

# Paul P. Douglas, Jr.

## F-105 History

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**01-Jul-65**

5564

Key personnel in the 35 TFS, 6441 TFW, Yokota AB, Japan, were:

Lt Col William R. Peters -- Commander  
Maj William D. Lockwood - Operations Officer  
Capt Kenneth T. Blank - Asst Operations Officer  
Capt Kenneth D. Furth - Echo Flight Commander  
Capt Alan K. Rutherford - Foxtrot Flight Commander  
Capt Frank J. Hardy - Golf Flight Commander  
Capt Warren L. Efting - Hotel Flight Commander

The squadron's attached pilots were:

Col Paul P. Douglas, Jr. - 41 AD Commander  
Col Allen K. McDonald - 6441 TFW VC  
Lt Col Edward D. Thomas - 5 AF Chief of Safety  
Maj Henry Shudinis - 6441 TFW Ops & Training  
Maj Marvin A. Wicks - 6441 TFW Flight Test Officer  
Capt Robert B. Bennett - 6441 TFW Flying Safety Officer  
Capt Frank A. Buchanan - 5 AF Flying Safety Officer  
Capt Bernard G. Lyons - 6441 TFW Ops and Training

The squadron's 30 line pilots were:

Capt William Baechle	Capt Jerry N. Hoblit
Capt William G. Bailey	1Lt Phillip J. Kelley
Capt Robert W. Becker	Capt Wayne R. Kimmell
Capt Orville B. Boone, Jr.	Capt Merrill R. Lewis, Jr.
Capt Edward R. Bracken	Capt John R. Lowry
Capt James T. Brown, Jr.	Maj Bobby J. Mead
Maj Fred V. Cherry	Capt Sam P. Morgan, Jr.
Capt Thomas H. Curtis	1Lt Richard L. Pack
Capt William G. Donovan	Capt Robert R. Reed
Capt Kenneth D. Edwards	1Lt Randolph S. Reynolds III
Capt Thomas W. Gallagher, Jr.	Capt Robert W. Spielman
1Lt Richie W. Graham	Capt Richard A. Treibes
1Lt Richard E. Guild	Capt Ralph D. Watkins
Capt Carl L. Hamby	1Lt Miller F. West
Capt LeRoy Herrman	1Lt Lee B. White

*35 TFS history, 1 July - 31 Dec 65, AFHRA Call # K-SQ-FI--35-HI, IRIS # 419883.*

**03-Nov-65**

313

Hq 5 AF directed the 41 AD, Yokota AB, Japan, to study converting from F-105s to F-4Cs in FY 1/68. The 41 Air Division was commanded by Col Paul P. Douglas, Jr. who had assumed his position in July 1965. Col Jacksel M. Broughton, 6441 TFW DO, was committee chairman for the study. Members of the study team met with the 555 TFS during this TAC F-4C squadron's deployment at Naha AB, Okinawa.

*6441 TFW History, Jul - Dec 65, USAF microfilm PO232 & 388 TFW history, Apr - Jun 68, USAF microfilm NO584, frame 0880.*

**17-May-66**

5184

The 6441 TFW received the airlift schedule (requested on 11 May) giving the arrival and departure

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times for 24 C-130s and C-124s that would carry the passengers and equipment to Korat to support the activation of the 34 TFS in the 388 TFW. On the same date, the 41 Air Division published Frag Order #1 to 5AF OPORD 514-66 to assign responsibilities for the move. In addition to the usual aircraft support responsibilities, "[a] command control element will be in place at Kadena AB to control the launch [to Korat on 26 May 1966] from that base. The element will consist of:

Colonel Paul P. Douglas, Jr. - 41 CR  
Colonel Jacksel M. Broughton - 6441 DCO  
Capt Robert Reichart - 6441 DCO -OT

"The Command Control Element will make the final launch decision at Kadena AB."

*6441 TFW History, 1 Apr 65 - 15 Nov 66, Supporting Documents, Doc # 27 6441 DCM History Jan - Jun 66, pg 4, and FRAG ORD #1, 5AF OPORD 514-66 Appendix 2 Annex C, pg B-II-1, AFHRA Call # K-WG-6441-HI, IRIS # 0462464.*

### 15-Jan-68

584

The 41 AD at Yokota AB, Japan, was redesignated the 347 TFW. The new unit continued converting from F-105s to F-4Cs. The aircraft conversion had begun in February 1967 and was completed on 1 February 1968. The wing became the parent unit of Yokota's 35 TFS, 36 TFS, now flying F-4Cs, and the 80 TFS flying F-105Ds and F-105Fs. The 347 TFW was also the parent unit of the 34 TFS based at Korat RTAFB, Thailand, flying F-105s under operational control of the 388 TFW.

The first commander of the 347 TFW was Col Paul P. Douglas, Jr. who had commanded the 41 Air Division at Yokota.

