

Leo F. Callahan

F-105 History

31-May-62

5699

The 9 TFS, 49 TFW, gained one F-105 pilot in May 1962. He was Capt Leo F. Callahan.

49 TFW history, 1 Jan - 30 June 1962, pg 74, AFHRA call # K-WG-49-HI, IRIS # 450710.

31-Dec-63

5736

During the last half of 1963, the 9 TFS, 49 TFW, flew 3,420 hours in their F-105Ds. "All aircrews assigned to the squadron for the full reporting period, as well as those departing for the ZI, renewed their bombing and gunnery qualifications at Wheelus Air Base, Tripoli, Libya. Nine aircrews of this squadron made hi-flights to Brookley AFB, Ala. and return to Spangdahlem AB to exchange aircraft for 'Project Look Alike'."

The squadron's key personnel were:

Lt Col James A. Eaglen - Commander
Maj Donald K. "Danny" Salmon - Operations Officer
Maj Roosevelt L. "Rudy" Hestle, Jr. - Ass't Ops Officer (promoted from Captain during this period.)
Capt Leo F. Callahan - Weapons Officer
Capt Edmund A. Mackett - Flight Commander
Capt George V. Wish - Flight Commander
Capt Gerald J. Robinson - Flight Commander
Capt Buddie R. Reinbold - Flight Commander

The circular error averages for the squadron's simulated nuclear bombing scores for the past six months were:

Visual Lay Down (VLD) - 324'
Blind Lay Down (BLD) - 823'
Blind Identification Point (RIP) - 1612'
Visual Low Altitude Drogue Delivery (VLADD) - 521'
Visual Target Identification Point (VTIP) - 1770'

"Best individual CEAs were:"

Lt Col James A. Eaglen - VLD - 119'
Capt George V. Wish - RIP - 350'
Maj Cecil B. Juanarena - VTIP - 350' who was also best "overall squadron bomber". He had departed Spangdahlem in February 1963.

"The following personnel were awarded Select Crew status for the period 1 July 1962 - 31 December 1962: Lt Col James A. Eaglen, Capt Leo K. Thorsness, Capt Duane R. Mill, Capt Thomas R. Maher."

"During this period, a major turnover of aircrews was begun due to the normal rotation of personnel to the Zone of Interior. This turnover will continue for the next eighteen months. Some difficulty was experienced in getting newly assigned replacement pilots upgraded to OR status due to the fact that a majority have never flown the unit assigned aircraft. Further difficulty was encountered as winter weather precluded the flying of a large portion of training and Tac Eval low-level missions during the months of November and December."

Experienced F-105 pilots who left the squadron during the past six months were:

Capt James C. Morgan
Capt Anthony J. Gangol

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Capt Richard E. Strickland
Capt Leo K. Thorsness

New pilots joining the squadron were:

Capt George V. Wish
Capt Gerald J. Robinson
Capt Porter Thompson
Capt Charles E. Van Driel
Capt Edward M. Dobson
1Lt Robert D. Husemoller
1Lt Needham B. Jones
1Lt John Willard Swanson, Jr.

49 TFW history, 1 July - 31 Dec 1963, AFHRA call # K-WG-49-HI, IRIS # 450713.

30-Jun-64

5751

Since January 1964, pilots in the 9 TFS, 49 TFW, "... flew 2,941 hours to train and maintain proficiency in all phases of gunnery, instruments, refueling, and navigation. ... Fourteen crews became OR during the period [Jan - Jun 1964] with four of these not having had previous F-105 experience. Four additional crews remained non-OR at the end of the period."

Key personnel in the 9 TFS were:

Lt Col James A. Eaglen - Squadron Commander
Maj Donald K. "Danny" Salmon - Operations Officer
Capt Leo F. Callahan - Weapons Officer
Capt Luther W. Manuel - Flight Commander
Capt Edward M. Dobson - Flight Commander
Capt Gerald J. Robinson - Flight Commander
Capt Buddie R. Reinbold - Flight Commander

Due to the world-wide grounding of F-105s, "most pilots were not able to accomplish the required training and maintain currency in the aircraft with minimum flying at Spangdahlem The Wheelus detachment became inactive causing several pilots' gunnery qualifications to expire.

