

George A. Bogert

F-105 History

24-Feb-65

6524

F-105D Operational Training Course (F-105) 111506E graduated six pilots in Class 65-E at the 4520 CCTW, Nellis AFB, NV. The course was six months long. "Officers have acquired three years active dy svc commitment from date of crs completion."

The pilots were:

Capt George A. Bogert - 67 TFS Kadena AB, Okinawa
Capt Robert L. Dentino - 49 TFW, Spangdahlem AB, Germany
Capt Richard G. Doggett - 36 TFW Bitburg AB, Germany
Capt Paul W. Hanson - 561 TFS, 23 TFW, McConnell AFB, KS
Capt Joseph J. Karins, Jr. - 49 TFW Spangdahlem AB, Germany
Capt Larry G. Lighty - 23 TFW, McConnell AFB, KS

Hq 4520th Combat Support Group Special Order P-170, dated 24 May 1965 provided by Jim Hannam via e-mail, 5 April 2010.

01-Apr-65

4395

F-105 pilot Capt George A. Bogert from Nellis AFB, arrived at the 12 TFS, 18 TFW, Kadena AB, Okinawa.

History of the 12th Tactical Fighter Squadron, 1 Jan - 30 Jun 65, pg 1.

15-Jun-65

25-Aug-65

535

With its personnel traveling by C-54, the 12 TFS, 18 TFW, deployed from Kadena AB, Okinawa, to Korat RTAFB, Thailand, to relieve the 44 TFS as the PACAF fighter squadron on temporary duty at Korat.

This rotation ended the 44th's second combat deployment during which "... the 44th flew a record of 813 combat sorties. During their sixty-day stay, they amassed 1768 hours, averaging about twenty-five combat sorties per pilots. The results of their strikes, as shown by BDA and strike photography, was almost without exception more successful than planners had expected. Continued success became increasingly difficult, with the onset of the monsoon season.

"...The battle damage received by the 44th was extremely low for the period, when they came under fire on almost every mission. This damage rate is attributed to experience, increased use of proved tactics, and excellent flight discipline. The transition of command to the 12 TFS was carried out once again with no noticeable disruption in the normal operation."

The 12th squadron commander was Lt Col Charles W. Reed. "Combat missions, in support of PACAF OPOD 131-65, were initially flown on 17 June and the next day all 12 TFS pilots were in place and flying an average of 12 sorties a day."

The 26 officers from the 12th on the deployment were:

Lt Col Charles W. Reed	Capt John H. Busbee
Maj Paul S. Cleland, Jr.	Capt George A. Bogert
Maj Ralph H. Bowersox	Capt Charles M. Yeokum
Maj William J. Hosmer	Capt Wesley G. Carey, Jr.
Capt Charles R. Copin	Capt Robert M. Crane
Capt Dana B. Cromack	Capt Samuel E. Waters, Jr.
Capt Harrison W. Matthews	1Lt James R. Hostetter
Capt Vernon E. Frank	1Lt Frank J. Tullo
Capt Robert B. Purcell	1Lt John C. Morrissey
Capt Donald F. Smith	1Lt Charles P. O'Hara

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Capt Raymond V. Moss
Capt John C. Jones
Capt Thomas E. Boatman
Capt Don I. Williamson

1Lt Charles C. Large
Capt Lowell F. Peterson - Flight Surgeon

Capt Harrison W. Matthews was an F-105 flight examiner in the 18 TFW Stan/Eval Flight. (18 TFW history 1 Jan - 30 June 1965, Vol I, pg 12, USAF microfilm MO497.)

"Normal operations progressed through the 26th of July. Daily armed recce strikes against targets in North Vietnam and Laos were flown, with primary emphasis on military staging areas, ferries and bridges, leaflet drops, and road cuts. ... The armed recce mission increased the effectiveness as only a primary target was designated to the F-105s, with the flight authorized to expend on any suspected targets along a road segment in North Vietnam. The standard armament for the armed recce mission was 6 x 75 lb gp bombs on the centerline rack, two LAU rocket pods outboard, and a full load of 20-mm in the gun."

During this deployment, pilots from the 12th faced their first combat against the SA-2 SAM including participating in the first SAM site attack on 27 July 1965.

Capt Hansel W. "Turk" Turley was one of the 44th pilots returning to Kadena after the 44th's second combat period.

44 TFS history, 1 Jan 65 - 30 Jun 67, pp 37 and Appendix III, Exhibit 10 & 12 TFS History, 1 July - 31 December 1965, pp 3 - 4 & 18 TFW TDY Order dated 10 June 1965 reproduced in "The Birds Were Silver Then" by Lowell Peterson, pg 48.