*347 TFW History, 16 Jan - 31 Mar 68, USAF microfilm NO436*

### 24-Jan-68

487

Three days after the heart attack death of the 388 TFW commander, Col Neil J. Graham, Col Paul P. Douglas, Jr. assumed command of the 388 TFW, replacing the interim commander Col Norman P. Phillips. Col Phillips became the 388 TFW Vice Commander. The change of command was documented in 388 CSG Special Order G-3. Col Douglas was from Paragould, Arkansas, and, as a World War II pilot of a P-47D Thunderbolt he named "The Arkansas Traveler", he shot down eight German planes.

Since July 1965, Col Douglas had been the commander of the 41 Air Division and the 347 TFW at Yokota AB, Japan. Col Alan K. McDonald, the 347 TFW Vice Commander, replaced him as 347 TFW commander.

While at Korat, Col Douglas flew F-105D 59-1743, which he also named "The Arkansas Traveler". He marked the side of his Thunderchief with the emblem and eight swastikas that were similar to the markings on his WW II Thunderbolt. His F-105D crew chief was SSgt Frank B. Vargo.

Major General Kenneth C. Dempster, vice commander of 13 Air Force, attended the change of command at Korat.

Gen Dempster had received his assignment to 13 AF in December 1967. "Maj Gen Kenneth C. Dempster is the new Vice Commander of the 13th Air Force with headquarters at Clark AB, Philippines. General Dempster, a 27-year service veteran and former combat pilot, came to Clark AB from an assignment as Director of Operational Requirements, DCS/Programs and Requirements, Hq USAF." (Sawadee Flyer, Vol I, No 10, Friday, Dec 8, 1967.)

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*388 TFW Chronology compiled by SSgt Bryon Beers, 388 TFW Historian & 388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frame 0615 & USAF biography of BG Paul P. Douglas, Jr. & 388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0460 and 0633.*

**31-Jan-68**

5163

Four pilots assigned to the 34 TFS at Korat completed flying 100 missions during January 1968. They were:

Capt Robert M. Crane  
Capt Hugh W. Davis - Flew 100th on 16 Jan 68  
Capt Sam P. Morgan  
Maj Donald W. Revers - Flew 100th on 8 Jan 68

It was Capt Davis' last F-105 flight. He had accumulated 381.4 hours in the airplane. His next assignment was back in the Air Defense Command. "... I went through recurrency training in the F-102 at Perrin AFB from Feb. '68 through May '68, before going to the 526th FIS at Ramstein in June '68. I flew the F-102 there until May 1970." He retired as a Lt Col on 31 January 1980 as the Deputy Director of Plans Group at Nellis AFB and settled in Boulder, Colorado. (Hugh Davis, e-mail 9 Dec 2011 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Lt Col Hugh Warren Davis DD Form 214.)

The 388 TFW provided a public relations announcement on Maj Revers' 100 mission accomplishment. "Major Donald W. Revers, 37, Ironwood, Mich., has added his name to the traditional 100-mission scarf of the 34th Tactical Fighter Squadron.

"The seven-foot long scarf, inscribed with the names of all squadron pilots who have completed 100 combat missions in the F-105 over North Vietnam, was draped over the Major's shoulders by Colonel Paul P. Douglas, Jr., 388th Tactical Fighter Wing Commander, following his landing at Korat Royal Thai AFB recently following his 100th mission.

"The 388th TFW pilot considers a raid in early October against the Cu Van POL (Petroleum, Oil and Lubricants) storage area the most memorable of his combat tour.

" 'From a pilot's view this was an extremely rewarding mission, since we could see the results almost immediately.'

"Continuing, the major said, 'As I acquired the target and rolled in, the flak became extremely heavy. The strike force pressed on and did a tremendous job. The area just erupted and the whole hillside seemed to be devoured in smoke and flames. Smoke rose 5,000 feet in the air.'

"The Major also participated in two of the major 'firsts' of the air war.

"In the early part of August he was on the first strike against the Doumer Bridge, 1 1/2 miles from the center of Hanoi.

" 'We were very elated with the results,' Revers commented, ' having dropped a span.'

"The first raid near the Chinese Communist border, against the Lang Son railroad yard, also proved very successful as, according to Major Revers, the 388th pilots caught about 180 railroad cars in the yard.

" ' There were numerous secondary explosions and we destroyed 75 - 80 percent of the rolling stock. It was a real pleasure to hit such a lucrative target.' "

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"Although he has completed his 100 mission, Major Revers will not be going home immediately, but will assist in the 388th Tactical Operations Center." (Draft 388 TFW Korat Release 68-02-03, via e-mail 30 Mar 2010.)

Don Revers remained at Korat for another three months. "The general asked me to stay a couple of months and help him out." He worked for General Chairsell rewriting "... all fighter refueling procedures in SEA."

