

# Eugene Paul Beresik

## F-105 History

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**25-Jun-66**

7314

(Approximate date) Fifteen pilots graduated from F-105 training in Class 67A at the 4520 CCTW, Nellis AFB, NV. The class had started in March and was assigned to the 4526 CCTS commanded by Lt Col Fred A. "Fritz" Treyz.

Nine of the student pilots and their PACAF squadron assignments were:

Capt Robert F. Waggoner - 469 TFS  
Capt Jack W. Stover - 80 TFS  
Capt William T. Williams IV - 80 TFS  
Lt Col Donald H. Asire - 354 TFS  
Lt Col Eugene O. Conley - 354 TFS  
Maj Kenneth H. Bell - 354 TFS  
Capt Eugene Paul Beresik - 12 TFS  
Maj Harold W. Bingaman - 354 TFS  
Capt Lawrence E. Huggins - 44 TFS

*Bell "100 Missions North", pp 13 -15 & Larry Huggins, e-mail 21 Sept 2013.*

**25-Oct-66**

4539

Capt Eugene P. Beresik arrived in the 12 TFS, 18 TFW, from Hq TAC, Langley AFB, VA.

*12 TFS history, 1 Jul - 31 Dec 1966, pg 2.*

**31-Dec-66**

4535

The 12 TFS at Kadena AB, Okinawa, had 21 F-105 pilots assigned as of 31 December 1966. They, and the number of combat missions each had flown, were:

Lt Col Russell L. Rogers - Commander - 142 (Korea F-51)  
Maj Robert T. Campbell - Operations Officer - 22  
Maj Dana B. Cromack - Asst Operations Officer - 100  
Capt Vernon E. Frank - Flight Commander, INDIA Flight - 100  
Capt Anatole Semenov, Jr. - Flight Commander, JULIET Flight - 64  
Capt Eddy J. Doerschlen - Flight Commander, KILO flight - 64

Maj John C. Wright - 84 combat missions including those in Korea flying F-84s.

Lt Col Robert L. Fair - Previous commander and now 18 TFW DO - 58

Squadron pilots were:

INDIA Flight

Capt Malcolm B. Robertson - 17  
Capt George A. Bogert - 43  
1Lt Leon L. Garner - Not listed.  
1Lt William W. Koelm - 84

JULIET Flight

Capt Samuel Chapman "Max" Maxwell - 28  
Capt John C. Jones - 52  
Capt William R. Jolly - "SEA tour complete"  
Capt Philip C. Montagano - 103 (RF-101)  
1Lt Vernon V. Sisney - 30

KILO Flight

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Capt Eugene P. Beresik - Not listed.  
Capt Richard E. Smith - 24  
Capt John H. Busbee - 51  
Capt Lawrence G. Hoppe - 22 (Eight to RP-6 during TDYs with the 354 TFS at Takhli)  
1Lt Charles G. Hofelich - 79  
1Lt Gordon L. Clouser - 46

Capt Thomas E. Boatman, who had resigned from the Air Force, had flown 67 F-105 combat missions.

*12 TFS history, 1 Jul - 31 Dec 1966, pgs 1 and 14 and 17 & Larry Hoppe, e-mail 27 Apr 10 and AF Form 5.*

### 26-Apr-67

5118

In a secret message to CINCPACAF (General Ryan), Hq 5th Air Force defined the daily reports that they would submit on the progress of crew training for the F-105F "Radar Level Bombing Training" under project "North Scope". The message reflected General Ryan's interest in the details of this program.

The crews were training at Yokota and Kadena and the message identified the "integrated crews" (all pilots) that had formed to date at each location.

At the 41 Air Division, Yokota:

Crew Alpha - Heiliger/Pollard  
Crew Bravo - Donelson/Forgan  
Crew Charlie - Burney/Britt  
Crew Delta - Pitman/Stewart

Crew Golf - Rehm/Markwood  
Crew Hotel - Bogert/Annapu  
Crew India - Koelm/Esser  
Crew Juliett - Henry/Wright

The message reported that "Crews Alpha, Bravo, Charlie, and Delta have deployed to Korat" (where they were assigned to the 34 TFS).

