69
Maj Richard D. Matthews	34 TFS	11 Apr 69
Maj Lorne F. McCormick	34 TFS	20 Apr 69
Maj Thomas P. McGowen, Jr.	44 TFS	31 May 69
Capt Richard R. Middleton	44 TFS	20 Apr 69
1Lt Phillip A. Miller	469 TFS	12 Jun 69
Maj John F. O'Donnell	388 TFW	4 Jun 69
Maj Thomas J. Phelan, Jr.	44 TFS	22 Apr 69
Capt Victor B. Putz	44 TFS	1 Apr 69
Maj Bernard C. Reck	44 TFS	31 May 69
Capt John W. Redmond	388 TFW	16 Jan 69
Maj John J. Revak	44 TFS	28 Jan 69
Capt James L. Rossetto	44 TFS	23 May 69
Capt Ronald L. Shepard	44 TFS	17 Feb 69
Maj William A. Smith	44 TFS	31 May 69
1Lt Ronald D. Stafford	34 TFS	12 Jun 69
Maj Paul F. Swanson	34 TFS	12 Jun 69
Maj Russell J. Tagliareni	44 TFS	23 May 69
Capt Chester H. Thatcher, Jr.	34 TFS	15 Jun 69
Maj John J. Thornton, Jr.	44 TFS	26 Apr 69
1Lt Marshall D. Tilley	469 TFS	12 Jun 69
Maj Clarence J. Tolle, Jr.	44 TFS	22 Apr 69
Capt Richard E. Tracey	469 TFS	16 Jun 69
Maj Albert L. Villaret	44 TFS	23 May 69

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Maj Richard E. White	34 TFS	16 Apr 69
Capt Robert L. Wilbanks	44 TFS	19 Apr 69
1Lt Robert J. Zukowski	469 TFS	12 Jun 69

*Hq 388th Combat Support Group (PACAF) APO San Francisco 96288 Special Order P-94 dated 14 Nov 1968.*

**23-Nov-68**

3675

The 44 TFS flew a four-plane strike mission into Laos. The members of "Detroit" flight, all flying F-105Ds, were:

- 1) Maj Alan L. "Bud" Young flying 59-1743.
- 2) Capt John H Wambough, Jr. flying 61-0153.
- 3) Lt Col Guy J. "Jack" Sherrill flying 60-0518 on his 6th non-counting combat mission.
- 4) Capt John W. "Jack" Redmond flying 62-4242.

Capt James V. Barr was the flight's spare. "Detroit" flight left Korat at 06:25 and refueled 20 minutes later at 12,000 feet from two tankers, "Cherry 20" and "Cherry 21", that were orbiting 42 NM along the 345-degree radial of TACAN channel 51. They reached their target area at 07:20 at coordinates 17-29-25N and 105-42-50E. They post-strike refueled from "Cherry 26" during their return to Korat.

*Mission Cards of Lt Col Guy J. "Jack" Sherrill.*

**25-Jan-69**

**04-Mar-69**

344

The runway at Korat RTAFB was closed for repairs. During the last months of 1968, "preliminary surveys showed [the need for] replacement for approximately 64 top slabs of the eight-inch overlay, replacement for some 50 bottom slabs, repair of 220 slabs with broken corners, repair of some 500 spalled (chipped) areas on the runway and probable repair to some of the foundation structure." Significant runway deterioration had been noticed since March 1966. Some of the runway concrete "was initially laid down during the Imperial Japanese forces occupation in World War II."

Fighter squadrons of the 388 TFW deployed to and operated from two other bases during the period. Forty-four F-105s and 1,068 personnel of the 34 TFS and 44 TFS operated from Takhli RTAFB, Thailand, while the F-4Es of the 469 TFS deployed to Ubon RTAFB, Thailand. The 388 TFW retained operational control over their deployed squadrons and maintained their level of combat sorties from the deployed locations. The 388 TFW's F-105s "enjoyed a higher mission effectiveness" while TDY to Takhli. The F-105s flew 901 sorties, of which 848 were combat missions with an operationally ready rate of 78.4 percent.

Lt Col Jack Sherrill was the commander of the 44 TFS when the squadron operated from Takhli. "Excellent flight line facilities but hooches and O Club were not nearly up to par as Korat. Such perks assumed more importance than justified when we were no longer 'at war' after the Nov 1 halt."

The 56 pilots and EWOs from the 44 TFS who flew from Takhli included Maj William H. Talley, Maj Ronald L. Shepard, Lt Col Richard A. "Dick" Haggren, Maj Richard P. Cisco, Capt Thomas P. Doubek, Maj Thomas J. Phelan, Jr., EWO Maj Robert G. Denison.

Thirty-four pilots from the 34 TFS deployed to Takhli. They were: Lt Col Harvey W. Prosser, Jr., Lt Col Isaac M. Glass, Maj David J. Carroll, Maj Paul F. Swanson, Maj Manford C. Holly, Jr, Maj Sheldon H. Cooper, Maj Harold Kahler, Maj William R. McDaniel, Maj Guy E. Pulliam, Capt Oral L. Bell, Capt James V. Barr, Capt Darrell J. Ahrens, Capt Robert M. Howard, Jr., Capt Richard E. Tracey, Capt Ralph E. Durnbaugh, Capt Douglas R. Young, Capt Kenneth G. Lindell, Capt Charles J. Ferrari, Capt Clayton B. Lyle III, Capt Eugene G. Lamothe, Capt John F. Schell, Capt

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Eben D. Jones, 1Lt David S. Hartman, Jr., 1Lt Ronald A. Hoffmeyer, 1Lt Marshall D. Tilley, 1Lt Ronald D. Stafford, 1Lt Robert E. Bryan, 1Lt Robert J. Zukowski, 1Lt David T. Dinan, 1Lt John W. Crotty, 1Lt Alan B. Reiter, 1Lt Daniel P. Seals, 1Lt Joseph W. Widhalm, and 1Lt Edward L. Sykes,

The runway repairs at Korat required 2,416 cubic meters of concrete and was done under contract to Gerson and Sons from Bangkok who employed 600 Thai workers. The work was completed on time despite a 100-percent increase in the amount of repair required.

*388 TFW History, Oct - Dec 68, USAF microfilm NO585, frame 1106 and Jan - Mar 69 & Jack Sherril, e-mail, 14 May 2003 & Hq 388 Cmbt Spt Gp SO TA-375 dated 22 Jan 69 from Al Reiter, e-mail 19 Feb 15*

**31-Aug-69**

8054

Capt James V. Barr from the 34 TFS flew the F-105 for the last time. Since his first flight on 1 August 1967, he logged 593.8 hours in the Thunderchief.

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