

Robert E. Bryan

F-105 History

07-Jun-68

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The nineteenth F-105 RTU Class 68IR graduated at the 23 TFW, McConnell AFB KS. The class started on 5 Dec 67 with 27 students. Twenty six graduated. The incoming class consisted of 2 Capts and 25 2nd Lts, all recent graduates in the top 10% of the Undergraduate Pilot Training program.

"This class is unique in that it is the first class in which all members are recent graduates of the Undergraduate Pilot Training Program. ... They have no pilot experience other than that received in pilot training. This represented a marked contrast with previous F-105 RTU classes composed of older, more mature and experienced pilots."

To compensate for their inexperience, their course was increased from 92 to 120 flying hours for a total of 78 sorties (RTU course 1111106). On 8 Mar 68, student 2Lt Frank F. Perry III was killed in the crash of F-105D 62-4226 near Raymond KS.

The class deployed for conventional weapons delivery training to George AFB CA between 16 Apr - 9 May 68 with the 563 TFS. The squadron commander was Lt Col Joe W. Pickett. Capt Wyrewood Gowell was Top Student.

On 30 Apr 1968, while at George AFB, instructor pilot Maj Robert V. "Boris" Baird, ejected successfully from F-105D 61-0083 when it developed a flight control problem after takeoff.

The 10 May 1968 edition of The Wichita Eagle reported on the 563 TFS's return to McConnell after their deployment to George. "The 563rd Tactical Fighter Squadron at McConnell Air Force Base returned to Wichita Thursday after 23 days at George AFB, Calif. where it achieved a record 725 successful practice sorties.

"The student fighter squadrons at McConnell are sent to George for special aerial combat training as a routine but this was the first group of F-105 students to contain all recently commissioned second lieutenants.

"None of them are experienced pilots, but they are a good group,' said Maj. Robert B. Baird, flight commander. 'I experienced the only mishap during the 23-day exercise.' Baird was forced to eject from his craft April 30 when it developed flight control difficulty shortly after takeoff from George.

"McConnell is the training center for pilots in the F-105 Thunderchief fighter-bomber prior to assignment in Southeast Asia. Most students up to now had been experienced pilots who were converting from other aircraft to the 105, Baird said.

"This group of students had logged about 90 hours flying time in the Thunderchief during their training here before going to George where they flew about another 20 hours each.' Baird said. 'They will be required to complete about 10 additional hours flight time here, but they already have overseas orders for mid-June.'

"Most practice flights are over Smokey Hill Bombing and Gunnery Range near Salina, Kan.

"But when it comes time to fire on airborne targets, Kansas lacks sufficient air space.' Maj. Baird explained, so the squadron retreats to skies over the southern California desert. There they concentrate efforts on air-to-air combat practice and use of the Sidewinder missile.

"After graduation from flight training, the 26 class members will begin water survival training at Homestead AFB, Fla., before going overseas."

The students were:

Capt Wyrewood A. "Goose" Gowell 2Lt Eldon W. Joersz
Capt Kenneth G. Lindell 2Lt Charles A. Kennedy

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2Lt Salvatore A. Bonacasa	2Lt Peter J. Linsley
2Lt Donald S. Brown II	2Lt Harvey A. Marshall
2Lt Robert E. Bryan	2Lt Phillip A. Miller
2Lt Gary R. Confer	2Lt Frank F. Perry III
2Lt David Thomas Dinan III	2Lt John C. Pluta
2Lt Preston T. "Pres" Duke	2Lt Cecil L. Snell
2Lt Curtis S. "Scott" Hamme	2Lt Ronald D. Stafford
2Lt James N. Hammond	2Lt Marshall D. Tilley
2Lt Ronald A. Hoffmeyer	2Lt Richard R. Venturi
2Lt Clarence J. "Skip" Holm	2Lt Barry D. Wytenbach
2Lt David S. Hartman, Jr.	2Lt Robert John Zukowski
2Lt Lynn A. Aikman	

Twelve lieutenants -- Holm, Miller, Bryan, Wytenbach, Tilley, Confer, Dinan, Hoffmeyer, Hartman, Stafford, Venturi, and Zukowski -- were assigned to the 34 TFS and 469 TFS at Korat. Most arrived in early July 1968. Three of them were shot down: Dinan (twice) (KIA the second time), Zukowski (KIA), and Stafford (Rescued). On 13 July 1968, Confer's plane was hit over NVN and he crash landed at Udorn. He had minor injuries but the plane was destroyed.