At the 18 TFW, Kadena:

Crew Echo - Beresik/Reece (Reece was identified as a Radar Navigator)  
Crew Foxtrot - Fullam/Scheer

The message listed the flying experience of the crews training at Kadena.

	Total Time	F-105 Time	Out Country Missions
Maj Eugene P. Beresik	3189:10	555:40	0
Capt H. M. Reece	3534:30	18:50	0
Maj Wayne E. Fullam	3398	1133	19
Capt Roger P. Scheer	2263	1250	14

The message provided detailed results of each training sortie in radar-modified North Scope F-105Fs by the crews at Kadena. For example, on 18 April 1967, the crew of Beresik/Reece flew two daylight sorties each at 2000 feet and 500 knots on land range R-178 using the plane's timer and Toss Bomb Computer (TBC) on each sortie. They had made two timer drops and four TBC drops of BDU-33 practice bombs. Their CEA for the timer drops on sortie 1 was 195' and on sortie 2 was 275'. The CEAs for their TBC drops were 982' and 862' for their first and second sortie, respectively.

On 20 April 1967, the crew of Fullam/Scheer made one sortie under the same conditions flying six TBC drops of BDU-

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33/Bs. Their CEA was 930'.

*5AF/CC TWX 261015Z Apr 67 to CINCPACAF in PACAF DO Read File for 25 - 26 April 67, AFHRA Call # K717.312, IRIS # 00518453.*

### 06-Mar-68

4889

The four pilots in "Pistol" flight from the 34 TFS bombed a target in northern Laos. They took off at 0610 and returned after 2 hours 15 minutes. Their line up was:

- #1 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #2 - Capt Anthony F. Germann
- #3 - Maj Almer L. "Buddy" Barner, Jr.
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 60-5375

This was Maj Armstrong's 80th combat mission. "I was Mission Commander again today and got all of the way through the briefing. We finally executed 1st alt and had a radar drop in northern Laos near Sam Neua. I let Gene Beresik pinch hit for me and lead. It was an uneventful drop. We then made an armed recce of Rte #7 and didn't spot anything though it was partially clear."

"Crossbow" was another 34th squadron flight that went to North Vietnam. Their lineup per Joe Sechler's flight log was:

- #1 - Lt Col Rufus Dye, Jr. flying his 49th mission.
- #2 - Capt Joseph S. Sechler flying his 14th mission. He logged 2:35 flying hours.
- #3 - Maj Donald W. Hodge
- #4 - Capt Lawrence L. Bogemann

Col Dye recorded his call sign as "Crossbow 02". In his mission log, the flight was fragged for a strike in the Steel Tiger (SL) region of Laos. Due to weather, the flight dropped their bombs using Sky Spot radar on the Ba Nam Highway segment in RP-1.

Capt Craig M. White, 469 TFS, 388 TFW, flew F-105D 62-4270 as "Bass 01" to a target in the DMZ. He logged 2+40 flying hours.

*Maj Armstrong's 100-mission combat log, pg 31 & Joe Sechler, flight log via e-mail 28 Apr 10 & Rufus Dye, Mission History log & Craig White log book, pg 6, e-mail 21 Nov 17.*

### 12-Mar-68

4904

The four pilots in "Simmer" flight from the 34 TFS bombed a road in Laos. They took off at 0600 and returned after 2 hours 40 minutes. Their line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0428
- #2 - Maj Ivor K. Goodrich
- #3 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #4 - Lt Col Nevin G. Christensen

This was Maj Armstrong's 86th combat mission. "The primary reason for my flying this a.m. was to try the new configuration of 4 x 750# bombs on the inboard stations and a centerline 650-gallon tank. This swaps 1500# of fuel for 1500# of explosive and would make our configuration more standard. It worked pretty well. The fuel flow was the same as the old configuration and the bombs came off cleanly. Our target was a road down in Laos just west of Khe Sahn, South Vietnam. We got 4 road cuts."