*34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Don Revers, e-mails 30 and 31 Mar 10.*

### 09-Feb-68

4871

"Scuba" flight from the 34 TFS bombed a target in the Barrel Roll region of northern Laos. The flight took off at 1500. The flight line up was:

- #1 - Maj James E. Daniel, Jr., 34 TFS Ops Officer
- #2 - Col Paul P. Douglas, Jr., 388 TFW Commander
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4359
- #4 - Capt John E. Hartman

This was Maj Armstrong's 61st mission, the first since his return from Hawaii after 10 days of R&R. "Weather bad in Pack VI still so we went to northern Laos to work with some A-1E FACs. A flight of 4 F-105s was in right ahead of us and started a number of fires with their CBU's. We came in behind and started some more. The target was a group of structures where some gasoline and ammo was apparently stored since the fires were definitely POL type fires. We did good work today." Their mission lasted for 2 hours 55 minutes.

In his memoirs, Lt Gen Armstrong commented on this mission. "It was a planned Pack VIA mission which wound up going single flight to Laos. This was the first time I had flown with our new wing commander, Col. P. P. Douglas. He was the division commander at Yokota so he was sorta current in the F-105D. He had been an ace in WWII in the P-47 but I quickly experienced that he was out of his element in February 1968."

*Maj Armstrong's 100-mission combat log, pg 25 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 38.*

### 12-Apr-68

4916

"Hatchet" flight from the 34 TFS hit a road in southern Laos. The flight took off at 0910 and returned after flying for 2 hours 55 minutes. The line up was:

- #1 - Lt Col Robert W. Smith, 34 TFS Commander
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0436
- #3 - Col Paul P. Douglas, Jr., 388 TFW Commander
- #4 - Maj Donald W. Hodge

This was Maj Armstrong's 98th combat mission. "We bombed a road down in southern Laos southeast of Sarravane. The weather was clear but hazy. There was quite a crosswind and #1 and myself put our bombs a little to the left of the road. Don Hodge picked up the wind from our bombs and put his right on the road. Col Douglas missed by 100 yards or more. They fired about 20 rounds of 37-mm flak at us but not too close. 'Hillsboro' invited us to go recce the Pack. Smith and I let down through the clouds and got underneath at 1,000' and ran up and down the coast. The visibility was really good underneath but we couldn't see anything moving."

In commenting on his last 10 missions in his memoirs, Lt Gen Armstrong further described this

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mission. "On one of these flights, Bob was leading and we were cleared into Pack I for a reconnaissance. We crossed into Pack I at about 18,000 feet which was enough to get a counter. But not enough for Bob. He told the other two to hold at that altitude and signaled for me to close in on his wing. We descended through the clouds towards the Gulf of Tonkin using our radar to denote the water. We broke out under the clouds over the Gulf at about 800 feet. We then spread out and turned around towards Pack I. We ran down Route #1 at high speed. They were shooting at us and we were so low and fast that there was no way we could attack any worthwhile target. After a few minutes I joined up on his wing again and we climbed out through the clouds to rejoin the other two guys and go back to Korat. I guess the extra excitement was okay!"

Under Hillsboro control, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Waco 3" to attack a road segment in Steel Tiger. "100%. Three road cuts." He then flew armed recce in RP-1. "No significant sightings." It was his 59th combat mission.

*Maj Armstrong's 100-mission combat log, pg 37 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 47 & Rufus Dye Mission History log*

**14-Apr-68**

189

The 388 TFW, Korat RTAFB, Thailand, passed the 100,000 combat flying hour mark. This represents "... the flying equivalent of 11 years and five months, in just over two years of combat operations in SEA." The wing started flying F-105 combat missions on 8 April 1966.

"Honors to the milestone flight went to the wing's 34th Tactical Fighter Squadron. The flight [call sign "Gator"] was led by 388th TFW Commander Col. Paul P. Douglas Jr., who is assigned to the 34th TFS for flying duties, Squadron Commander Lt. Col. Robert W. Smith, 39, Albuquerque, N.M., and Maj. Spence M. "Sam" Armstrong, 33, Columbia, Tenn. and Donald W. Hodge, 37, Panama City, Fla." On this flight, Lt Col Smith, Maj Armstrong, and Maj Hodge each achieved their 100th mission over North Vietnam.

