

Charles J. Ferrari

F-105 History

14-Oct-68

F-105D 600532 563 TFS 23 TFW McConnell Operational loss. Engine malfunction. Crashed near Bakersfield, California. Maj David G. Steinke 563 TFS student pilot in RTU class 69DR survived. Call sign: "Void 4". "Maj. David Steinke ... pilot of a jet fighter from McConnell AFB, Wichita, crashed in rugged mountain country about 30 miles west of Bakersfield, Calif., Monday. Maj. Steinke ejected safely. His F-105 Thunderchief was in a flight of three jets from George Air Force Base in Victorville, Calif., when the craft suffered an apparent power failure. Steinke was rescued uninjured by a helicopter. He was attached to the 23rd Air Tactical Wing at George for training."

History of Flight

"On 14 October 1968, Major David G. Steinke, 563d Tactical Fighter Squadron, McConnell AFB, Kansas, was to fly Aircraft F-105D-10RE, SN 60-0532 on ACM-6, his sixth air combat maneuvering mission in the F-105 RTU Course 111506B. As described in the TAC Course Syllabus, ADM-6 'Maneuvering by Elements', comprises a flight of four F-105D/F aircraft with full internal and bomb bay fuel without external stores. (38,500# gross wt., 10,075# fuel.) The mission requires a four ship tactical formation departure and climb, separation of elements for engagement, and alternate simulated air attacks on one element by the other. The mission stresses proper attack, counter and mutual support techniques. In this F-105 RTU course, ACM-6 is normally flown locally from George AFB, California, under VFR conditions, approximately 50 minutes flight duration, with a minimum of one instructor pilot to brief and lead student flight members.

"Major Steinke was #4 in VOID Flight of four F-105 aircraft on a TAC Form 175 local VFR clearance at George AFB to accomplish ACM-6. The flight lineup was: Major Frederick L. Watkins, instructor pilot/flight lead; Captain Charles Ferrari, RTU student/wingman; Captain Richard L. O'Connor, 23d TFW Standardization Evaluation Flight Examiner/element lead; Major David G. Steinke, RTU student/wingman. On this flight Captain O'Connor (VOID 3) was to give Major Watkins (VOID 1) an instructor evaluation and Captain Ferrari (VOID 2) a student progress check.

"The flight briefing began on time at 1240 PDT. Major Watkins used applicable guides and directives to present a thorough briefing with emphasis on ACM technique and flight safety. Briefing ended in time for VOID flight to make good station time (1350) and start engine time (1410). Major Steinke accomplished normal pre-flight, start and taxi, encountering no difficulties. Takeoff was at 1430 PDT, ten minutes earlier than scheduled. VOID Flight proceeded under Edwards Approach Control radar direction to enter SOA 1 at 20,000 feet MSL. Weather in SOA 1 at the time was scattered clouds at 5,000' and 12,000' with 15 miles visibility. Released from radar control, VOID Flight changed to squadron common frequency 304.8 and, still monitored by Edwards Approach Control, began their first airborne maneuver.

"Upon entering their assigned operating area at 1444 PDT, VOID Flight accomplished a pre-briefed position change. Both Major Watkins (VOID 1) and Captain O'Connor (VOID 3) dropped back to fly fighting wing chase positions on their students Captain Ferrari (VOID 2) and Major Steinke (VOID 4), respectively.

"The lead element leveled off at 21,000' heading west as Major Steinke took the second element to a 'perch' position high and to the right of the first element. The flight progress and radio calls were completely normal to this point. At 1445 PDT, Captain Ferrari (VOID 2) cleared Maj Steinke (VOID 4) for attack. As Major Steinke rolled in from approximately 25,000', Capt Ferrari led the low element into a gentle descending turn to the right into the attack. As the high element closed, Captain Ferrari tightened his turn. Major Steinke had sufficient closure rate and angle off to cause an overshoot. He performed a high speed yo-yo to prevent overshooting. Simultaneously, Captain Ferrari lowered his nose, lit afterburner and increased his turn in a vertical separation maneuver. Major Steinke started down to catch the first element. Captain Ferrari completed his dive at 12,000' MSL, approximately 500 KCAS, with a right banking pullout. Major Steinke followed in the climb apparently losing some overtake speed. Captain Ferrari regained altitude to approximately 21,000' and again lowered his nose to increase airspeed. Major Steinke followed over the top of this maneuver at approximately 20,000', 290 KCAS, lit afterburner and started down after the first element. He was then approximately 4,000 - 5,000' behind lead element. Captain O'Connor, chasing Major Steinke was slightly late on burner light and fell 1,500' to 2,000' behind Major Steinke. Passing through approximately 15,000', 30 to 40-degrees right bank, 35 to 45-degrees nose low, 2 to 2 ½ Gs, Major Steinke lost control of his aircraft. He