Two squadron pilots departed for other assignments in June 1964:

Capt Edmund A. Mackett - to Operation Bootstrap in Omaha, Nebraska
Capt Charles E. Van Driel - to the 49 TFW Tactical Operations Center

49 TFW history, 1 Jan - 30 June 1964, AFHRA call # K-WG-49-HI, IRIS # 450714.

31-Dec-64

5780

During the past six months, the 9 TFS, 49 TFW, "... flew 2,204 F-105 sorties for a total of 3,890:30 hours to train for and maintain proficiency in all phases of gunnery, navigation, instruments, and refueling."

Squadron key personnel were:

Lt Col Louis R. Vogt - Squadron Commander
Maj Donald K. "Danny" Salmon - Operations Officer
Maj Richard H. Schoeneman - Assistant Operations Officer
Maj Ralph L. Kitchens - Assistant Operations Officer
Capt Robert D. Beckel * - Weapons Officer

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The squadron had 25 line pilots. Those names marked with an asterisk (*) became 'Select Crews' during the past six months.

"A" Flight Pilots

Capt Luther W. Manuel - Commander
 Capt Donald T. Aukerman *
 Capt Vernon C. Madsen *
 Capt Porter Thompson
 1Lt Clifford W. Fieszel
 1Lt Needham B. Jones

"B" Flight Pilots

Capt Gerald L. Hawkins * - Commander
 Capt William Campfield
 Capt Merlyn H. Dethlefsen
 Capt Buddie R. Reinbold
 Capt John Q. Richmond
 Capt Jack R. Hall *

"C" Flight Pilots

Capt Edward M. Dobson - Commander
 Capt Donald E. Courter *
 Capt Lawrence G. Gerum
 Capt Thomas R. Maher
 Capt George V. Wish
 1Lt John Willard Swanson, Jr.

"D" Flight Pilots

Capt Gerald J. Robinson * - Commander
 Capt Thomas C. Bunn
 Capt Walter J. Brug
 Capt William Grieger
 Capt William E. Underwood
 Capt Thomas M. Madison
 1Lt Rowland F. "Frank" Smith, Jr.

"Capt Akerman also received the Squadron Overall Gunnery award."

"Capt Thomas M. Madison received the Air Medal for his handling of an aircraft emergency while he was stationed at Nellis AFB, Nevada."

The squadron had 8 attached pilots

Col John P. Flynn - 49 TFW Deputy Commander Operations
 Lt Col Joe W. Pickett - 49 TFW Ass't Dep Comm Operations
 Capt Anthony Gardecki - 49 TFW Tactical Evaluation
 Capt Leo F. Callahan - 49 TFW Tactical Evaluation
 Capt Harry E. Higgins - 49 TFW Combat Operations Center
 Capt Charles E. Van Driel - 49 TFW Combat Operations Center
 Lt Col Norman P. Phillips - 17 AF Tactical Evaluation
 Maj Fred L. Tracy - 17 AF Operations

49 TFW history, 1 Jul - 31 Dec 1964, AFHRA call # K-WG-49-HI, IRIS # 2-8541-3.

20-May-65 21-May-65

5827

After failing their first evaluation in March, the 49 TFW underwent a second 17th Air Force Tactical Evaluation on 20 - 21 May 1965. "A Weapons Control Center was established in the Combat Operations Center to monitor scores, compute standard bomb and rocket settings and wind correction factors, and publish exercise bulletins interpreting rules and procedures. The Weapons Control Center was manned by the Wing and Squadron Weapons Officers." The Wing Weapons Training Officer was Capt Leo F. Callahan. "Nuclear and non-nuclear bombing events were evaluated at Suippes and El Uotia Bombing Ranges. The 49th TFW Weapons Deliver Capability is listed below:"

Nuclear

Event	Weapons Delivered	Rqd Criteria	% Within Criteria	Unit CEP
VLAD	28	500' CEP	93%	300'
VIP	5	2000' CEP	50%	980'

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RLD	26	2000' CEP	81%	500'
RIP	38	3000' CEP	97%	1700'
Non-Nuclear				
Dive Bomb	52	140' CEP	52%	125'
Rocketry	80	65' CEP	59%	60'
Skip Bomb	86	50% Hits	78%	N/A
Strafe	28	15% Hits	71%	N/A

"The 49th TFW overall rating was satisfactory; a Unit C Rating Index C-1, fully Combat Ready was verified. ... The Materiel portion was passed satisfactorily with a few minor discrepancies."