30-Jun-65

4394

At the end of June 1965, the following officers were assigned to the 12 TFS, 18 TFW . The squadron was on TDY to Korat RTAFB, Thailand.

Lt Col Charles W. Reed, Commander
Lt Col Robert L. Fair, Operations Officer
Maj Paul S. Cleland, Jr., Asst. Operations Officer
Capt Robert B. Purcell, Weapons Officer

Capt Charles R. Copin, Flight Commander, INDIA Flight. Other members were:
Capt Vernon E. Frank
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Matthew J. Kelch, Jr.
Capt Samuel E. Waters, Jr.
1Lt John C. Morrissey

Capt Dana B. Cromack, Flight Commander, JULIETT Flight. Other members were:
Capt Allen L. Anderson
Capt Robert N. Daughtrey
Capt Charles M. Yeokum
Capt Wesley G. Cary, Jr.
Capt Robert M. Crane
1Lt Charles C. Large

Maj Ralph H. Bowersox, Flight Commander, KILO Flight. Other members were:
Capt Donald F. Smith
Capt Raymond V. Moss
Capt John H. Busbee

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1Lt James R. Hostetter
1Lt James K. Sandin

Maj William J. Hosmer, Flight Commander, LIMA Flight. Other flight members were:
Capt Don I. Williamson
Capt John C. Jones
1Lt Frank J. Tullo
1Lt Charles G. Hofelich

Three other pilots not assigned to flights were:
Capt Pike G. Grubbs
Capt Anatole Semenov, Jr.
Capt John F. Rehm

The squadron was authorized 36 officers and had 34 assigned with 5 airmen authorized and assigned.

History of the 12th Tactical Fighter Squadron, 1 Jan - 30 Jun 65, pgs 1 and 10.

10-Jul-65

4412

The four F-105 pilots of "Elm" flight from the 12 TFS, 18 TFW, dropped 24 750-pound bombs and fired eight pods of 2.75 rockets on the Mi Lee Highway Ferry at location 17-19N and 106-37E in North Vietnam. The flight members were:

"Elm 1" Capt Charles R. Copin
"Elm 2" Capt George A. Bogert
"Elm 3" Capt Harrison W. Matthews
"Elm 4" Capt Thomas E. Boatman

The attack cratered both approaches to the ferry. The flight encountered only light small arms fire.

12 TFS History, 1 July - 31 Dec 1965, pg 24.

12-Jul-65

836

"... Pepper flight [of the 12 TFS, 18 TFW], with Captains Charles R. Copin, Gene Frank, Wesley G. Carey, Jr., and George A. Bogert, completed a highly successful armed recce along the [Hanoi-Lao Kay] railroad, damaging or destroying 16 freight cars, a steam engine, and leaving a small marshalling yard and depot in flames. 1Lt John C. Morrissey was also on this mission." (12 TFS History)

John Morrissey recalled what happened to him. "The 12 July, '65 mission was a four ship led by Maj Charlie Copin (my flight commander) [Note: Copin was a Captain in July 1965. He made Major in December 1965.]. I do not remember the other two pilots. Our mission was to drop a small bridge over a tributary of the Red River about half way between Phuc Yen and Yen Bai. We were then to conduct armed reconnaissance between that bridge and the Chinese border (there was no 'buffer' in those days. Our remaining ordnance was two LAU-3 rocket pods outboard (19 2.75" rockets in each) and 1,032 rounds of 20mm. Maj Copin placed our flight just on the west side of the Red River at about 12 to 15,000 feet. As we approached Yen Bai, he said 'I have a train in sight -- it is in a rail yard and not moving. We will attack with our rockets 1st and then guns.' And we did. Our rocket attacks were from four different directions from NW to SW. I was #4 in the flight. Several of the rockets went over the top of the train (as I remember it was about 19 rail cars long) and impacted the base of what looked like grain silos just east of the rail yard. They started blowing up immediately like roman candles. The next pass was strafe (empty rocket pods had been jettisoned) and my pass was directly in line with the train on a northwesterly heading. I remember thinking that I would probably never get another chance like this and pressed in to a