*Maj Armstrong's 100-mission combat log, pg 32.*

### 20-Mar-68

4906

The four pilots in "Scuba" flight from the 34 TFS bombed a road in RP-1. They took off at 1355 and returned after 4 hours 10 minutes. Their line up was:

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- #1 - Lt Col James B. Ross
- #2 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0409
- #4 - Capt Anthony F. Germann

This was Maj Armstrong's 89th combat mission. "We got words at the last minute today to go primary. It looked pretty good for awhile but we started running into clouds right at Tanker drop-off. It was undercast there just short of the coast and we had to weather abort about 25 miles from the target (just abeam Gia Lam Airfield) 2 miles from the heart of Hanoi. We took our bombs out and finally got to the tankers after being given the run-around for 15 minutes by the radar agency. We took our bombs over into Pack I and dropped them on a road and recovered with very little fuel after hitting a tanker in White Anchor."

Lt Gen Armstrong mentioned this mission in his memoirs. "My last Pack VIA mission was my 89th. This was a target close to Gia Lam Airfield in Hanoi and we found the weather completely undercast dropping off the tankers in the Gulf. Lt. Col. Ross was the mission commander and I was his deputy. I concurred when he called the abort and we dropped our bombs in Pack I on our own recognizance."

"Pancho" was another 34th flight on a mission to RP-6 but was diverted due to weather. Its lineup was:

- #1 - Maj Roger D. Ingvalson
- #2 - Maj Billy R. Givens
- #3 - Maj William P. Shunney
- #4 - Capt Joseph S. Sechler flying his 19th mission. He logged 3:50 flying time. "RP 6 (Wx abort 10 mi N of Hung Yen)"

*Maj Armstrong's 100-mission combat log, pg 34 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 42 & Joe Sechler, mission log via e-mail 28 Apr 10.*

### 02-Apr-68

4909

The four pilots from the 34 TFS in "Bass" flight bombed a target in RP-1. They took off at 1425 and returned after flying for 2 hours 50 minutes. Their line up was:

- #1 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #2 - Maj Seymour R. Bass (died in mid-air with flight lead, 14 May 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #4 - Capt Ben J. Fuhrman

It was Maj Armstrong's 91st combat mission and the first mission after returning to Korat from his 4th R&R. "This was my first mission after the President's announcement of the 'bombing pause'. All of our flights and several flights from Takhli and F-4s were hitting a road segment up at the north end of Mu Gia Pass. The weather was clear but very hazy. We couldn't spot the FAC and when we did we couldn't see his white smoke rocket. Consequently, we stogged around for 15 minutes and finally desperately threw our bombs. The greatest danger in the area was a mid-air collision with another of our aircraft."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Locust 3" to attack a highway segment in RP-1. "100% road cut." It was his 57th combat mission.

*Maj Armstrong's 100-mission combat log, pp 34 - 35 & Rufus Dye Mission History log.*

### 16-Apr-68

6567

The 34 TFS, 388 TFW, launched "Waco" flight from Korat. The lineup was:

- #1 - Maj Eugene Paul Beresik

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#2 - Capt Anthony F. Germann

#3 - Capt William A. Thomas, Jr.

#4 - Capt Joseph S. Sechler flying his 31st combat mission. He logged 2:50 flying time.

*Joe Sechler, mission log via e-mail 28 Apr 10.*

### 31-May-68

3763

On 31 May, a practice strike exercise was conducted to simulate a typical strike in RP-5 and RP-6. Three EB-66Es, three EB-66Bs, and two EB-66Cs from the 355 TFW, provided active ECM support while a third EB-66C performed strike electronic reconnaissance during multiple strikes in RP-1.

The call signs of the EB-66 flights were "Thrush", "Weep" and "Merco". The EB-66s orbited along the eastern border of Laos and in the Gulf of Tonkin. "The support should have been optimum, since all of RP-1 was sandwiched between these aircraft. One of 44 total aircraft taking part in the exercise was damaged by 37-mm AAA fire. Only two instances of AAA fire were recorded. No SAMs were launched. Intelligence sources indicated that EB-66 jamming was successful in denying accurate tracking information to the North Vietnamese Air Defense System."

Despite these claims, three aircraft were were lost to AAA in the area:

An F-105D, whose pilot, Maj Eugene P. Beresik from the 34 TFS was KIA

A Navy A-7A, call sign "Streetcar 304"

An A-1H whose pilot was captured, .