The 34 TFS launched "Gator" flight at 15:10. The mission lasted 3 hours. The line up was:

- #1 - Col Paul P. Douglas, Jr., 388 TFW Commander
- #2 - Maj Spence M. "Sam" Armstrong flyiing F-105D 60-0435
- #3 - Lt Col Robert W. Smith, 34 TFS Commander
- #4 - Maj Donald W. Hodge

Maj Armstrong recorded the events in his combat log. "This was a big occasion being the 100th mission for Bob Smith, Don Hodge, and myself and the celebration of the 100,000th combat hour for the wing. Our target was down in Laos just outside Khe Sahn. The 3 of us put our bombs right on the FAC's mark. Col Douglas didn't have a sight so consequently his bombs were way off. We had already coordinated with 7th AF to assume that our flight would be cleared into Pack I. So we buzzed through the Pack at altitude over the clouds and came back to the field for a diamond fly-by and VFR landing pattern. Unfortunately, Col Douglas taxied off the taxiway coming in and had to shut his aircraft down on the spot. It's beautiful to be finished!" (Maj Armstrong's 100-mission combat log, pg 38)

He also described this mission in his memoir. "Bob Smith, Don Hodge and I were slated to fly our 100th missions the same day. We had arrived on the same day so it was appropriate to end it the same way, same day. Normally, the person finishing would lead the flight so how would we work this out? Col. Douglas had already indicated that our last mission would represent the 100,000 combat hour for the wing and to commemorate this, he would lead the flight. Our target was in Laos just outside Khe Sahn. The weather was hazy and he couldn't find the target. My tape recorder told the story. The three of us were directing the flight!"

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"Col. Douglas claimed that he didn't have a sight but his bombs were well off the target so he might have been correct. He was so non-proficient in the F-105 that it could have just been a goof on his part. Because of the celebration planned upon our return, it had already been coordinated with 7th Air Force in Saigon for us to be cleared into Pack I afterwards. So we got our 100th counter effortlessly and formed up on Col. Douglas to head back to the field. Unfortunately, he couldn't find the field in the haze and we were no help because we were in tight formation.

"He asked the tower to get him a radar approach to initial. The tower replied that there was another flight on radar final. Did he want them to break out? Col. Douglas asked them to do just that and we flew down initial with this help and made the pitch-out for landing. We had briefed that we would taxi in formation back to the flight line for the celebration. I was #2 and I quickly performed my after landing checks from memory. I was taxiing on Col. Douglas and observed that he had to use his checklist to do his checks. As he took his eye off the taxi way, his left wheel rolled off into the soft mud. He was obviously stuck! We continued on around him and headed for the planned celebration. Col. Douglas joined us later from the back of a pickup truck.

"We each got the usual treatment: champagne from a hollowed-out pineapple, a Thai ornament around the neck and a squirt down from a fire truck. Then we mounted the Snoopy trailers for the parade to the club. They tossed us into the swimming pool and we managed to take a few squadron mates with us. Dripping wet, we went into the bar and each rung the bell signifying that the drinks were on us. Then we had a formal cutting of the cake to commemorate the 100,000th combat hour of the wing. Col. Douglas and the three of us did the honors. We celebrated into the wee hours!"

"... My 100th mission was on Easter Sunday, 1968. ... Normally, Bob, Don and I would be heading home after completing our 100th mission. However, in typical bureaucratic fashion, the Pentagon decided that pilots were completing their 100 missions over North Vietnam (otherwise, the tour length was one year) tours too quickly. So we had to hang around for awhile. I stayed three weeks but Bob stayed even longer. I was not required to fly any more missions and I didn't. It would have taken missions away from my comrades who were trying to finish in this now relatively benign environment." (Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pp 47 - 48.)

Maj Armstrong flew 283 combat hours during his tour at Korat. He arrived home on 8 May 1968 and was assigned to Edwards AFB where he became deputy commandant at the Aerospace Research Pilot School. In subsequent assignments he was base commander at Randolph Air Force Base, commander of the 80th Flying Training Wing at Sheppard AFB, Assistant Deputy for Operations of Air Training Command, DCS for R&D at Hq USAF, commander of the Military Training Center at Lackland AFB, the senior defense representative in Saudi Arabia, Vice Commander of MAC, and Vice Commander of Air Force Systems Command. He was promoted to Lt General on 28 August 1985 and retired on 1 April 1990. (USAF Biography)

After retirement, he became head of NASA's Aeronautics and Space Transportation Technology Enterprise with overall responsibility for each of NASA's four aeronautical research centers.

*388 TFW History, Apr - Jun 68, USAF microfilm NO584, frame 0685 & Korat's Sawadee Flyer, Apr 20, 1968, Pg 1.*

#### 24-Apr-68

4147

On 20 April 1968, three weeks after President Johnson restricted the bombing of North Vietnam to RP-1, Hq 7th Air Force proposed an increase in F-105 sortie rates. In a 24 April message responding to this directive, Col Paul P. Douglas, the 388 TFW commander explained the scheduling constraints the wing faced. "April flown frag rate has been .87 for 'D' aircraft and .46 for

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'F' aircraft. A sustained flown frag rate of 1.0 for 'D' aircraft is feasible but attainment will be influenced primarily by frag schedule procedures. Aircraft must land from morning sorties by 1130 hours to be available for afternoon sorties. Believe a 4 hour turn around time is required to accomplish minor maintenance and load aircraft for a second launch. This is particularly important at this time because shortage of weapons load crews (50 percent) has made it necessary to extend these personnel to the end of their DEROS month. Other similar actions may be required since all personnel are already working a 60-hour work week and heavy summer rotations period is beginning. The shift of specialist personnel from shop to flight line work in support of the increased frag rate will degrade our aircraft component repair program, increase our NORS rates, and consequently reduce aircraft availability from present figures. I anticipate a rise above the zero aircraft MND rate which we have had for the last six months.