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minimum firing range and began firing as my pipper reached the southern (1st) rail car. I held the trigger down and worked my way up the cars while some of them exploded and a few people started jumping out and running. As my pipper reached the engine (and it was a fairly small one) I was hit pretty hard. (I found out later I had fired 967 of my 1,032 rounds before being hit -- the gun required both AC power as well as utility hydraulics to fire). As soon as I was hit, I pulled up sharply while simultaneously lighting the afterburner. I got very low in the pull and thought, over the years, that the hit might have saved my life. I was doing well over 600 kias as I climbed and turned from NW to SW. I had the flight in sight and joined easily. During the join we crossed the Red. The hit had destroyed the ATM thus I lost all AC electrics and utility hydraulics. In a nutshell, that meant (among other things) that I only had a few 'steam gage' flight instruments, no stability augmentation or autopilot functions (no big deal) but also no fuel gage/fuel remaining information. There was an overcast at about 18,000 feet and I remember looking back at Yen Bai and seeing that big column of black smoke going straight up to the clouds. When it got there it did not penetrate the clouds but rather fanned out in a mushroom like manner. I joined up close on #3 and we entered the overcast while climbing. We recovered at Korat

"I remember being very concerned about fuel remaining as that bit of information was missing and of course there were no electric boost pumps available to transfer fuel. The book said they would feed by gravity if the demand for fuel was not too great. I do remember during my strafe run Maj. Copin saying, 'Who is shooting'. I said, 'Four'. He said, 'keep it up, keep shooting'. And, BTW, he was in perfect 'cover' position at my high, inside 7 o'clock and that is what made my join up so easy. Major Charles Copin was one great flight commander and fighter pilot. When we got back to Korat he said, 'I'm going to put you in for the Air Medal for that one'. HHQ upgraded that to the DFC. ..." (John Morrissey, e-mail 30 June 2009)

1Lt Morrissey received the Distinguished Flying Cross (1st Oak Leaf Cluster) for this mission. "First Lieutenant John C. Morrissey is awarded the Distinguished Flying Cross for heroism while participating in aerial flight as pilot of an F-105 aircraft on 12 July 1965. On that date, Lieutenant Morrissey sustained serious damage to his fighter during the completion of a highly successful strike deep in hostile territory. Utilizing superior flying skill and thorough knowledge of his aircraft, Lieutenant Morrissey flew his crippled F-105 over three hundred miles through instrument conditions to a successful recovery in friendly territory. The outstanding heroism and selfless devotion to duty displayed by Lieutenant Morrissey reflect great credit upon himself and the United States Air Force."

*12 TFS History, 1 Jul - 31 Dec 1965, pg 5 & DFC Society Web Site,
http://www.dfcsociety.org/citation_detail.asp?ID=4529.*

18-Jul-65

4427

Three flights of F-105s from the 12 TFS, on TDY at Korat from the 18 TFW, struck two targets in the Barrel Roll region of Laos. All four planes in "Redwood" and "Willow" flights dropped six 750-pound bombs on a segment of Route #6 at 20-28N and 104-20E northeast of Sam Neua. Three of the four members of "Redwood" flight used their plane's Toss Bomb Computer to release the bombs, cratering the road. Dive bombing visually, the four members of "Willow" flight cut the road in six places. Both flights encountered light to moderate small arms and some 37-mm AAA fire.

"Ash" flight dropped a total of 24 750-pound bombs on the nearby Ban Nouc Nha military area at 20-27N and 104-10E. They did not encounter enemy defenses. They interdicted a highway and severely damaged the military area.

The four pilots in "Redwood" flight were:

Redwood 31 - Maj Ralph H. Bowersox
Redwood 32 - Capt James R. Hostetter
Redwood 33 - 1Lt James K. Sandin

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Redwood 34 - 1Lt Charles C. Large

The four pilots in "Willow" flight were:

Willow 41 - Capt Charles R. Copin
Willow 42 - Capt George A. Bogert
Willow 43 - Capt Samuel E. Waters, Jr.
Willow 44 - Capt Thomas E. Boatman

The four pilots in "Ash" flight were:

Ash 01 - Capt Vernon E. "Gene" Frank
Ash 02 - 1Lt Charles G. Hofelich
Ash 03 - Maj Paul M. Kunichika
Ash 04 - Capt John H. Busbee

Commenting on a reconnaissance photo in their document, the 12 TFS history said, "This photo shows the heavy concentration of AAA in the San Neua area of Northeastern Laos. Almost every mission in this area experienced moderate to heavy ground fire from small arms in addition to the 37-mm and 57-mm AAA sites around the military staging and storage areas. Notice the network of roads entwined within the trees. This method of concealment affords the enemy excellent opportunity to escape accurate bombing, as only detailed study of target photos shows possible truck parks."

12 TFS History, 1 July - 31 Dec 1965, pgs 25 - 30.

27-Jul-65

538

The 12 TFS, from the 18 TFW, Kadena AB, Okinawa, on temporary duty at Korat, Thailand, participated in the first strike against an SA-2 missile site and its associated barracks area called "Operation Spring High". Eighteen squadron pilots flew on this strike. Two flights carried "... napalm and CBU's, two with rockets and guns for recce, and one flight [was] ... a diversion force. Napalm and CBU's were delivered on target, despite extremely heavy flak."

