

# John W. Crotty

## F-105 History

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15-Jul-68

247

The twenty-first F-105 RTU Class 69AR graduated at the 23 TFW, McConnell AFB KS. The class started on 19 Feb 68 with 21 students: 2 Lt Cols, 10 Majors, 5 Captains and 3 2Lts. Twenty students graduated. The class deployed 24 F-105s for conventional weapons delivery training to George AFB CA between 18 Jun - 3 Jul 68 with the 561 TFS. The squadron commander was Lt Col Harry D. Sultzer, Jr.

Student pilots were:

Lt Col Isaac M. Glass	Capt Walter E. Ackerlund
Lt Col Herbert L. Sherrill	Capt Peter Beeble
Maj Richard Doran	Capt Carl W. Blough
Maj Billy G. Dornberger	Capt Robert M. Howard, Jr.
Maj Manford C. Holly, Jr.	Capt Barry G. Swarts
Maj Albert E. Oppel	Capt Douglas R. Young
Maj Ernest J. Ratliff	2Lt John W. Crotty
Maj Joseph Reynes	2Lt Edward J. Gabriel, Jr.
Maj Wycliffe Steele, Jr.	2Lt Gerald A. Vink
Maj William H. Talley	
Maj James R. Turpen	
Maj Sheldon H. Cooper	

The Outstanding Graduate was Capt Sheldon H. Cooper who went to the 34 TFS at Korat. The Top Gun was Capt Peter Beeble who was assigned to the 333 TFS at Takhli.

During their two weeks at George AFB, the class practiced missions for air refueling, navigation, ACM, AGM-12B, AIM-9B and air-to-air dart firing. ... ACM training was hindered because scissors maneuvers were removed from the program." The class flew a total of 412 sorties and 488 hours and fired 20 AIM-9Bs and 20 AGM-12Bs.

Four pilots from this class went on to complete follow-on "Combat Nail" training for radar bombing with the 4519 CCTS at McConnell. These pilots were joined in their training by four Navigator/Bombardiers and were the first of the crews of this type who received this training to be assigned to the F-105F Commando Nail missions in SEA. They completed their training under course 111506K on 9 August 1968 and were assigned to the 44 TFS at Korat.

Four other pilots went to Wild Weasel training at Nellis. They attended WW Class 68WW III-25 (69-C-WW) and were also assigned to the 44 TFS. They were:

Maj Billy G. Dornberger (WW# 548)  
Maj Joseph Reynes (WW# 551)  
Lt Col Herbert L. Sherrill (WW# 545)  
Maj William H. Talley (WW# 554)

On 2 May 1968, Maj Dornberger and his wife "... were sailing on Cheny Reservoir in a 21-foot fiberglass sailboat. Mrs. Dornberger was heard to fall and slip overboard. All search efforts were unsuccessful and dragging operations were underway when two fishermen observed her body floating in shallow water." She was 29 years old. (TWX 031510Z May 68 rescue report, Det 16 03-2 May 68 in AFHRA folder K318.241-2 IRIS 1008898.)

"Bill Talley was born in 1932 in Sayre, Oklahoma. He was commissioned through the Air Force ROTC Program at Oklahoma A&M College on May 28, 1955, and went on active duty beginning August 18, 1955. Lt Talley next completed Undergraduate Pilot Training and was awarded his pilot wings at Webb AFB, Texas, in September 1956. After completing advanced fighter training and reconnaissance school, he was assigned to the 29th, 20th, and 17th

## John W. Crotty F-105 History

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Tactical Reconnaissance Squadrons (TRS) at Shaw AFB, South Carolina, from September 1957 to May 1959, and then with the 17th TRS deployed to Laon AB, France, from May 1959 to June 1962. His next assignment was as an instructor pilot and flight test maintenance officer with the 3575th Pilot Training Wing at Vance AFB, Oklahoma, from August 1962 to October 1966, followed by service as a flight test maintenance officer with the 3630th and 3750th Consolidated Maintenance Squadrons at Sheppard AFB, Texas, from October 1966 to February 1968." (<http://veterantributes.org/TributeDetail.php?recordID=823>)

*23 TFW History, Jan - Jun 68, USAF microfilm MO554, frames 0117 - 0118.*

**31-Aug-68      30-Sep-68**

4133

The 388 TFW history listed the aircrews assigned to the 469 TFS and the number of sorties each had flown as of the end of August and September 1968.