49 TFS history, 1 Jan - 30 Jun 1965, AFHRA Call # KWG-HI Jan - Jun 1965, declassified extract.

30-Jun-65

5830

Since 1 January 1965, the 9 TFS, 49 TFW, "... flew 2724 sorties and totaled 4156 hours to train for and maintain proficiency in all required flying phases. The majority of bombing and gunnery training was accomplished on El Uotia Range by flying 706 sorties (1183 hours) from Wheelus AB, Libya. The remaining bombing and gunnery was performed on Siegenburg, Germany, and Suippes, France, ranges but the continental flying was mostly devoted to radar low-level navigation, instrument proficiency training, and simulated air strikes in support of army units. Four pilots ferried F-105D aircraft from Mobile Air Force Base, Alabama, to Spangdahlem Air Base to complete the return of 49th TFW aircraft from 'Project Look-Alike'.

"Five [squadron] pilots attended the Air Ground Operations School at Ramstein Air Base, Germany, and qualified as Forward Air Controllers. Forward Air Control duty tours were fulfilled by 10 pilots with units of the Second Armored Cavalry Regiment, Nuremberg, Germany, and the Third Infantry Division (Mechanized), Wuerzburg, Germany. Also two pilots were Range Officers at Siegenburg Range... and one pilot at Suippes Range ..."

The pilots assigned and attached to the 9 TFS were:

Maj Richard H. Schoeneman - Squadron Commander
Maj Lloyd C. Smith - Operations Officer
Maj Ralph L. Kitchens - Assistant Operations Officer

"A" Flight

Capt Donald C. Armstrong - Flt Commander
Capt Luther W. Manuel
Capt Jack R. Hall
Capt Jackie D. Stokes
Capt Porter Thompson
1Lt Rowland F. "Frank" Smith, Jr.
1Lt Steven J. Savonen

"C" Flight

Capt Thomas M. Madison - Flt Commander
Capt Gerald L. Hawkins
Capt William E. Underwood
Capt George C. Forstner
1Lt Clifford W. Fieszal

"B" Flight

Capt William Campfield - Flt Commander
Capt William Grieger
Capt Richard B. Bugada
1Lt Needham B. Jones
1Lt James T. Hannam

"D" Flight

Capt Edward M. Dobson - Flt Commander
Capt George V. Wish
Capt Walter J. Brug, Jr.
Capt Robert D. Beckel
Capt Lawrence G. Gerum
1Lt Jack A. Phillips
1Lt John Willard Swanson, Jr.

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Attached Pilots

Col John P. Flynn - 49 TFW Deputy Commander Operations
Lt Col Joe W. Pickett - 49 TFW Asst. Deputy Commander Operations
Capt Leo F. Callahan - 49 TFW Tactical Training
Capt Anthony Gardecki - 49 TFW Tactical Evaluation
Capt Harry E. Higgins - 49 TFW Combat Operations Center
Capt Gerald J. Robinson - 49 TFW Combat Operations Center
Capt Charles E. Van Driel - 49 TFW Combat Operations Center
Lt Col Norman P. Phillips - 17 AF Tactical Evaluation
Capt William Bryan - 17 AF Operations

49 TFS history, 1 Jan - 30 Jun 1965, AFHRA Call # KWG-49-HI Jan - Jun 1965, declassified extract.

17-Jan-67

1090

F-105 pilots of the 421 TFS and 34 TFS, 388 TFW, struck the Thai Nguyen Railroad classification yard (JCS 21.11) at 21-33-33N and 105-51-05E. Returning pilots reported, "... 8 - 10 large sections exploded and numerous smaller explosions. CBU impacts were on flak sites northwest of target. Whole area covered with black and brown smoke. Of 14 rail lines, 1 is serviceable and 1 possibly serviceable, 12 pieces of rolling stock derailed and damaged. Repair and service area heavily damaged. Fairly accurate 37/57/85-mm also heavy barrage. Heaviest flak from northwest of the target. Saw MIGs inbound but they could not get behind the flights."