Three flights from the 12th were in the attack on SAM site #6. They were:

"Cedar"

- #1 - Lt Col Charles W. Reed (Sq Commander)
- #2 - Capt Robert Baldwin Purcell
- #3 - Maj Paul M. Kunichika (Aborted on the tanker due to ATM failure)
- #4 - Capt William H. Joyce

"Dogwood"

- #1 - Maj William J. Hosmer
- #2 - Capt Frank J. Tullo
- #3 - Capt Allen L. Anderson
- #4 - Capt Robert Norlan Daughtrey

"Chestnut"

- #1 - Capt Charles R. Copin
- #2 - Capt Vernon E. Frank
- #3 - Capt Matthew J. Kelch, Jr.
- #4 - Capt George A. Bogert

Capt John C. Jones was scheduled to fly the mission but was pulled from the squadron's lineup. "As squadron navigation officer, I was deeply involved in preflight planning and was originally

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scheduled to fly but our Ops Officer, Lt Col Bob Fair, replaced me with Bill Joyce and made me Supervisor of Flying at Korat for that mission. I spent the entire time in the Control Tower."

Another pilot from the 12 TFS who did not fly on this mission was 1Lt John C. Morrissey. "The 27th of July was the day I was supposed to leave for 2nd Air Division in Saigon as we always kept at least one combat-ready 105 pilot down there to keep them from fragging something totally unrealistic. ... I tried everything I could to get my flight commander, Charlie Copin, to take me off of Saigon duty and let me go. ... Every pilot who flew across the target that day was awarded the DFC. I am fairly certain that the only other time this ever happened was the big B-24 mission against Ploesti [in World War II]." (John Morrissey, e-mail 20 June 2009)

Two squadron pilots were shot down. Capt Robert Baldwin Purcell, the second man in "Cedar" flight, became a POW. Capt Frank J. Tullo, the second man in "Dogwood" flight, was rescued.

12 TFS History, 1 July - 31 Dec 1965. pgs 5 - 6 & U.S. Navy CNA Loss/Damage Data Base & JC Jones e-mail 18 Jan 2010.

31-Jul-65

4429

During Rolling Thunder mission 25-C-2, a flight of four F-105s from the 12 TFS, on TDY at Korat from the 18 TFW, bombed the My Duc storage area at 17-12N and 106-39E in North Vietnam. The flight dropped 18 750-pound bombs, fired 8 LAU pods of 2.75" rockets and 3,200 round of 20-mm HEI ammunition. They destroyed two small bridges and the storage area and left six buildings on fire.

The four pilots of "Oak" flight were:

Oak 01 - Capt Charles R. Copin
Oak 02 - Capt Samuel Edwin Waters, Jr.
Oak 03 - Capt Matthew J. Kelch, Jr.
Oak 04 - Capt George A. Bogert

They encountered light small arms fire.

12 TFS History, 1 July - 31 Dec 1965, pg 34.

20-Aug-65

842

Three days after returning from flying combat missions at Korat RTAFB, Thailand, the 12 TFS at the 18 TFW, reassumed the SIOP (nuclear weapons alert) mission with F-105s at Kadena AB, Okinawa. In addition to SIOP alert, during the period of 20 August - 31 December 1965, the "... 12th pilots participated in aircraft ferry flights to Korat and ferry missions to the IRAN facility at Tainan, Taiwan, Republic of China."

1Lt John C. Morrissey and Capt George A. Bogert were two of the pilots from the 12th who had been on this deployment to Korat.

With the return of the 12 TFS to Kadena, the 421 TFS that had been on TDY at Kadena since 7 April 1965, deployed back to their home with the 355 TFW at McConnell AFB, KS. Capt Ralph C. Balcom was one of the 421st pilots returning from Kadena.

12 TFS History, 1 Jul - 31 Dec 1965, pg 8.

24-Oct-65

29-Oct-65

537

INDIA Flight of the 12 TFS, 18 TFW, deployed from Kadena AB, Okinawa, to Osan AB, Korea, for "Exercise Nightmare". The purpose of the exercise was live ordnance delivery on simulated ground targets using forward air controllers. Participating pilots included Lt Col Charles W. Reed, squadron commander; Maj Paul M. Kunichika, flight commander; and Captains Thomas E.

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Boatman, George Bogert, Samuel E. Waters, Jr., Pike G. Grubbs, Eddy J. Doerschlen, and Edward R. Michaud.