"'F' aircraft have the following approximate April flown frag rates: Commando Nail .76, Combat Martin .40 and Wild Weasel .33. Believe consideration should be given to using all 'F' aircraft for Combat Skyspot type missions with Commando Nail aircraft as back-up. Use of Commando Nail aircraft as back-up rather than Pathfinder would allow some flexibility in scheduling these aircraft and permit increased utilization above the present, .76 flown frag rate. The Wild Weasel frag rate can be increased to a level approaching 1.0, as well as Combat Martin, provided these aircraft are schedule in a manner similar to the 'D' aircraft. Anticipate no problem concerning combat crew personnel unless the decision is made to frag the entire 105 fleet at the higher level. Under the circumstances, considering our average complement of 80 combat qualified F-105 pilots including command and staff personnel, each pilot would fly 20 sorties per month. Believe command and staff pilots could not fly 20 sorties per month on a sustained basis, therefore, combat crew resources will have to be closely monitored. The 388 TFW will do everything possible to operate at the higher sortie rate for a sustained period."

By September, the wing's sortie performance had degraded to the point that the wing commander was explaining the reasons why, and quoting this message to indicate, "I told you so."

*388 TFW history, July - September 1968, USAF microfilm NO585, frames 0728 - 0730.*

#### 04-Jul-68

2260

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 59-1771 on his 100th combat mission from Korat RTAFB, Thailand. It was an armed reconnaissance mission to RP-1, North Vietnam. The 388 TFW commander, Col Paul P. Douglas, Jr., flew in the flight. Sortie length was 2 hours. After the mission, Capt Harris was tossed in the swimming pool and paid a bar bill of \$375 for his 100-mission party. "Really a great party!"

*Bill Harris, letter, 19 Mar 2001*

#### 23-Jul-68

919

Under 388 CSG Special Order G-30, the Vice Commander of the 388 TFW, Col Allen K. McDonald, temporarily replaced Col Paul P. Douglas, Jr. as wing commander at Korat RTAFB, Thailand. Col Douglas returned as the wing commander on 19 August 1968 as recorded in 388 CSG SO G-34.

*Air Force Combat Wings Lineage and Honors Histories, by Charles A. Ravenstein, pg 209 & 388 TFW history, July - September 1968, USAF microfilm NO585, frames 0195 and 0199.*

#### 19-Aug-68

920

Having returned to Korat, Col Paul P. Douglas, Jr. replaced Col Allen K. McDonald as commander of the 388 TFW at Korat RTAFB, Thailand.

*Air Force Combat Wings Lineage and Honors Histories, by Charles A. Ravenstein, pg 209.*

#### 15-Sep-68

4148

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Col Paul P. Douglas, the 388 TFW the wing commander, provided a recap of the wing's achievements since January 1968 in a message to 7th Air Force DCO Operations, General Holbury. Col Douglas' message also explained the reasons why the sortie rate for the 388 TFW had worsened. "The wing did exert every effort to satisfy the increased [sortie] requirement and from 1 January through 15 September 1968 successfully delivered ordnance on 98.7 percent of the fragged sorties. During the period ... tactical squadrons [34 TFS, 44 TFS, and 469 TFS] of this wing flew 11,296 combat sorties in support of 7 AF operations in SEA. While flying these sorties my combat crews delivered 6,555 500-pound bombs and 5,276 CBU 24/29 on their assigned targets with an overall wing dive bomb CEP of 60 feet. FAC reported BDA indicated 92 percent of all ordnance dropped was on target. I feel that this in itself is an outstanding accomplishment. ... Our aggressive AGM-12 program has resulted in a CEP of 50 feet for the 472 missiles launched during the period 1 January through 15 September. Other ordnance delivered by these aircrews include 21,394 2.75-inch rockets and 1,064,720 rounds of 20mm.

"Our night radar bombing effort had produced a total of 770 Commando Nail sorties flown this year, of which 643 were flown in the 2098 mod aircraft received in February. ... Overall CEP for radar bombing from the beginning of the radar program in April through 15 September is 1,200 feet.

"The Combat Martin aircraft is fragged as a 'D' but has restrictions which limit its use and make it a scheduling headache. However, we have utilized these limited resource aircraft to the maximum consistent with 7 AF restrictions, having flown 563 combat sorties since April.

"Since the first of the year, we have destroyed or damaged 1237 storage areas and troop emplacements; 2416 bridges, fords, vehicles, and road interdictions; 556 barges, ferries, boats; 463 weapons/radar sites. In addition, in the three month period June through August alone, we have recorded 689 secondary explosions/fires.