23 TFW History, Jul - Dec 67 & Jan - Jun 68, USAF microfilm MO554 frame 2025.

19-Sep-68

F-105D 600428 469 TFS 388 TFW Korat Hit in the fuselage by 37-mm AAA while attacking a storage area. Crashed in RP-1, North Vietnam. 17-03N 107-03E Maj Elwyn Rex Capling 469 TFS pilot ejected on his 73rd mission and, despite rescue attempt, he was KIA. Call sign: "Scuba 01". "... Maj Elwyn Capling, 469 TFS, was shot down in RP-1 while on a strike mission. Cause of the loss was unknown. He was declared MIA." (388 TFW history)

Lt Col Victor R. Hollandsworth, the 469 TFS commander, recalled Maj Capling's loss. "We had one combat loss when I was CO; one of my flight commanders took a 57MM hit on a mission in package one, probably in the bomb bay tank area because the airplane went uncontrollable almost immediately. He ejected successfully - talked to other aircraft in the flight after ejection - but went off the air before the SAR forces arrived. He was listed as MIA until his remains were returned in 1980." (Victor Hollandsworth letter dated 30 Sept 1985 to Bauke Jan Douma.)

Capling's wingman was:

1Lt Robert E. Bryan - 469 TFS - Scuba 02.

Witnesses to the loss were:

Capt John L. Kretz
Capt Roy D. Bridges
Capt Wells T. Jackson
Capt Donald E. Harlan

Capling's flight took off from Korat at 07:36 and he was shot down at 08:45. "Maj Capling was pulling off his second rocket pass when his wingman observed the aircraft to be on fire. Almost simultaneously, Maj Capling called MAYDAY three times and began to climb, heading east toward the water. The wingman notified him that he had visual contact with him and asked him where he was headed. He did not reply. Seconds later, the aircraft rolled to the left and Maj Capling bailed out. He was observed by the wingman descending in the chute. A good beeper was heard. The wingman followed the chute down to 2,000' altitude. The FAC in the area continued to follow it to the ground and reported visual contact with the chute on the ground. He reported other flights diverted by CROWN. The wingman remained high in the target area until he had to leave to refuel. SAR efforts began at approximately 0900 hours. There

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was visual and voice contact with Maj Capling. He reported that he had a possible broken leg. SAR efforts were suspended at approximately 1253 hours due to loss of voice contact and heavy ground fire in the area. A beeper signal was heard for a short period later in the day and rescue aircraft reentered the area. Contact with Maj Capling could not be established during this second rescue effort and the forces withdrew again at 1711 hours due to heavy ground fire." ("PACAF Intelligence Index of USAF Personnel MIA/PW Southeast Asia", AFHRA Call # K717.6031-3, IRIS # 1028640, pg 4-122.)

"... Rex was flying his 73rd mission over North Vietnam and looking forward to crossing the Mekong River 'outbound.' However, ... he was shot down over the Quang Binh Province. He bailed out of his crippled 'Thud' and immediately established radio contact with the SAR aircraft that had converged on the scene. Airborne Rescue Forces in the area talked with him, knew he was alive and 'they tried like hell to get him out'. However, due to heavy ground fire and loss of radio contact, the rescue attempts were unsuccessful. Rex was never heard from again, even though he was alive on the ground and was a suspected POW.

"After nine years of silence from the North Vietnamese, a Presidential Commission on Americans Missing and Unaccounted for in Southeast Asia, was sent to Hanoi. It returned with Rex's remains which had been recovered from a grave in North Vietnam. On April 4, 1977, Rex was buried with full military honors at the Air Force Academy." (River Rats album)

(Rescue Mission Report 1-3-098-8263, Call # K318.2411-5, IRIS # 911233.)