"The "Night Mare" missions were a 'show of force' mission. We would take a flight of 4 up to Osan for a 3 -4 day TDY and drop 750's on a hill next to the DMZ. There were no specific tactics used that would have been used in SEA. We did not use FAC's. Just briefed on the target and did the job. If I remember correctly, one of the Sq's at Kadena would perform this mission 2 - 3 times a year."

12 TFS History, 1 July - 31 December 1965 & Pike Grubbs, e-mail 20 Jun 00

31-Dec-65

4404

At the end of December 1965, the 12 TFS at the 18 TFW, Kadena AB, Okinawa, had 30 pilots assigned. They, and the numbers of combat missions flown to date, were:

Lt Col Charles W. Reed, Commander 31 missions
Lt Col Robert L. Fair, Operations Officer 50 missions
Capt Dana B. Cromack., Asst. Operations Officer 52 missions
Capt Pike G. Grubbs, Weapons Officer 14 missions

Maj Paul M. Kunichika, Flight Commander, INDIA Flight, 65 missions. Other members were:
Capt Vernon E. Frank 57 missions
Capt Thomas E. Boatman 39 missions
Capt George A. Bogert 28 missions
Capt Samuel E. Waters, Jr. 52 missions
Capt John C. Morrissey 51 missions

Maj Robert T. Campbell, Flight Commander, JULIETT Flight, 3 missions. Other members were:
Capt Allen L. Anderson 33 missions
Capt Wesley G. Cary, Jr. 36 missions
Capt Robert M. Crane 47 missions
1Lt Charles C. Large 42 missions
1Lt Vernon V. Sisney

Maj Ralph H. Bowersox, Flight Commander, KILO Flight, 58 missions. Other members were:
Capt Charles R. Copin 51 missions
Capt Samuel Chapman "Max" Maxwell
Capt Raymond V. Moss 54 missions
Capt John H. Busbee 46 missions
Capt James R. Hostetter 57 missions
1Lt William W. Koelm

Capt Eddie J. Doerschlen, Flight Commander, LIMA Flight. Other flight members were:
Capt Anatole Semenov, Jr. 24 missions
Capt John C. Jones 46 missions
Capt John F. Rehm
1Lt Charles G. Hofelich 40 missions

Two pilots were attached to the squadron for flying:
Capt Donald F. Smith 52 missions
Capt Rezk M. Mohamed

The squadron was authorized 36 officers and had 34 assigned with two pilots attached. They had 5 airmen authorized and assigned.

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12 TFS History, 1 Jul - 31 Dec 1965, pgs 1 and 13.

31-Dec-65

4409

The following 12 TFS pilots from the 18 TFW received awards for heroism and achievements in SEA during the period 1 July - 31 Dec 11965.

Lt Col Charles W. Reed -- DFC
Maj William J. Hosmer -- DFC
Maj Ralph H. Bowersox -- DFC and AFCM
Capt John C. Jones -- DFC
Capt Donald F. Smith -- DFC
Capt Raymond V. Moss --- DFC
Capt Allen L. Anderson -- DFC
Capt Charles R. Copin -- DFC. After 45 combat missions, he returned to the States "... in early Sept for surgery and subsequent convalescence resulting from malignancy."
1Lt Charles G. Hofelich -- DFC
Capt George A. Bogert -- Air Medal
Capt Wesley G. Carey -- Air Medal (1 OLC)
Capt Vernon E. Frank -- Air Medal (2 OLC)
1Lt Charles G. Large -- Air Medal
Capt John H. Busbee -- AFCM
Capt Charles H. Yeokum -- AFCM
Capt Thomas E. Boatman -- AFCM

12 TFS History, 1 July - 31 Dec 1965, pg 10.

14-May-66

4520

For the first 4 1/2 months of 1966 the pilot roster of the 12 TFS in the 18 TFW, Kadena AB, Okinawa included:

Lt Col Charles W. Reed - Commander
Lt Col Robert L. Fair - Operations Officer
Capt Dana B. Cromack - Asst. Operations Officer

Maj Paul M. Kunichika - Flight Commander, INDIA Flight
Maj Robert T. Campbell - Flight Commander, JULIET Flight
Maj Ralph H. Bowersox - Flight Commander, KILO Flight
Maj Pike G. Grubbs - Flight Commander, LIMA Flight.