"Results of BDA indicate a constant and continuing improvement in the accuracy of ordnance delivery resulting in outstanding mission accomplishment. This increase in combat effectiveness has been realized during a period of steadily decreasing tactical experience level of the combat aircrews being assigned to the operational units of this wing. These aircrews have obtained their experience during a period of adverse weather conditions, both in refueling areas and target areas and in an increasingly less permissive environment. I believe they have performed superbly."

*388 TFW history, July - September 1968, 388 TFW message DTG 270600Z Sep 68, USAF microfilm NO585, frames 0730 - 0732.*

### 27-Sep-68

4146

To explain why the 34 TFS and 469 TFS were having difficulty in providing OR F-105s, Col William K. Knight, 388 TFW Deputy Commander for Materiel, drafted a message to 7th Air Force, signed by the wing commander, Col Paul P. Douglas. The message explained the reasons why the wing's sortie rate had degraded. "The 388 TFW is temporarily in a position of reduced sortie capability. The primary cause is large number of F-105 skilled personnel rotated in consecutive months and the low percentage of gains qualified on the F-105 or with previous F-105 experience. ... Personnel gains were largely not qualified on the F-105. Most gains had received classroom instruction on the F-105 but little or no on-aircraft training. ... During the period required to qualify the many inexperienced personnel, aircraft reliability decreased, aborts increased, and fix time was extended for each malfunction."

The message listed seven actions the wing had taken to recover from this condition:

- A. Twelve hour work shift
- B. Consolidating phase inspection
- C. Special inspections to upgrade quality of aircraft
- D. 13 AF directed return of TDY personnel to 388 TFW



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- E. Tight control on unverified malfunctions
- F. Aircrews working with ground crews to resolve repeat malfunctions
- G. Tighter quality control and supervision at all times.

After describing the wing's flying accomplishments between 1 January and 15 September, Col Douglas concluded, "I assure you that my personal pride and that of my wing will not permit our present situation to exist any longer than is absolutely necessary."

*388 TFW history, July - September 1968, USAF microfilm NO585, frames 0726 - 0732.*

### 01-Oct-68

767

"Striking a highway segment 11 miles north-northeast of Mu Gia Pass, ... [F-105 pilots from the 388 TFW] ... reported cutting the road in five places. Among the pilots on the strike were Colonels Paul P. Douglas, Jr., 388 TFW commander, Felix A. Blanchard, 388 TFW assistant deputy commander for operations, and Lt Col Mike Monts and Maj John F. O'Donnell, both [from the] 469 TFS. This strike marked Colonel Monts' 100th combat mission."

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

### 06-Oct-68

771

F-105 pilots from the 388 TFW "... closed a highway segment 31 miles north-northeast of Mu Gia Pass. Commenting on the mission, 1Lt Ronald D. Stafford, 34 TFS, said, 'The flight had excellent bombing results and cut the road in six places, rendering it completely useless to all traffic.' Other pilots on the strike were the 388th wing commander, Colonel Paul P. Douglas, and Lt Col Earl F. Bancroft, 34 TFS.

*Sawadee Flyer, Saturday, October 19, 1968, pg 1 & Thunderchief Worldwide Report, Vol IV no 3, Nov 68.*

### 17-Oct-68

5099

Col Paul P. Douglas, Jr., 388 TFW commander, flew an F-105F with 44 TFS EWO Maj David Brog as "Scuba 02, a Wild Weasel mission into North Vietnam. Maj Ralph C. Budde and EWO Capt Robert L. Wilbanks were "Scuba 01". It was Maj Brog's 91st combat mission. He logged 2 hours 25 minutes flying time.

Maj Brog was "... scheduled to fly that mission with Doc Blanchard, Deputy Wing DO. But late in the afternoon [the day] before the mission, Doc was told he had to do something else. So P.P. decided that he would take the mission ..." his first as a Wild Weasel pilot. "That was the mission in which I had to take everything away from the Wing CC except the throttle and stick. Fortunately, it was in a very benign Pack 1. P.P. was very befuddled to say the least about mission coordination and even updating the nav system." Dave Brog remembered it as a morning mission "... because I had a fitful sleep the night before knowing I had to fly with him. I was glad for the early brief to get it over with. We (Russ Tagliarini and I) did a skit about it at P.P.'s going away dinner which was emceed by Emil Boaudio (RIP)."