"Three of the strike flights were flown by members of the 34 TFS. The Force Commander was Maj Carl W. McKenzie [the squadron's Operations Officer] ... and the Deputy Commander was Maj William E. Augsburger Flight assignment was as follows:

"Dallas" - Maj McKenzie, Capt William W. Kennedy, Maj Augsburger, Capt Jackie R. Youngblood.

"Blackjack" - Maj Leo F. Callahan, Maj Earl Johnston, Maj Robert G. Miner, Capt John W. Swanson, Jr.

"Flapper" - Maj Homer T. Terry, 1Lt Gary G. Catren, Capt Alan J. Fick.

"Flak in the target area was described as light to moderate 37/57-MM. Bomb damage was extensive as supported by bomb damage assessment photos."

Homer Terry described the mission. "We ... received orders from the White House to take out the railroad marshalling yard adjacent to the steel mill by a maximum effort of forces from Korat and Takhli; 16 aircraft each from Korat and Takhli. Korat was in first and I was leading the fourth flight. We rolled into our dive bomb runs and were off target in very quick order. I had a problem! When I pushed my bomb release button, my bombs did not release. As I started to pull off target, I ejected my entire rack. No one ever asked about the collateral damage that was inflicted on the roundhouse.

"Takhli followed close behind us. Neither base suffered an aircraft loss. Photo recon showed the marshalling yard was obliterated, but about ten days later recon photos showed the North Viets had laid several tracks back into place and the steel mill had not yet suffered any great loss of production from the actions we had taken." (Homer Terry memoir, "Destroying The Steel making Capability of NVN #2", via e-mail 27 March 2010.)

As Flapper Lead, Maj Terry was awarded the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot in Southeast Asia on 17 January 1967. On that date, while attacking a high priority target, despite concentrated and accurate ground fire, continuous missile warnings and MiG

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warnings, he delivered his ordnance with unerring accuracy causing extensive damage to the target. ... "

Maj Raymond D. Anderson from the 421 TFS was awarded a Silver Star for gallantry for flying on this mission. (7AF SO G-374 14 Mar 1967)

The F-105F Wild Weasel crew of Capt Jerry N. Hoblit and EWO Capt Thomas W. Wilson, Jr. from the 357 TFS at Takhli, were each awarded a Silver Star for supporting a mission near Hanoi on this date. They decoyed SAM sites to protect the force, bombed one site, and suppressed two others with anti-radiation missiles. (E-Mail, Tom Wilson to Ron Thurlow, 7 Jul 2003.)

Jerry Hoblit's Silver Star citation read in part, "...Captain Hoblit led a flight of four fighter-bomber aircraft and purposely set himself up as a decoy for hostile surface-to-air missiles which would have been fired at a friendly strike force. His display of fine flying skills used to out-manuever the missiles fired at his flight was outstanding. Captain Hoblit went on to destroy one SAM site and to suppress two other SAM sites during the period of the bombing attack. Captain Hoblit's courageous and daring tactics were instrumental in bringing home the strike force that day without the loss of a single aircraft. ...". (Headquarters, 7th Air Force, Special Order G-801 (June 6, 1967) posted at <http://projects.militarytimes.com/citations-medals-awards/recipient.php?recipientid=3466>.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1218 & Homer Terry, letter to Ron Thurlow, undated.

18-Jan-67

1512

Four flights of F-105s from the 388 TFW "... struck the Don Muc Railroad Bridge (21-27-12N 106-14-01E). Especially significant, was the fact that the entire strike force was flown by pilots of the 34 TFS. This was the first time in the history of the 388 TFW that one of its assigned squadrons conducted a complete strike from within its own resources."