He was born 15 July 1930 in Rosetown, Saskatchewan, Canada. He entered the service from Detroit, Michigan. He had accumulated 326.5 hours in the F-105. His name appears on the Vietnam War Memorial Wall on panel 43W line 33.

388 TFW History, Jul - Sep 68, USAF microfilm NO585, frame 0070 & Red River Valley Fighter Pilots Album, Vol 2, pg 96.

30-Sep-68

1520

469 TFS OPERATIONS OVERVIEW, JULY - SEPTEMBER 1968

"During the period between July 1 and Sept. 30, 1968, the 'World's Finest' flew 1,555 missions against targets in Laos and North Vietnam, flying a total of 3,759 combat hours. The squadron now has a total of 38,796 combat hours and 15,989 combat sorties in the theater.

"Continued bombing restrictions limited activity during this period to operations in Route Package One in North Vietnam and certain areas of Laos. Our main objective during the period as directed by 7th AF was the interdiction of vital lines of communications in Route Pack 1. Under the direction of Lt. Col. Victor R. Hollandsworth, the 469th maintained an outstanding record of superior mission accomplishment.

"This reporting period was accented by the arrival of the first group of new Undergraduate Pilot Training graduates to fly with the 469th Tactical Fighter Squadron in well over a year. The majority of the group were 1st Lieutenants, and although they did not possess extensive flying hours or experience, the quality of their performance left little doubt as to their desire and abilities. They have proven themselves extremely capable as tactical fighter pilots.

"On Aug. 10, 1968, Capt. Peter K. Foley completed his second 100 missions over North Vietnam. In his flight were three other 469th pilots completing their 100th mission, which made it the first 500 mission flight in the history of air operations against North Vietnam. In Capt. Foley's flight were Maj. Bryant Heston, Maj. Ford H. Smart and Capt. Christopher H. Brown. Other 469th pilots completing their 100th missions during the period were Majors James J. Mizner and Donald J. Sisk, Captains William O. Harris III, Nobe R. Koontz, Ronald R. Myers, Harold E. Murk, Thomas H. Platt, Robert L. Riedenauer and David M. Roeder.

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"In August and again in September, tragedy struck two members of the 469th. On Aug. 17, 1968, [a pilot] was killed in a freak landing accident at Da Nang Air Force Base in South Vietnam. On Sept. 19, 1968, [a Major] was shot down during a rocket delivery pass just north of the DMZ in North Vietnam. He ejected successfully from his disabled F-105 but was taken captive shortly after. ... Our sympathies go out to these men and to their families.

"The 469th Tactical Fighter Squadron will become an F-4E squadron on November 1968. Present members of the squadron will join the 34th Tactical Fighter Squadron here at Korat [RTAFB, Thailand] and some will transfer to the 355th Tactical Fighter Wing at Takhli. This conversion will mark both the end and beginning of one of the most significant chapters in the history of aerial warfare. The record of the F-105s of the 469th Tactical Fighter Squadron stands by itself. We are confident the new members of the 469th will carry on the outstanding accomplishments of the 469th in the months ahead."

As of 30 September 1968, the 469th had assigned 28 line pilots, two staff pilots, and five attached pilots. The pilots averaged 350.4 flying hours in the F-105. The pilots and their sortie counts were:

Name	Total Missions	Counters
Lt Col Victor R Hollandsworth	61	54 (469 TFS Commander)
Lt Col James H. Broussard	51	45
Lt Col John J. "Jack" Gaudion	15	13 (2nd Tour)
Maj Vandevender	7	2
Maj John F. O'Donnell	72	66
Capt Gene D. Hartman	91	75
Capt Ronald A. Shoemake	93	79
Capt Richard E. Tracey	41	36
Capt Barry G. Swarts	14	14
1Lt Robert John Zukowski	45	41
1Lt Robert Clifton Edmunds	39	35
Maj George C. Avila, Jr.	110	95
Maj Albert E. Opper	18	15
Capt Jack S. Houser	92	78
1Lt Robert E. Bryan	43	40
1Lt David Thomas Dinan III	49	40
1Lt Barry D. Wyttenbach	45	39
Maj Paul F. Swanson	60	55
Major Aultman Doty	37	35
Capt Douglas R. Young	22	13
Capt Joseph C. Howard	17	16
1Lt Phillip A. Miller	48	41
Maj Will Carroll, Jr.	87	74
Capt Kenneth G. Lindell	46	41
1Lt Clarence J. "Skip" Holm	44	40
1Lt Marshall D. Tilley	47	44
1Lt John W. Crotty	15	14
Col Alen K. McDonald	32	32 (388 TFW/VC)
Col Felix A. "Doc" Blanchard	85	75 (388 TFW Asst DO)
Lt Col Rufus M. "Mike" Monts III	110	99
Maj Sterling H. Wood	97	84
Maj Wicks	4	2
Capt Christopher H. Brown	115	102
Capt Robert L. Riedenauer	114	100
Capt David M. Roeder	115	100

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Capt Brown last flew the F-105 on 9 Oct 1968. Since his first flight on 1 Aug 67, he had accumulated 452.2 hours in the aircraft.

<http://www.wpafb.af.mil/museum/history/vietnam/469th/p36.htm> & 388 TFW History, Jul - Sep 68, USAF microfilm NO585, frame 0797 & 388 TFW History, July - Sep 1968, AFHRA microfilm NO585, frames 0274 - 0282.

03-Oct-68

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"... 388 TFW pilots were credited by FACS with damaging a barge, 33 miles west-northwest of Dong Hoi, (North Vietnam), with 20-mm cannon fire. Capt Jack S. Houser and 1st Lt Robert E. Bryan, 469 TFS, were two of the strike pilots."

Sawadee Flyer, Saturday, October 19, 1968, pg 1.

30-Oct-68

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F-105 pilots of the 469 TFS, 388 TFW, Korat RTAFB, Thailand, reached 40,000 hours of combat time in SEA, more than any other fighter squadron in Thailand. This mark was reached when the squadron commander, Lt Col Victor R. Hollandsworth, led a flight of four F-105s on a combat mission.

"The squadron was one of the first F-105 groups to be assigned to Southeast Asia, and since November, 1965, and up until the November 1, 1968 bombing halt, the 469th has participated in major strikes against North Vietnamese targets. ... " Other members of the flight were: 1Lt Robert E. Bryan, 1Lt John W. Crotty, and Capt Richard E. Tracey.

Col Hollandsworth recalled his combat tour in the 469th. This flight was "... my last flight as 469 TFS CO, and was among the last flown by the 469th as an F-105D Strike Squadron. ..."I flew 85 missions while CO of the 469th, of which 65 were 'counters' (over North Vietnam). ... I took over a job in Wing Maintenance for the balance of my tour, but continued to fly combat missions as an attached pilot with the 34 TFS. ... I flew my last mission (110th) on 15 March 69."

Hollandsworth was next assigned to the 18 TFW, Kadena AB, Okinawa. "The 18th had one squadron of THUDS then and was programmed to build to three (which is why I was sent there) but that never happened. I spent my tour there flying F-4s."

388 TFW History, Oct - Dec 68, USAF microfilm NO585 & Thunderchief Worldwide Report Vol IV No 3 November 1968 & Victor Hollandsworth letter dated 30 Sept 1985 to Bauke Jan Douma.

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
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

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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
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

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

17-Nov-68

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Under "Project 191" and TAC OPLAN 47 BUCK 9, the 469 TFS, 388 TFW, Korat RTAFB, Thailand, received 20 F-4Es and aircrews from the 40 TFS, 33 TFW, Eglin AFB, FL ending the squadron's 2 1/2 years of F-105 operations at Korat. Twenty-two F-4Es had left Eglin on 13 November 1968 non-stop with six refuelings en route. "Aircraft 21 and 22 were airborne spares to Hawaii and ground spares for the second leg to Guam. One of the airborne spares aborted into George AFB, Calif., when his centerline tank would not take fuel on the third refueling."