Pilots in INDIA Flight were:
Capt Vernon E. Frank
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Samuel E. Waters, Jr.
Capt Malcolm B. Robertson

Pilots in JULIET Flight were:
Capt Allen L. Anderson
Capt Wesley G. Cary
Capt Anatole Semenov, Jr.
1Lt Charles C. Large
1Lt Vernon V. Sisney

Pilots in KILO Flight were:
Capt Samuel Chapman "Max" Maxwell

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Capt Raymond V. Moss
Capt John H. Busbee
Capt James R. Hostetter
Capt Lawrence G. Hoppe
1Lt William W. Koelm

Pilots in INDIA Flight were:
Capt Eddy J. Doerschlen
Capt John C. Jones
Capt Richard Smith
1Lt Charles G. Hofeleich, Jr.

12 TFS History, 1 Jan - 30 Jun 66, pgs 1 and 12.

30-Jun-66

4533

The following 20 F-105 pilots were assigned to the 12 TFS during the period 15 May - 30 June 1966:

Lt Col Robert L. Fair - Commander
Maj Robert T. Campbell - Operations Officer
Capt Dana B. Cromack - Asst Operations Officer
Capt Veron E. Frank - Flight Commander, INDIA Flight
Capt Anatole Semenov, Jr. - Flight Commander, JULIET Flight
Capt Eddy J. Doerschlen - Flight Commander, KILO Flight

LIMA flight had no personnel.

Pilots assigned to the three flights were:

INDIA Flight
Capt Malcolm B. Robertson
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Samuel E. Waters, Jr.
1Lt William W. Koelm

JULIET Flight
Capt Samuel Chapman "Max" Maxwell
Capt John C. Jones
Capt Philip C. Montagne
1Lt Vernon V. Sisney

KILO Flight
Capt Raymond V. Moss
Capt Richard Smith
Capt John H. Busbee
Capt Lawrence G. Hoppe
1Lt Charles G. Hofeleich, Jr.

12 TFS history, 1 Jan - 30 Jun 66, pgs 1 and 12.

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:

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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 K. 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 E. 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

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.

24-Apr-67

1276

The first four Ryan's Raiders crews arrived at the 388 TFW, Korat RTAFB, Thailand. They had been training on radar bombing at Yokota since March. These first crews, all F-105 pilots, were:

Capt Donald Heiliger with Maj Ben Pollard,
Capt Nicholas J. Donelson with Capt David W. Forgan,
Capt Peter P. Pitman with Capt Robert A. Stewart,
Capt Dave Burney with Capt Aquilla Friend Britt.

The four modified F-105Fs that they flew from Yokota were: 63-8269, 63-8312, 63-8345, and 63-8269.

The front seat pilots had been instructor pilots from the 35 TFS and 80 TFS at Yokota. Two of the IPs from the 35th, Capt Paul W. Hansen and Capt Lawrence E. Huggins, remained at Yokota. Larry Huggins explained why. "Paul Hansen did not deploy since he had already flown 100 missions over the north. I was not allowed to deploy because I had just finished revising the 5th AF

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SIOP target set and had a 'special' TS clearance." (Larry Huggins, e-mail 15 Dec 04.)

The rear seat pilots were recent graduates from McConnell's F-105 RTU. Captains Stewart and Forgan had graduated from F-105 RTU class 67ER on 6 January 1967. Maj Pollard and Capt Britt had graduated from F-105 RTU class 67FR on 13 February 1967.

Eleven other Ryan's Raider aircrew members arrived in May 1967. Four of these crews were:

Capt John F. Rehm with Capt Calvin Markwood
Capt Donald D. Henry with Capt James Wright
Capt George Bogert with Maj Donald S. Aunapu
1Lt William W. Koelm with Capt Al Esser

The group was initially assigned to the 34 TFS under the command of Lt Col Alan G. Nelson, but later operated as a provisional unit within the 13 TFS commanded by Lt Col Gerald F. "Jerry" Fitzgerald. On 1 June 1967, it was integrated as a separate operation of the 13 TFS when Lt Col Jim McInerney took over the squadron. The Ryan's Raiders were guided by Maj Ralph Kuster from the 469 TFS. Jim McInerney explained Maj Kuster's role: "... He was [388 TFW Commander] Colonel Chairsell's 'helper' having served under him at Spang."

Maj Frank L. Yow, Jr., the 388 TFW Weapons Officer, also helped the Raiders. "Maj Ralph Kuster and I worked with them and helped plan the missions although I disagreed with the way there were doing it."

"Because of changes in mission and compromise, the name of the project was changed from the original Project Northscope to Operation Commando Probe to Operation Commando Nail."

Before they had left Yokota, Capt Donelson recalled, "The crews called it Ryan's Raiders and created a special patch showing an F-105F with a golden screw through the rear cockpit. This represented the dissatisfaction of the pilots that had to occupy the rear cockpit." (Nicholas J. Donelson in *River Rats Vol III*, pgs 52 - 53.)