"The Force Commander was Lt Col Richard M. Heyman, Jr., and the Deputy Force Commander was Capt David E. Weaver. Flight assignment was as follows:

"Muskrat" - Lt Col Heyman, 1Lt Donald O. Austin, Capt Weaver, 1Lt Catren.

"Rip" - Maj William E. Augsburg, Maj Clarence Kough, Jr., Maj Edward C. Jones, Capt Alan J. Fick.

"Tamale" - Maj McKenzie, Capt William W. Kennedy (two members were forced to air abort).

"Cheetah" - Maj Callahan, Maj Earl Johnston, Capt John W. Swanson, Jr. (one member air aborted)."

"The flights reported heavy AAA in the target area and also 15 NM from the target during ingress and egress. Heavy 85 mm was encountered during the ingress and egress to the target. BDA photos ... substantiated pilot observations as two spans of the bridge were destroyed, leaving it in an unservicable condition."

Maj Augsburg was awarded a Silver Star for gallantry for flying this mission. (7th AF SO G374 14 March 1967)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1218 and 1219.

01-Feb-67

2546

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 43rd combat mission. Two F-105Fs each carrying two 1,000-pound bombs and two F-105Ds carrying six 500-pound bombs.

"Carbine" flight. Take off at 0650. TOT 0815.

Carbine 1 - Maj Leo F. Callahan/Maj Alfred J. "Lash" Lagrou, Jr. flying F-105F 63-8330

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Carbine 2 - Col William S. Chairsell flying F-105D 61-0132
Carbine 3 - Maj Marlin R. Blake and Maj John R. DesJardins flying F-105F 63-8302
Carbine 4 - Capt David H. Coats flying F-105D 58-1169
Spare - Maj Eugene L. Main in F-105D 60-0432

Carbine was the second of three F-105 flights from Korat: Domino (0645 takeoff), Carbine (0650 takeoff), Neptune (0715 takeoff).

100 Mission Log of Maj. Marlin R. Blake.

04-Feb-67

1515

F-105s from Korat and Takhli conducted a "... full scale strike ... against (JCS 60), [the] Thai Nguyen Army Supply complex [BE 616-0210 at coordinates 21-38-18N and 105-51-04E]. The 34 TFS [from the 388 TFW] supplied three strike flights and led the entire strike force. Mission Commander was Maj Edward C. Jones. Flight lineup [was] as follows:

"Hotdog" - Maj Edward C. Jones, Capt Donald S. Aunapu, Maj Leo F. Callahan, Maj Clarence Kough, Jr.

"Domino" - Maj William E. Augsburg, Capt Coy W. Gammage, Maj William C. Eagle, Capt William W. Kennedy.

"Acorn" - Lt Col Richard M. Heyman, Jr., 1Lt Donald O. Austin, Maj Homer T. Terry, Maj Harry Pawlik."

Pilots from the 469 TFS also participated in the strike.

"Strike flights were loaded with 3,000-pound GP bombs (M-118s). The strike was most successful and although no BDA is yet available the target was heavily damaged. Strike cameras carried by the second flight recorded the results of the flak suppression attack. The CBU-24s were released on target and gave complete coverage Pilots reported very light inaccurate 37/57/85-MM AAA in the target area. Nine SAMs were observed to airburst within five nautical miles of the strike flights on the inbound run, and four SAMs observed to air-burst within ten nautical miles. During egress from target, 8 MiG aircraft were observed during the attack."

As Hotdog 1, mission commander Maj Edward C. Jones received the Silver Star for leading this mission. (Ed Jones letter to Ron Thurlow, 25 March 01.) His citation read, in part, "... Maj Jones was the mission commander in the lead of 40 aircraft directed to attack and destroy a complex Army supply depot. With a complete disregard for his personal safety, he successfully led his strike force through intense AAA, SAM launches, and hostile aircraft to accomplish the assigned mission. ..." (Ed Jones e-mail 26 Apr 2010.)

