

David J. Carroll

F-105 History

11-Feb-68

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The seventeenth F-105 RTU Class 68FR graduated at McConnell AFB KS. The class started on 27 Aug 67 with 29 students, but 25 completed the course. Maj David J. Carroll dropped out for medical reasons. Lt Col George M. Wentch joined the class in the formation phase on 1 October 1967.

Maj Kenneth E. Lamberton became the fourth RTU student killed in the crash of F-105D 61-0143 on 14 Nov 67 during air-to-ground rocket training at the Smoky Hill Range.

The class deployed for conventional weapons delivery training to George AFB CA between 23 Jan - 8 Feb 68 with the 561 TFS. The squadron commander was Lt Col Harry D. Sultzter, Jr. Maj Richard Matthews was the top student and shared Top Gun with Maj Russ Youngblood.

This was the largest RTU conducted at McConnell to date and required two IPs on a 30-day TDY from Nellis AFB to aid the transition of the class. The students were:

Col David William Winn	Maj Robert E. Evans
Lt Col Guy J. "Jack" Sherrill	Maj Arthur E. Hood
Lt Col George M. Wentsch	Maj Clarence E. Langford
Lt Col Jack Modica, Jr.	Maj James R. Gibbons
Maj George C. Avila, Jr.	Maj Richard D. Matthews
Maj William W. Berkman	Maj Samuel L. Ray, Jr.
Maj Bill V. Brown	Maj Albert L. Villaret
Maj Seymour R. Bass	Capt Richard Kenneth Allee
Maj Russell A. Youngblood	Capt Darrell J. Ahrens
Maj Ralph D. Waddell, Jr.	Capt Robert C. Amos
Maj Raymond M. Viscarra	Capt Thomas O. Carlson
Maj Eugene E. Cirillo	Capt Jack D. Brooks
Maj David J. Carroll	Capt Donald D. "Dudley" Swofford

The ranking class member, Col Winn, "... was born in Austin, Minn., in 1923. He graduated from Austin Central High in 1941 and attended Carroll College, Waukesha, Wis., until he enlisted as an aviation cadet in the U.S. Army Air Corps in February 1942. He was commissioned a second lieutenant and received his pilot wings in February 1943.

"During World War II, General Winn served with the Twelfth Air Force and flew combat missions in the B-26 and P-38 aircraft from Sardinia and Italy. He returned to the United States in November 1944 and flew Mustangs, Thunderbolts and P-80s as a gunnery instructor in the Air Training Command fighter-gunnery research squadron. General Winn separated from the Air Force in 1948 and returned to school at the University of Minnesota. He was a member of the Minnesota Air National Guard until he was recalled to active duty in February 1951.

"General Winn served with the 109th Fighter Squadron at Minneapolis until August 1952. He then was transferred to Germany where he became a squadron operations officer in the 86th Fighter Wing. In August 1955 he was assigned to the 94th Fighter Squadron at Selfridge Air Force Base, Mich. In 1958 General Winn resumed studies at the University of Minnesota under Project Bootstrap and graduated in August of that year with a bachelor of arts degree in journalism.

"His next assignment was to Headquarters Air Defense Command at Ent Air Force Base, Colo., where he served until July 1962 as a member of the Air Defense Command tactical evaluation unit and operational readiness inspection team as chief of the Operational Readiness Inspection Branch and flew F-102 and F-106 aircraft.

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"From July 1962 to May 1964, he was an exchange officer with the Royal Air Force, flying Hawker Hunters and English Electric Lightnings. He completed this tour of duty as an operations staff officer at Fighter Command Headquarters.

"He next was assigned to the Organization of the Joint Chiefs of Staff as military secretary of the United States section of the Canada-United States Military Cooperation Committee and of the Canada-United States Regional Planning Group, NATO, in Washington, D.C. From July 1966 to June 1967, General Winn attended the National War College and completed graduate studies in international affairs at The George Washington University.

"In March 1968 he was assigned to the 355th Tactical Fighter Wing at Takhli Royal Thai Air Force Base, Thailand, as assistant deputy commander, operations. ... " (USAF general officer bio at <http://www.af.mil/AboutUs/Biographies/Display/tabid/225/Article/105193/brigadier-general-david-winn.aspx>.)

23 TFW History, Jul - Dec 67, USAF microfilm MO554, frames 1024, 1071, and 1138.

05-Apr-68

242

The eighteenth F-105 RTU Class 68HR graduated at the 23 TFW, McConnell AFB KS. The class started on 2 Nov 67 with 26 students. Twenty five graduated -- 2 Lt Cols, 13 Maj's and 10 Capt's. This was the 23 TFW's first RTU class in which the students reported to McConnell PCS instead of TDY. This status allowed the 23 TFW to obtain each student's follow-on assignment rather than requesting it from the student's previous base.

The class deployed 30 F-105s for conventional weapons delivery training to George AFB CA between 12 - 28 Mar 68 with the 562 TFS. The squadron commander was Lt Col James L. Flowers. Maj Elwyn R. Capling was the Outstanding Graduate.

The class graduates were:

Lt Col Lewis R. "Benny" Bennington	Maj Daniel P. Van Sickle
Lt Col Robert J. Klingensmith, Jr.	Maj Richard E. White
Maj Joseph H. Brotherston	Capt Harry I. Axakowsky
Maj Elwyn Rex Capling	Capt Oral L. Bell
Maj David J. Carroll	Capt Ronald M. Cole
Maj Forrest G. "Dupe" Dupree	Capt Ralph E. Durnbaugh
Maj Victor R. Hollandsworth	Capt Gene D. Hartman
Maj Edwin C. Johnson	Capt Jack S. Houser
Maj Donald E. Kelley	Capt Ronald A. Shoemaker
Maj Walton G. Kilbourn, Jr.	Capt William M. Snow, Jr.
Maj Joseph W. O'Toole	Capt Tom E. Steward, Jr.
Maj Curtis Patterson	Capt Willis M. Thompson
Maj Jimmey N. Phipps	

Prior to his F-105 training, Capt Durnbaugh was a T-37 Stan/Eval pilot in the 3510 TFG (Air Force Instructor Training) at Randolph AFB, TX. After completing F-105 upgrade, he was assigned to the 34 TFS at Korat, where he arrived in April 1968.

23 TFW History, Jul - Dec 67 & Jan - Jun 68, USAF microfilm MO554 & Ralph Durnbaugh, e-mail 7 April 2010.

25-Jan-69

04-Mar-69

344

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,

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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.

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 Sherril, 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

24-Aug-03

7836

Former 34 TFS F-105 pilot Lt Col David J. Carroll died. He was buried in the Mission San Luis Rey Cemetery, Oceanside California. He was born 15 Feb 1930. He last flew the F-105 in March 1969 and had accumulated 517.2 hours in the aircraft.

<https://billiongraves.com/grave/David-J-Carroll/10477621>