The 388 TFW history for the period October - December 1967 described the technical and operational problems encountered by the Raiders. "Several difficulties, some of which are not yet resolved, have complicated the operation of the Raiders. Chief among these was the challenge of electronics. Modifications were made to the R-14 radar. An expanded scope now provides an improved presentation. A fast sweep in the center of the scope allows the operation to have a fast constant paint of the target. New test equipment obtained from Yokota AFB have greatly improved the terrain avoidance and contour mapping capabilities. Still to come are replacement of the rear seat scope by a Cathode Ray Tube and the addition of a radar absolute altimeter. Daily improvements reflect the success of the efforts of our Armament and Electronics Squadron and our maintenance in general. Other difficulties encountered include incomplete maps and charts of North Vietnam, (a problem partly resolved by radar photography of these areas), and lack of experience in Raider operations and techniques, which necessitated exchange of information with the A-6 Intruder pilots of the Bonhomme Richard. Daily crew meetings under the inspiring leadership of Major Ralph L. Kuster, his knowledge and experience in the airplane, and devotion to duty, have been most successful in advancing the Raider program." (13 TFS history, 1 Apr - 31 July 1967, USAF microfilm NO584, frames 0038 - 0040.)

388 TFW history, Jan - Dec 67, USAF microfilm NO583, frames 1449 and 1582 & Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 133 & Frank Yow letter dated Sept 1, 1986 to Bauke Jan Douma.

26-Apr-67

5118

In a secret message to CINCPACAF (General Ryan), Hq 5th Air Force defined the daily reports

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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-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.

04-May-67

3813

On 4 May 1967, four more Ryan's Raiders crews arrived at Korat from training at Yokota. They flew in with the second set of four modified F-105Fs and were the second group of dual-pilot crews since the initial contingent of four crews arrived at Korat on 24 April 1967. The crews who were initially assigned to the 34 TFS were:

Capt John F. Rehm with Capt Calvin Markwood

George A. Bogert

F-105 History

Capt Donald D. Henry with Capt James Wright
Capt George Bogert with Maj Donald S. Aunapu
1Lt William W. Koelm with Capt Al Esser

The four front seat pilots were TDY from Kadena. Capt Rehm, Capt Bogert, and Lt Koelm were TDY from the 12 TFS. Capt Henry was from the 67 TFS. This was Lt Koelm's fifth TDY combat tour to SEA, and the third to the 388 TFW at Korat.

George Bogert told about his Ryan's Raider assignment. "I was 'volunteered' due to my 710 hours in the back seat of a 101B prior to Pilot Training. There is a reason the Raider Patch has a screw through the center of the airplane! Don Aunapu was a B-52 AC with a lot of experience in the R-14A radar and a terrific back seater. The missions were designed to keep the NVA awake at night and not a lot more. The Iron Hand support was designed as our radio relay, not to attack SAMs. I will reference another night strike, unknown date. Target was the Yen Bay Airfield. I don't know any crew that used the TA mode for an attack, everybody flew MEAs. We dropped off the tanker about 11:00 pm and descended to about 10,000 feet through Laos. The bad guys would light fires on the mountain tops after we passed to announce our arrival. We swung north to almost DNP, then straight southeast along the river. We got intermediate fire can cuts so they knew we were coming. The 105-F was like a Cadillac on a freeway at 100 miles an hour, just kept rolling. Never used burner, no lights. At about 15 miles, Don had the airfield centered and we used the TBC for a low toss of six 750s across the airfield. I'll never forget watching them hit as we rolled away and ducked for the river. It was also the first time they used search lights, which became a regular event. If we had gone straight across the target, you wouldn't be getting this e-mail. Our Iron Hand support was quite impressed. Another time we were chased out by a MIG well above us, he must have been their squadron commander. It was an interesting few months and enough night time to last me for a long time." (George Bogert, e-mail Saturday, April 21, 2012.)

Don Henry described his Ryan's Raider experience. "... We got much of our information thru Ben Pollard who was the tacit leader at Yokota due to seniority. ...The original Raiders flew exclusively at night and both commanders had primary day jobs. We didn't see them much and they didn't fly our night mission. We saw much more of the Wing Commander, Colonel Chairsell, who seemed to always drop by the planning room in the middle of the night to talk to us and attend many of our briefings. He also spent hours -- literally hours -- talking to our crews."

388 TFW history, Apr Dec 67, Vol II, 13 TFS history, 1 Apr - 31 July, microfilm NO584, frames 0044 - 0045 & Don Henry, e-mail, 16 Oct 2004.