*Dave Brog's F-105 combat flight log & his e-mails to the Weasel net on 14, 15, and 16 Feb 2007.*

### 23-Oct-68

3666

Lt Col Guy J. "Jack" Sherrill flying F-105F 63-8329 as "Scuba 1" with EWO Maj John D. L. "Jack" Thornton from the 44 TFS, led a two-ship Iron Hand mission into North Vietnam. It was Col Sherrill's 74th combat mission. "Scuba 2" was Col Paul P. Douglas, Jr. flying F-105F 63-8285. Their unneeded ground spare was F-105F 62-4424 crewed by Maj Russell A. Youngblood and EWO Maj Russell J. Tagliarini. The flight took off at 12:05 and refueled 35 minutes later at 12,000 feet with "Lemon 53" that was orbiting 83 NM on the 064 radial of TACAN channel 70. They reached their target area at 13:15, and returned to Korat after refueling from the same tanker at the same altitude they had used during their inbound flight.

*Mission Cards of Lt Col Guy J. "Jack" Sherrill.*

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**31-Oct-68**

922

The 388 TFW commander, Col Paul P. Douglas, Jr., was involved in a landing accident of an F-105F at Korat RTAFB, Thailand. The 44 TFS crew of Maj Allan L. "Bud" Young and EWO Maj David Brog led the mission as "Bobbin 01". Col Douglas and EWO Maj John D. L. "Jack" Thornton flew as "Bobbin 02" in F-105F 63-8284. It was Maj Brog's 93rd combat mission over North Vietnam for which he logged 2 hours 30 minutes flying time.

Dave Brog recalled that Col Douglas, "... jettisoned the chute instead of deploying it on landing. The brakes caught fire because he forgot to engage the antilocks. ... There were 4 X 750# bombs on the center line at the time. ... The weather was too poor to find a target ... so ... (they) brought the bombs back. ... Major Jack Thornton, a big guy, was in PP's back seat on that mission. I never saw anyone scramble out of the back seat so fast. The bird was stopped just a few feet short of the far end barrier and the fire was growing." Dave Brog remembered that "... Bud Young and I had already landed and were in the de-arming area watching the whole episode. #284 was the second bird with Harry's and my name on it. The first was #353 in which Gobe James and Larry Martin were hit on 15 July 1968."

*David Brog's F-105 combat flight log and his e-mails, 31 May & 1 June 1998 and 15 Feb 2007.*

**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

## Paul P. Douglas, Jr.

### F-105 History

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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 Hilding 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). 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>.*

#### 15-Dec-68

491

Col Allen K. McDonald assumed command of the 388 TFW, Korat RTAFB, Thailand. He replaced Col Paul P. Douglas, Jr. who was reassigned to McDill AFB, Florida, as commander of the 836 Air Division.

Col Douglas last flew the F-105 on 17 Mar 1969. He had accumulated 393.5 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

Col McDonald became the 6th commander of the wing since its activation at Korat in April 1966. Col McDonald, who was a bomber pilot during World War II, "... helped establish the first U. S. Air Force all-weather jet training school at Tyndall AFB, Fla., during the early 1950s. He also served as a fighter aircraft requirements operations staff officer at headquarters USAF, and as project officer for initial development of the YF-12A advanced interceptor at Headquarters, Aerospace Defense Command. He ... last served as 388 TFW vice commander." He served as vice commander from 16 June 1968 until his appointment as wing commander.

*388 TFW Chronology compiled by SSgt Bryon Beers, 388 TFW Historian & Thunderchief Worldwide Report, Vol IV, no 5, February 1969 & 388 TFW history, Oct - Dec 68, USAF microfilm NO585, frame 1020.*

#### 21-Sep-69

#### 03-Oct-69

204

The 23 TFW participated in "Brass Strike V" at Pope AFB and Ft. Bragg NC. This exercise was to conduct a static display and joint demonstration for students of the senior service colleges and selected groups to portray the rapid reaction capabilities of USSTRICOM in joint operations. Two final demonstrations were flown, one on 1 Oct 69 (bad weather) and the second on 3 Oct 69 (successful).

Lt Col William N. Dillard, 563 TFS commander, led the contingent of 94 23 TFW personnel and 10 F-105s under 23 TFW OPOD 20-69. "... The wing contingent deployed to Seymour Johnson AFB, N.C., which included 11 aircrews, 2 maintenance officers, a safety officer, and 83 support personnel. Each of the four tactical squadrons [560 TFS, 561 TFS, 562 TFS and the 563 TFS] provided two F-105s and two aircrews with the 4519 CCTS providing an extra aircraft and crew for

## **Paul P. Douglas, Jr.**

### **F-105 History**

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static display and the 563 TFS providing an extra aircraft and two additional aircrews."

Capt Stanley S. Gunnensen, Capt Bruce J. Lotzbire, and Capt Edward D. Cherry from the 562 TFS were three of the pilots who deployed to Seymour Johnson. In addition to Lt Col Dillard, the 563 TFS provided three other pilots -- Maj Richard L. O'Connor, Capt Philip C. Montagano, and Capt Thomas O. Carlson. Two pilots from the 561 TFS also participated: Capt Roger A. Ayres and Capt Roger L. Prather.