469 TFS	Sorties	Aug/Sep Counters
Lt Col Hollandsworth	51/61	44/54
Lt Col Broussard	36/51	32/45
Lt Col Monts	92/110	84/99
Maj O'Donnell	56/72	52/66
Capt Hartman	74/91	62/75
Capt Shoemake	77/93	65/79
1Lt Dinan	32/49	28/40
1Lt Zukowski	31/45	28/41
Maj Avila	93/110	82/95
Maj Doty	32/37	30/35
Capt Tracey	28/41	26/36
1Lt Holm	31/44	28/40
Maj Swanson	44/60	40/55
1Lt Miller	32/48	28/41
1Lt Edmunds	26/39	23/35
Capt Houser	76/92	64/78
1Lt Bryan	29/43	28/40
1Lt Wyttenbach	31/45	27/39
Maj Capling	71	59 (KIA 19 Sep 68)
Maj Carroll	70/87	62/74
Capt Lindell	32/46	28/41
1Lt Tilley	33/47	31/44
Capt Riedenauer	113/114	100/100
Capt Roeder	113/115	100/100
Capt Brown	114/115	102/102
Maj Vandevender	3/7	1/2
Col McDonald	21/32	21/32
Col Blanchard	74/85	65/75
Maj Smart	107	100
Maj Wood	82/97	70/84
Capt Howard	4/17	4/16
Maj Oppel	3/18	3/15
Capt Young	6/22	6/18
Maj Wicks	2/4	2/2
1Lt Crotty	3/15	3/14
Capt Swarts	2/14	2/14

# John W. Crotty

## F-105 History

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Maj Mizner	108	100
Capt Foley	105	100
Capt Myers	112	100
Maj Sisk	111	100
Capt Koontz	110	100 (Died 17 Aug 67)
Capt Cole	66	57
Maj Heston	107	100

Those pilots arriving in September and their mission counts for the month were:

Lt Col Gaudion                    15     13

*388 TFW History, July - Sep 68, USAF microfilm NO585, frames 0247 - 0248.*

### 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. Riedenaer and David M. Roeder.

"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:

## John W. Crotty

### F-105 History

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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. Oppel	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. Riedenaer	114	100
Capt David M. Roeder	115	100

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.*

#### 27-Oct-68

F-105D 624264 469 TFS 388 TFW Korat Hit in the fuselage by 37/57-mm AAA while attacking a target at Quang Khe. Crashed in RP-1, North Vietnam. 17-30N 106-12E 1Lt Robert Clifton Edmunds, Jr. 469 TFS pilot was MIA then KIA. Call sign: "Scuba 03". "The aircraft was lost in RP-1 when struck by 37/57mm AAA fire during an armed reconnaissance mission. The pilot was recorded as missing in action. He had been flying the number three position in a flight of four. Canopy separation was observed, but no chute was seen or beeper heard. No voice contact was made with the downed pilot." (388 TFW history)

Other members of his flight were:

# John W. Crotty

## F-105 History

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Capt Gene D. Hartman  
1Lt John W. Crotty  
Capt Ronald A. Shoemake

The flight left Korat at 14:48 and Lieutenant Edmunds was shot down at 16:10. "Lt Edmonds' (sic) aircraft was hit by AAA ground fire while in vicinity of the target. He called that he had been hit and one of the other flight members called to him that he was on fire and told him to bail out. His aircraft climbed to approximately 12,000 feet, then went into a dive. Capt Ronald A. Shoemake, Scuba 04, described the ensuing events as follows: '... I was flying Lt Edmonds' wing at the time he was hit. I stayed within 200 yards of his aircraft until it impacted the ground. When I instructed him to bail out, the only thing that I saw leave the aircraft was the canopy. I did not see his parachute or hear a beeper. The only radio call he made was, initially, that he was hit, and secondly, that his afterburner was going. ...' The aircraft penetrated a thin layer of clouds and was momentarily lost from sight prior to impact. The aircraft wreckage was seen by the three other flight members. There was no subsequent contact of any kind with Lt Edmonds. SAR operations were not conducted." (PACAF Intel Index)