As Hotdog 2, Capt Donald B. Aunapu was awarded the DFC for heroism. "... Captain Aunapu was a member of a flight of four F-105 aircraft on a strike against a vital army supply depot. With complete disregard for his personal safety in the face of intense ground fire and accompanying threats of surface-to-air missiles and MiG aircraft, Captain Aunapu attacked the target and shared in its destruction. ..." (Citation from Don Aunapu, 15 Apr 2013.)

As Acorn 3, Maj Homer T. Terry received the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 4 February 1967. On that date, Maj Terry attacked a high priority target at Thai Nguyen, North Vietnam. Despite intense and accurate hostile ground fire, continuous surface-to-air missile warnings and numerous launches, he delivered his ordnance with unerring accuracy on the target, causing extensive damage. ..." (Homer Terry, letter to Ron Thurlow, undated.)

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Maj Ralph Laurence Carlock from the 357 TFS, 355 TFW, was awarded the Silver Star for gallantry for flying on this mission. The award was made posthumously after he died in combat in Laos on 4 March 1967. (Hq 7th AF SO G-453 dated 29 March 1967.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1221 and 1222.

05-Feb-67

2549

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 45th combat mission. One F-105F carrying two 1,000-pound bombs and three F-105Ds each carrying six 750-pound bombs.

"Leech" flight. Takeoff at 0625.

Leach 1 - Maj Leo F. Callahan/ Major Marlin R. Blake flying F-105F 62-4446

Leach 2 - Capt David H. Coats flying F-105D 59-1760

Leach 3 - Capt Charles F. "Fred" Wilhelm flying F-105D 60-0444

Leach 4 - Capt Edgar W. "Ed" Michie flying F-105D 60-0449

Spare - Maj Eugene L. Main in F-105D 60-0220

Leach was third of five F-105 flights from Korat: Merc, Fearless, Leech, Ozark, Nelson.

"Radar bombing in Mu Gia Pass. No good."

100 Mission Log of Maj. Marlin R. Blake

07-Feb-67

2562

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 46th combat mission. One F-105F carrying two 1,000-pound bombs and three F-105Ds each carrying six 750-pound bombs.

"Reuben" flight. Takeoff at 1340. TOT 1450.

Reuben 1 - Major Marlin R. Blake and Maj Leo F. Callahan flying F-105F 62-4446.

Reuben 2 - Capt David H. Coats flying F-105D 62-4316

Reuben 3 - Maj Eugene L. Main flying F-105D 61-0132

Reuben 4 - Capt Jackie E. Moothart flying F-105D 60-0424

Spare - Capt Charles F. "Fred" Wilhelm in F-105D 58-1152

"Radar bombing on NW railroad near Yen Bai. Low under cast so couldn't see hits but run was perfect. Refueled once." The target was at coordinates 21-45N and 104-50E.

100 Mission Log of Maj. Marlin R. Blake

14-Feb-67

2563

Maj. Marlin R. Blake from the 13 TFS, 388 TFW, Korat, RTAFB, Thailand, flew his 47th and 48th combat missions. One F-105F carrying four 750-pound bombs and seven F-105Ds each carrying six 750-pound bombs.

"Pistol" flight. Takeoff at 0730. TOT 0825.

Pistol 1 - Major Marlin R. Blake and Maj Leo F. Callahan flying F-105F 62-4446.

Pistol 2 - Capt David H. Coats flying F-105D 60-0425

Spare - Capt Charles F. "Fred" Wilhelm in F-105D 61-0132

"Refueled. Radar bombed in Mu Gia Pass. Two separate missions. Looks good."

100 Mission Log of Maj. Marlin R. Blake

31-Mar-67

5156

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Six pilots assigned to the 34 TFS at Korat completed flying 100 missions during March 1967. They were:

Capt Alan J. Fick
Maj Leo F. Callahan
Capt Coy W. Gammage
Lt Col Richard M. "Dick" Heyman, Jr.
Capt Donald J. Hankins
Maj Edward C. Jones

His 100th mission was Capt Fick's last flight in the F-105. He had accumulated 344 hours in the airplane.

It was also Leo Callahan's last F-105 flight. Since his first in May 1962, he had flown 912 hours in the aircraft.

Capt Hankins last flew the F-105 in June 1967. He had accumulated 334.3 hours in the airplane.