On 1 October 1969, Capt Thomas O. Carlson, 563 TFS, and Sgt William F. Moore, an electrical technician with the 4519 CCTS, were killed when their F-105F (62-4419) and an F-4D (66-7492 from the 4 TFW) impacted the ground during the demonstration.

"A total of 46 professional and business men and public officials from the Wichita area left McConnell AFB Tuesday (30 September 1969) to view an armed forces firepower demonstration scheduled Wednesday at Pope Air Force Base in North Carolina. After the demonstration, the Wichita group, guests of Col Leroy J. Manor, commander of the 835 Air Division, will fly to Patrick Air Force Base, Florida, for a tour of Cape Kennedy's NASA Space Center. ... The group will make the tour on military aircraft at no cost to themselves, but will pay for their own incidental expenses such as food and lodging."

The accident report on F-105F 62-4419 further described Brass Strike.

"1. BRASS STRIKE is a joint tactical demonstration conducted by USSTRICOM for the senior service colleges and other distinguished visitors. Units of ARSTRIKE and AFSTRIKE participate in a day-long demonstration of the latest U.S. Army and U.S. Air Force tactical weapons and equipment. This demonstration is conducted semiannually, usually during May and October of each year.

"2. The daily activities include the following events: A USSTRICOM briefing is given to all visitors at 0900 outlining the mission, tasks, and capabilities of STRIKE forces. Next, a static display is presented at Pope AFB including an airlift initial ready force outloading, C-130 aircraft on display, JACC/CP, and a fighter static display. Spectators are then transported to Sicily Drop Zone to observe a joint Special Forces Warfare Demonstration and static displays of equipment. After lunch in the field, a joint airborne assault is presented along with techniques for reinforcement and resupply of this force. Finally, a live firepower demonstration is conducted at Observation Post #5 (OP-5) from 1500 to 1630. SOF aircraft drop live ordnance, employment of U.S. Army helicopter and fixed wing aircraft is demonstrated, U.S. Army small arms and organic artillery weapons are fired, tactical fighter aircraft demonstrate various capabilities and deliveries.

"3. BRASS STRIKE V was one of the largest joint demonstrations conducted during the year. It involved forces from the 82d Airborne Division, U.S. Army aircraft and helicopters and various types of weapons and artillery firing. AFSTRIKE forces included: Sixty-eight (68) tactical fighter aircraft, thirty-three (33) Special Operations Forces aircraft, and approximately thirty-five (35) airlift C-130 aircraft. The Air Forces Commander, Brigadier General Paul P. Douglas, had operational control of this AFSTRIKE force. Tactical airlift was to fly approximately 1400 hours during this exercise. Airlift and SOF aircraft were programmed to deliver approximately 4,000 troops and 500 tons of cargo. Fighter aircraft would deliver over 5,000 pieces of ordnance plus over 55,000 rounds of machine gun and cannon ammunition.

"4. Fighter aircraft participating were F-4s from the 4th Tactical Fighter Wing and the 4531st Tactical Fighter Wing, F-105s from the 23d Tactical Fighter Wing, F-111s from the 474 Tactical Fighter Wing, F-100s from the 57th Tactical Fighter Wing and RF-4s from the 363d Tactical Reconnaissance Wing.

## Paul P. Douglas, Jr.

### F-105 History

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"5. Fighter events were to include simulated ordnance delivery with planted charges at Sicily Drop Zone and subsequent top cover during the airborne assault. An RF-4 aircraft was to make aerial photographs of the spectator stands at the Drop Zone, which after processing and printing were to be dropped by an F-100 aircraft in front of the reviewing stands. Fighter aircraft would conduct simulated air refueling, a supersonic pass and air intercept, AIM-9 Sidewinder firing, and demonstration passes by an F-105 and F-111. The live firepower demonstration would include such munitions as 20MM, 2.75" rockets, CBU-24 (Cluster Bomb Units), Snakeeye Bombs, Napalm, and 750 lb bombs. Dependent on the weather conditions, the fighter force was prepared to conduct either an ALPHA Show (2500' and 5 miles) or a BRAVO Show (700' and 2 miles) with a reduction of events in the BRAVO Show. For the BRAVO Show, complete IFR procedures were planned except for the actual delivery which would be made with visual contact with the target. After one week of practice and rehearsals, time on target (TOT) had averaged plus or minus five seconds and ordnance delivery was extremely accurate."

*23 TFW History, Oct - Dec 1969, USAF microfilm MO555, frames 0701 and 0750 & The Wichita Eagle, Wednesday 1 October 1969, pg 3A..*

**26-Dec-02**

7150

BRIGADIER GENERAL Paul P. Douglas, Jr. died Thursday, 26 Dec 02 in Killeen, TX. He had retired Feb. 1, 1970. During the Vietnam war in 1968, he commanded the 388 TFW at Korat RTAFB, Thailand.

<http://www.af.mil/information/bios/bio.asp?bioid=5261>