*355 TFW history Apr - Jun 68, USAF microfilm NO464, frames 0625 - 0627 & Vietnam Air Losses", pg 151.*

### 31-May-68

F-105D 600409 34 TFS 388 TFW Korat Hit by gunfire while strafing a Tiger Island gun site in RP-1, North Vietnam. Crashed at sea off the coast of North Vietnam. 17-10N 107-20E Maj Eugene Paul Beresik 34 TFS pilot ejected but rescue failed and was declared KIA. Call sign: "No Trump 01". "On 31 May, Maj. Eugene P. Beresik, 34 TFS, was downed. Cause of the loss is unknown. He was on an armed recce when his aircraft went down about 20 miles southeast of Dong Hoi, near Tiger Island. He was declared killed in action. ... Maj Beresik was the lead aircraft in a flight of two F-105s. NO TRUMP flight had completed its primary mission and had been directed to return to ... an island called Tiger Island in the Gulf of Tonkin to strafe. There was another flight of F-105s, call sign, Detroit, who had completed their primary mission and had joined NO TRUMP flight."

"Detroit" flight consisted of #1 Capt Joseph S. Sechler, flying his 50th mission, and #2 Capt Lawrence L. Bogemann.

"Detroit one and NO TRUMP two heard NO TRUMP call that he was hit and was bailing out. He repeated the bail out call. NO TRUMP two stated that Maj Beresik's voice sounded strange, like he may have been hit personally or was under some strain. He also saw a large puff of smoke and saw aircraft hit the water about 5 or 6 miles east of Tiger Island. He and the two members of Detroit flight saw the chute descending. NO TRUMP two and Detroit one saw the chute hit the water approximately 2 - 3 miles east of the island. Detroit one saw the chute collapsing. He made a turn in order to make a low pass and lost sight of him. NO TRUMP two and Detroit two lost sight of the chute at approximately the same time. There was no beeper signal heard, no radio contact and no survival equipment sighted. There were two Covey FACs and a Jolly Green helicopter in the immediate area. SAR was conducted. SAR was terminated at 1945 Hrs due to darkness... ." (Rescue Mission Report 1-3-57, Call # K318.2411-5, IRIS # 911233.)

Maj Beresik had flown a total of 73 missions into North Vietnam, five of which had been to RP-6. He was TDY to the 34 TFS at Korat from the 12 TFS at Kadena. (Larry Hoppe, former 12 TFS pilot, e-mail 11 Sep 06.) On 2 June 1968, his status was changed from MIA to KIA.

Maj Beresik was born 3 March 1933. He entered the service from Webster, Massachusetts. His body was not recovered. His name appears on the Vietnam War Memorial Wall on panel 62W line 5.

*388 TFW History, Apr - Jun 68, USAF microfilm NO584, frame 0769 & Joe Sechler mission log via e-mail 28 Apr 10.*

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**31-May-68**

6552

"Detroit" flight from the 34 TFS consisted of:

- #1 - Capt Joseph S. Sechler, flying his 50th mission.
- #2 - Capt Lawrence L. Bogemann

After completing their mission, the flight joined with the two-ship "No Trump" flight led by Maj Eugene Paul Beresik and witnessed Beresik's shoot down near Tiger Island. Capt Sechler logged 3:10 flying hours.

*Joe Sechler, mission log via e-mail 28 Apr 10.*

**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.)

1Lt Joseph W. Widhalm, assigned to the 34 TFS in January 1969, also transferred to the 44 TFS. (Joe Widhalm, e-mail 7 May 2012)

Maj William R. McDaniel was another 34 TFS pilot who transferred to the 44th.

After flying 58 combat missions into Laos, the last one today 9 May 69, 1Lt Alan B. Reiter also transferred from the 34 TFS to the 44 TFS on 10 May. In the 44th, Lt Reiter was assigned F-105D 59-1759, which he named "Summertime Blues". "The name came from a 1958 rock song by Eddie Cochran." (Alan Reiter's AF Form 11 & e-mails 19 and 22 Feb 15.)

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 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.)

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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)	Pitman	KIA
			Stewart	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
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 .*