28-May-67

5136

The 34 TFS Ryan's Raider crew of Capt George A. Bogert and Maj Donald S. Aunapu flew a night North Scope mission in F-105F 63-8346 with call sign "Nathan". Using the Toss Bomb Computer in the BTIP mode and flying at 4000 feet, they dropped six 500-pound bombs on target 960, the Yen Bay Railroad Yard. "Calibrated TA, clearance plane very bad. Refueled with Red Anchor 67, excellent. Direct [to Channel] 97. Direct 21-43N/ 103-42E, direct 22-10N/ 104-39E, direct target 21-42N/ 104-53E. Dropped in weather, thunderstorms from first TP all the way. Flew MEAs with Iron Hand support."

388 TFW TWX 280700Z May 67 to 7 AF in PACAF DO Read File for 27 - 29 May 67, AFHRA Call # K717.312, IRIS # 00518474.

01-Jun-67

4107

Lt Col James E. McInerney, Jr. replaced Lt Col Gerald F. "Jerry" Fitzgerald as commander of the 13 TFS. Lt Col Fitzgerald had just completed 100 missions over North Vietnam as well as 13 missions over Laos. On this same date, the Ryan's Raider crews in the 34 TFS transferred to the 13 TFS.

Lt Col McInerney, along with his EWO Capt Fred W. Shannon, had reported in to the squadron in

George A. Bogert

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March 1967 after they both had completed Wild Weasel Class 67WWIII-8 at Nellis. Lt Col McInerney was the squadron's Wild Weasel Operations Officer. He continued transitioning the Wild Weasel crews into the Ryan's Raider operation and releasing the Ryan's Raider back-seat pilots into the strike force as F-105D pilots.

Most Ryan's Raider back seat pilots transferred as strike pilots to other 388 TFW squadrons. For example, Capt Aquilla F. Britt transferred from the 34 TFS to the 469 TFS. Maj Francis "Frank" P. Walsh a rear seat pilot transferred to the strike mission in the 13th. However, pilots Maj James B. Register and Maj Kenneth D. Oliver remained with the Ryan's Raider Commando Nail mission when they transferred to the 13 TFS and flew together. The Ryan's Raider crew of Capt George A. Bogert and Capt Donald S. Aunapu also transferred to the 13 TFS.

388 TFW history, Apr - Dec 67, USAF microfilm NO 583, frame 1494 & Jim McInerney, e-mail 1 Nov 2004 & Nancy Fitzgerald 5 Nov 85 letter to Bauke Jan Douma.

29-Jun-67

1509

"Three areas of North Vietnam's Hoa Lac airfield were damaged by Air Force F-105 Thunderchief pilots who bombed the large enemy fighter base for the tenth time since the initial strike, April 24. Pilots from the 388 TFW bombed administrative support buildings plus two separate sections of runway. The northwest end of the runway was cratered in three places. Another runway at the east end of the field was also hit. Dark black smoke covered the field according to reports by the strike pilots."

"One MiG-17 was sighted on the ground and was inside the southernmost revetment. The extent of damage to the MiG was unknown. 'We could see bombs go right down the center of a secondary runway and cross the main runway,' said Maj William T. Twinting."

"Other Thunderchief crews had a busy day striking enemy rail targets north and northeast of Hanoi. Pilots from the 388 TFW hit the large Vu Chua railroad yard, 43 miles northeast of Hanoi."

Two Korat F-105D pilots striking targets this day were from the 44 TFS. The day's missions were designated RT56A-057. Lt Col Fred A. Treyz flew 62-4316 against a target at coordinates 21-04-9N and 105-13-36E. Maj William J. Kriz, flying 61-0068, attacked Kep railroad yard at 21-24-30N and 106-17-24E.

The 13 TFS Ryan's Raider crew of Capt George A. Bogert and Capt Donald S. Aunapu flew their last Ryan's Raider mission together. (Don Aunapu e-mail 6 Apr 2013)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1506 & NARA records Air Strike Films, Vietnam, Nat'l Archives Archive Control Number NWDNM(m)-342-USAF-41720B.

19-Jan-71

69

The 149 TFS, 192 TFG, Virginia ANG, Richmond VA, became the first ANG unit to be assigned the F-105D. They converted from F-84Fs. "The first Thud was delivered from McConnell AFB, Kansas, to Byrd Field on Jan. 19, 1970, by Maj. George A. Bogert, Air Force advisor to the 192nd." The unit became combat-ready in the fall of 1972 and flew the F-105 for the next 10 years, converting to the A-7D in February 1982.

George Bogert last flew the F-105 on 1 May 1975 by which time he had accumulated 2469.2 hours in the airplane.

Virginia's Top Gun. A Pictorial of the 192nd Tactical Fighter Group. Published in 1991. Pg 18 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.