

Lawrence L. Bogemann

F-105 History

22-Dec-67

4358

The last F-105 training class 68-C conducted by the 4520 CCTW at Nellis AFB, Nevada, graduated 19 pilots in course number 111506A. The class, assigned to the 4523 CCTS, the "Hornets", started in July 1967.

The students and their SEA assignments were:

Maj James Hardin Metz (Class Leader) - 34 TFS
Capt Donnie M. Tribble - 333 TFS
Capt Harold E. Murk - 44 TFS
Capt John S. Murphy - 34 TFS
Capt John H. Wambough, Jr. - 34 TFS
Capt Joseph S. Sechler - 34 TFS
Capt Anthony F. Germann - 34 TFS
Capt Lawrence L. Bogemann - 34 TFS
Capt William P. Shunney - 34 TFS
Maj William S. Pachura - 357 TFS
Capt Thomas T. Hensley - 469 TFS
Capt Kenneth D. "Don" Harten - 354 TFS
Capt Olin K. Everett - 34 TFS
Capt John S. Murphy - 34 TFS
Capt Charles E. Metzger - 469 TFS
Maj Donald J. Sisk - 469 TFS
Capt John E. Hartman - 34 TFS
Capt Mark B. Foxwell - 357 TFS
Capt Robert J. Casey - 333 TFS

Joe Sechler described how he got into the F-105 program. "Following a mediocre academic & military performance in UPT, I was assigned to B-52s at Seymour Johnson. In 1967, I was on a Stan/Eval crew and checking out in the left seat, having the greatest fear that if I became an AC, I'd be stuck for life in SAC. Thank God, a buddy of mine knocked on my door one day in May of 1967 with a message from the squadron saying I was to report for F-105 training. (My buddy was later killed flying a B-58.) My wife cried and I jumped for joy. Despite my assignment to SAC, I truly believe I was destined to be a fighter pilot and especially a THUD pilot ... I was the only co-pilot from my wing (B-52 & KC-135) - who I know of - to be sent to F-105s." (Joe Sechler, e-mail 28 April 2010.)

"This [F-105 training] program has since been transferred to McConnell AFB, Kansas. More than 400 'top gun' pilots were trained here at Nellis in the 23rd squadron." The transfer was to allow Nellis to begin training for the F-111A.

The commander of the 4523 CCTS during the period of July to December 1967 was Lt Col Henry L. Parker and the Operations Officer was Maj Robert E. Green. "The two flight leaders of 'A' flight were Maj Julius Calloway and Maj Edward M. Dobson, and for 'B' flight during the same period was Maj Richard P. Cisco and Maj Doyal L. Wyrick."

During the last six months of F-105 training the squadron flew the following hours and sorties:

	Hours	Sorties
July	634:45	474
August	577:10	489
September	686:10	555

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October	648:45	394
November	298:15	213
December	188:50	118

The 4524 CCTS was also involved in F-105 training at Nellis. This squadron "provided academic and flying support of the F-105 operational training courses and Military Assistance Program. They provided facilities and personnel to operate and assist instructor pilots in operation of training devices as necessary to accomplish the pilot training program. This included all training of student F-105 pilots in the proper use of the R-14A and the APN-131 Doppler Radars in the T-39B aircraft."

Capt Henry R. Hutson III was an Instructor pilot in the 4523 CCTS. "Maj Dean Elmer [Maj Dean A. Elmer] and I flew the last two F-105s of the 4520 CCTW to McConnell AFB, KS. That was the end of the THUD training program at Nellis."

History of the Tactical Fighter Weapons Center, 1 July - 1 December 1967 & 15 Apr 86 letter from Col Henry R. Hutson III to Bauke Jan Douma & John Murphy, e-mail 5 May 2011 with class roster and photo.

11-Feb-68

4873

"Pistol" flight from the 34 TFS flew a mission to support the Marines at Khe Sanh in South Vietnam but weather diverted them to hit a target in Laos. The flight took off at 0545. Its line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #2 - Capt John E. Hartman
- #3 - Capt Gary G. Durkee
- #4 - Capt William A. Thomas, Jr.

It was Maj Armstrong's 63rd mission. "This was a Bravo frag all of the way. Our assigned target was near the besieged town of Khe Sanh in South Vietnam. The weather was clobbered there so we bombed a supply area, which was just across the Laotian border. All of the bombs were on target and were swung up through Pack I for a weather check and counter. The wingmen did a good job!" Their mission lasted for 2 hours 30 minutes.

Capt Lawrence L. Bogemann, who had arrived in the 34 TFS this month, flew his local check-out flight today. He was a KC-135 copilot in SAC and had trained at Nellis in the F-105. (Larry Bogemann, e-mail 27 April 10.)

Maj Armstrong's 100-mission combat log, pp 25 - 26.

26-Feb-68

4884

"Scuba" flight from the 34 TFS took off from Korat at 1400 and dropped their bombs near Khe Sanh, South Vietnam. Their line up was:

- #1 - Lt Col Nevin G. Christensen
- #2 - Capt Lawrence L. Bogemann
- #3 - Maj Douglas A. Roysdon
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0445

This was Maj Armstrong's 75th combat mission. "We were diverted because of weather from Pack VI down into South Vietnam to aid the Marines at Khe Sanh. First of all, though, we made an armed recce into Pack I and got our counter. Then we dropped around Khe Sanh using the Marine radar site. The weather was pretty heavily overcast." They flew for 3 hours 5 minutes.