"On 27 October 1968, then 1st Lt. Robert C. Edmunds, Jr. was the pilot of an F105D in a flight of aircraft conducting a mid-afternoon armed reconnaissance mission. The target was the NVA's staging area where enemy convoys were organized prior to beginning their trip toward the acknowledged war zone. The entire area north of this major gateway into the infamous Ho Chi Minh Trail was heavily defended and densely populated with NVA troops. The staging area was located approximately 5 miles due north of the Ban Karai Pass and 29 miles east-southeast of Dong Hoi, North Vietnam.

"At 1610 hours, 1st Lt. Edmunds initiated an attack pass on the target located in the rugged jungle covered mountains roughly 2 miles east of Route 137, the primary road running through the Ban Karai Pass. Other pilots witnessed his aircraft as it was struck by enemy ground fire. They also saw it catch fire, go into a dive and crash. The other pilots saw no parachute and heard no emergency beeper. Further, because of the location of loss being in an area under total enemy control, no formal search and rescue (SAR) operation was possible. Robert Edmunds was immediately listed Missing in Action.

"In 1988, remains possibly associated with 1st Lt. Edmunds' loss were turned over to personnel from the Joint Casualty Resolution Center (JCRC). Those remains were, in turn, sent to the Central Identification Laboratory, Hawaii (CIL-HI) for examination, and they arrived at the lab on 28 July 1988. After a thorough examination, the remains were identified as Robert Edmunds through dental x-ray comparison. Shortly thereafter, Robert Edmunds' remains were returned to his family for burial." (<http://www.taskforceomegainc.org/e010.html>)

1Lt Edmunds was born 2 June 1942. He entered the service from Richmond, Virginia. He was declared dead on 9 May 1978. His body was recovered. His name appears on the Vietnam War Memorial Wall on panel 40W line 43.

*388 TFW History, Oct - Dec 68, USAF microfilm NO585 & "PACAF Intelligence Index of USAF Personnel MIA/PW Southeast Asia", AFHRA Call # K717.6031-3, IRIS # 1028640, pg 4-128.*

### 30-Oct-68

343

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

# John W. Crotty

## F-105 History

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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.*

**17-Nov-68**

336

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."

## John W. Crotty F-105 History

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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.)

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**

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, 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 Ralphe 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

# John W. Crotty

## F-105 History

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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*

**10-Feb-69**

**01-Mar-69**

7439

To support operating from Takhli during runway maintenance at RTAFB, Thailand, between 25 Jan - 4 Mar 69, the 388 TFW directed 10 pilots from the 34 TFS "... to proceed from Korat to Takhli AB, Thailand, performing 5 round trips during the period 12 February 1969 to 1 March 1969, both dates inclusive, on TDY to comply with Operational Requirements." The pilots were:

Capt Darrell J. Ahrens  
Capt Clayton B. Lyle III  
Capt Eugene G. Lamothe  
Capt John F. Schell  
Capt James D. Cottingham  
1Lt Ronald A. Hoffmeyer  
1Lt John W. Crotty  
1Lt Alan B. Reiter  
1Lt Daniel P. Seals  
1Lt Joseph W. Widhalm

Authority: AFM 36-11 and 388 OPLAN 69-1A & B.

*388th Combat Support Group, Special Order TA-923 dated 10 Feb 1969 from Al Reiter, e-mail 21 Feb 15.*

**18-Jun-80**

8046

Capt John W. Crotty flew the F-105 for the last time. Since his first flight on 1 March 1968, he had flown 1708.2 hours in the Thunderchief.

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