After Maj Jones had flown his 100th mission, he volunteered to remain at Korat as a Functional Check Flight (FCF) pilot for an additional three months to allow his reassignment to the States in June 1967, after his children had finished their school year. The 388 TFW commander, Col Chairsell, agreed with his request and allowed him to fly one combat mission each month to qualify for combat pay. By the time he left Korat, he had flown 103 counters over North Vietnam and 27 other combat missions to Laos.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Ed Jones, phone interview, 26 April 2010 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

15-May-67

2364

(Approximate date). "In two separate recent ceremonies, one at Nellis AFB in Las Vegas and the other in Washington, 12 F-105 pilots were awarded 100-mission certificates." The pilots were:

Maj Gordon B. Michelson	Col Robert E. "Bobby" Wayne
Maj William L. Broomall	Maj Joseph F. Hansard, Jr.
Lt Col Howard W. Leaf	Capt Norman L. "Norm" Suits
Maj William F. Loyd, Jr.	Maj John E. Malone
Maj Robert K. Dundas	1Lt Henry R. Hutson III
Maj Daniel G. McIntosh	Maj Thomas H. Curtis
Maj Leo F. Callahan	

Thunderchief Worldwide Report, Vol II No 10, Jun 67.

31-Dec-18

8011

Lt Col (Ret) Leo F. Callahan, RIP

On Monday, December 31, 2018, Leo Callahan, loving husband, father, grandfather, and brother, passed away at the age of eighty-seven.

Leo was born on October 28, 1931 in Quincy, Massachusetts. He attended Stigmatine Fathers Seminary School for 1.5 years before enlisting in the U.S. Air Force in 1951. He was accepted into the Aviation Cadet Program with a commission, earning his wings. He served as a fighter pilot for Tactical Air Command including an assignment at the Fighter Weapons School at Nellis AFB. Leo served in Vietnam from October 1966 to April 1967 in the 34th Tactical Fighter Squadron [34 TFS] at Korat RTAFB, Thailand, and he flew 100 combat missions over North Vietnam in the F-105D

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aircraft. Leo had the distinction of serving in the first operational F-100 Tactical Fighter Wing in Europe at Bitburg AFB Germany in 1956 and the last F-100 Wing at RAF Lakenheath, England in 1972. Leo's love of flying was obvious to friends and family who enjoyed his wonderful stories from his long and inspiring career.

After retiring from the Air Force in 1980, he embarked on a second career in real estate for Goodman Segar Hogan in Hampton, Virginia for ten years. In retirement, he was a dedicated volunteer, delivering Meals on Wheels to seniors and driving for the Disabled American Veterans (DAV) for many years. Leo was an avid golfer for most of his life. He had a passion for flying, and so in retirement, he enjoyed outings in his RANS S-12 experimental aircraft and spending time with his flying club, the Southeast Virginia Light Aircraft Flyers. He took many family members, friends, and other individuals flying in this plane. Many events including fly-ins and picnics were held at New Quarter Farm Airport in Gloucester, Virginia, where he was a regular presence.

Leo is survived by his wife of 59 years, Arleen Lohr Callahan. The two met in Denver, Colorado and were married on October 24, 1959. They enjoyed extensive travel throughout the world during Leo's Air Force career with assignments in Spangdahlem AFB Germany and RAF Lakenheath England. Leo and Arleen raised two children, Ann George and John.

Leo was preceded in death by his father, Jerimiah, and his mother, Marie, as well as his brother, John, and sister, Mary. He is also survived by his daughter, Ann (Abraham); son, John (Serena); and many grandchildren.

A celebration of Lt. Col. Callahan's life was held on January 6, 2019 at Parklawn-Wood Funeral Home and Memorial Park. The family received friends following the service. A Mass of the Resurrection was held on January 7, 2019 at St. Joseph Catholic Church, Hampton, Virginia. An inurnment will be held in Arlington National Cemetery at a later date with full honors rendered by the U.S. Air Force Honor Guard.

Friends are encouraged to visit www.parklawn-woodfh.com to share memories and words of condolence with the family.

RATNet Digest January 13, 2019.