Maj Armstrong's 100-mission combat log, pg 29.

06-Mar-68

4889

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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 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.

Maj Armstrong's 100-mission combat log, pg 31 & Joe Sechler, flight log via e-mail 28 Apr 10 & Rufus Dye, Mission History log.

02-May-68

3168

"Cactus" was a four-ship Iron Hand flight from the 44 TFS. The flight took off from Korat at 05:50, refueled at 16,000 feet 25-minutes later from "White Anchor 27", and reached its target at 07:00. The flight post-strike refueled from the same tanker on its return to Korat. The flight line-up in their F-105Fs was:

- 1) Maj Richard E. Steere in 63-8327.
- 2) 1Lt Roger L. Prather with EWO Capt John D. Brenner in 62-4428
- 3) Lt Col Guy J. Sherrill and EWO Capt John A. Stetson flying 63-8353.
- 4) Capt Lawrence L. Bogemann from the 34 TFS in 63-8291
- 5) The flight's ground spare was Capt Harold E. Murk in the Combat Martin configured 63-8291.

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

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.

14-Jun-68

3974

F-105 pilots from the 388 TFW "destroyed an estimated 350 barrels of POL in a storage area north

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of Mu Gia Pass."

"Four flights of F-105s, a total of ten aircraft (seven 'Ds' and three 'Fs') struck the target located north of Mu Gia Pass." The four flights and the order in which they attacked were "Locust", "Waco", "Kaiser", and "Hayfire". Each of the flights struck other targets before checking in with the F-100F Fast FAC, "Misty 51", who controlled the strikes against the POL storage area.

"One flight of two F-105s (Hayfire) dropped four MK-82 (500-lb.) bombs while the other three flights strafed the area with 20-mm cannon fire. They destroyed at least 350 barrels of POL.

"Flying in the second flight to strike the target ["Waco"], Capt John E. Hartman, 34 TFS, said, 'Maj Goodrich (Maj Ivor K. 34th) made the first strafing pass, blowing up close to 50 barrels.'

"Goodrich and Hartman made several more passes on the area. Hartman continued, 'We got three explosions which turned into sustained fires, plus three additional sustained fires.'

"The FAC gave Goodrich and Hartman credit for approximately 200 barrels of POL destroyed. As they left the target area, the two pilots saw smoke rising 2,000 feet over the area.

"Another 34th pilot, Capt William A. Thomas, Jr., was in a succeeding flight ["Kaiser" or "Hayfire"]. 'When we got into the area,' Thomas related, 'the flight ahead of us already had the area burning. Major Richard D. Matthews and I made several passes.'

"On his first pass, Thomas caused two large secondary explosions. Making one last strafing pass, Thomas and Matthews accounted for two additional large secondary explosions and sustained fires. 'The FAC credited us with destroying about 50 drums,' Thomas said. 'By the time we left the area, smoke was really billowing.'

"Captains Ben J. Fuhrman and Lawrence L. Bogemann, both 34th, also took part in the attack. Fuhrman made four strafing passes, accounting for 50 barrels of POL, three secondary explosions and a sustained fire."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bobbin 1" attacking a bulldozer in RP-1. "Possibly damaged bulldozer." It was his 85th combat mission.

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frames 0730 - 0731 & Rufus Dye Mission History log.

31-Aug-68

4134

The 388 TFW history listed the aircrews assigned to the 34 TFS and the number of sorties each had flown as of the end of August 1968.

34 TFS	Sorties	Counters
Lt Col Klingensmith	59	43
Maj Langford	91	86
Capt Barr	84	67
Capt Sechler	105	87
Capt Murphy	107	97
Lt Col Christensen	118	105
Maj Roysdon	109	89
Capt J. Hartman	116	94
Col Douglas	47	43
Capt Durnbaugh	65	56
Maj Goodrich	115	97

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Maj Matthews	75	61
Capt William A. Thomas, Jr.	109	104
Capt Ahrens	79	59
Lt Col Dye	114	101
Capt Germann	97	86
Capt Thatcher	34	29
Maj Shunney	107	95
Capt Brooks	80	66
Capt Bogemann	115	97
Capt Fuhrman	118	99
Lt Col Shaver	80	66
1Lt Confer	33	28
Capt Pharmer	114	99 (Had flown 100 missions by the end of Aug)
Capt Durkee	111	99 (Had flown 100 missions by the end of Aug)
Capt Everett	69	56
Lt Col Ross	122	108
Col Stewart	118	110
Capt Bell	70	57
Maj White	75	58
1Lt Venturi	36	29
1Lt Hoffmeyer	38	33
Capt Ducton	31	27
Capt Crouch	32	27
Lt Col Bancroft	20	16
Maj Colasuonno	33	29
1Lt Stafford	34	31
1Lt D. Hartman	33	27
Lt Col Glass	6	6
Maj Holly	4	3
Maj Knapp	8	5

388 TFW History, July - Sep 68, USAF microfilm NO585, frames 0250 - 0251.

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.

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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 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 (1 Mar - 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.