Aviation artist Keith Ferris flew in the rear cockpit of one of the F-4Es all the way to Korat. He had been commissioned to paint pictures for the Air Force art program.

"The aircraft were held 24 hours at Hickam AFB, Hawaii, due to heavy rain showers, which caused the tankers to exceed their takeoff/abort requirements. The first cell had started when the word came to abort and hold for 24 hours."

These were the first F-4Es deployed to SEA and this was the first time in its history the 388 TFW flew more than one type of aircraft. The F-4Es sported shark's mouths painted on their fuselages behind the gun.

The 388th Wing Commander, Col Paul P. Douglas, Jr., adopted F-4E 67-0288 as his own and had eight swastikas painted on the fuselage and his "Arkansas Traveler" emblem on the left intake. These were similar to the markings of his P-47D Thunderbolt that he named "The Arkansas Traveler", in which he shot down eight German planes during World War II, and to the markings he had applied to F-105D 59-1743, after he arrived at Korat on 24 January 1968. ("McDonnell F-4 Phantom, Spirit in the Skys", pgs 42 - 43.)

The F-4E's arrival at Korat was marked by an "... outstanding reception which was highlighted by a big parade, smoke bombs, a refreshing dip in the pool, and an open bar. ... Maj Gen Royal N. Baker, 7 AF, and Maj Gen Kenneth C. Dempster, Vice Chief, 13 Air Force, helped welcome the squadron"

"F-4Es were used in the same manner as the strike F-105 (D-model)." F-4Es were capable of carrying a greater ordnance load than the F-105Ds they replaced (eleven vs. six 750-lb bombs). The F-4E allowed an interval bomb release while the F-105 had a less versatile bomb selection capability.

"There were some initial problems involved in bringing the F-4E squadron into the wing. One problem was the deploying of an enhanced squadron, having a self-contained maintenance capability, to a consolidated wing which gathers all personnel into functional squadrons regardless of the specialist's AFSC. Aircraft specialists, such as the 322X1Q, F-4E radar technician, still had to be identified in a consolidated maintenance squadron.

"Also, the F-4E had no documentation camera installed. There was a KB-18 system for bombing evaluation, but no gunsight camera. The War Ready Supply Kit (WRSK) as supplied by the parent wing (33 TFW) was incomplete, missing 31 critical items. ... It was estimated that the WRSK arrived 97 percent complete."

The last commander of the 469 TFS with F-105s was Lt Col James H. Broussard. He was replaced on 18 November by Lt Col Edward Hillding who arrived with the F-4Es. After this conversion, the 388 TFW had two F-105 squadrons -- the 34 TFS (24 F-105Ds) and 44 TFS (16 F-105Fs and 5 F-105Ds).

Maj George C. Avila, Jr. was "... the last Thud pilot in the 469th...held over to set up the life support shop for the Es." (Keith Ferris, e-mail 15 Jan 2013). Maj Avila last flew the F-105 on 1 January 1969 by which time he had accumulated 433 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

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Capt Richard E. Tracey, 1Lt Robert E. Bryan, Capt Kenneth G. Lindell, 1Lt John W. Crotty, Maj Paul F. Swanson, 1Lt Marshall D. Tilley were some of the 469 TFS pilots who transferred to the 34 TFS.

The 40 TFS designation returned to the 33 TFW at Eglin to be rebuilt as another F-4E squadron, which equipped the 34 TFS when their F-4Es arrived at Korat on 11 May 1969.

*388 TFW History, Oct - Dec 68, USAF microfilm NO585, frame 1046 &
<http://www.wpafb.af.mil/museum/history/vietnam/469th/p38.htm>.*

25-Jan-69

04-Mar-69

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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 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 Sherrill, 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*

01-Jan-72

8043

Capt Robert E. Bryan flew the F-105 for the last time. Since his first flight in January 1968 he had accumulated 501.4 hours in the Thunderchief.

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