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recalls oscillatory yawing and loss of pitch response. Feeling he was too low to attempt recovery, Major Steinke ejected. Captain O'Connor was inside Major Steinke's turn attempting to reposition when he saw the aircraft roll or 'snap' to the right and immediately enter a 'spin'. He transmitted 'Neutralize the controls' twice then, 'Get out'. The aircraft completed approximately three turns and disappeared into low broken clouds. Captain O'Connor saw flame from the left intake area prior to the aircraft entering the clouds, but did not see the pilot eject. The difficulties occurred at 1447 PDT, less than one and a half minutes after the engagement began.

"Major Steinke's parachute deployed at low altitude above the aircraft wreckage. He felt heat blast from the explosion before wind drift carried him over one ridge from the wreckage. His landing was through trees in heavy forest. He made contact with his flight on the survival radio and awaited rescue. Rescue was delayed approximately two hours because of high winds and the unusual elevation of the terrain (7,000')."

The Wichita Eagle, 15 Oct 68 & AF Form 711 USAF Accident/ Incident Report 68-10-14-1, dated 11 Nov 68, signed by Col Robert L. Fair, Board President.

04-Nov-68

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The twenty-fourth F-105 RTU Class 69DR graduated at the 23 TFW, McConnell AFB KS. The class started on 11 Jun 68 with 16 students. Fourteen graduated: 1 Lt Col, 4 Maj.s., 8 Capt.s., and 1 1Lt.

On 10 Jul 1968, student Maj Robert S. Schaumberg successfully ejected from F-105D 60-0534 after a mid-air collision with F-105D 60-0448 piloted by student Lt Col Thomas M. Bowe who did not complete F-105 training.

The class deployed 20 F-105s for conventional weapons delivery training to George AFB CA between 1 - 17 Oct 68 with the 563 TFS. The squadron commander was Lt Col William N. Dillard.

While at George AFB, on 14 October 1968, student Maj David G. Steinke successfully ejected from F-105D 60-0532 when it experienced engine failure.

The graduates were:

Lt Col Jasper C. Brown	Capt Harald G. Hermes
* Maj Harold Kahler	Capt Thomas H. Krach
* Maj William R. McDaniel	* Capt Eugene G. Lamothe
Capt Robert S. Schaumberg	* Capt Clayton Bane Lyle III
Maj George B. Wallace	* 1Lt Alan B. Reiter
* Capt James D. Cottingham	Maj David G. Steinke
* Capt Charles J. Ferrari	Capt James D. Cox

* Pilots were assigned to the 34 TFS at Korat.

The class called themselves "The Thudbusters". The Outstanding Graduate was Capt Harald G. Hermes.

Lt Reiter received his wings at Williams AFB AZ. He along with Capt Lyle attended Jungle Survival School in the Philippines between 10 - 15 December. Capt Lyle arrived at Korat RTAFB, Thailand, on 17 December 1968, and Lt Reiter on 24 December when they were assigned to the 34 TFS, 388 TFW.

23 TFW History, Jul - Dec 68, USAF microfilm MO555 & Bane Lyle, e-mail 20 Aug 2010 & Al Reiter, e-mail 19 Feb 15 & AF Form 11.

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

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II."

Fighter squadrons of the 388 TFW deployed to and operated from two other bases during the period. Forty-four F-105s and 1,068 personnel of the 34 TFS and 44 TFS operated from Takhli RTAFB, Thailand, while the F-4Es of the 469 TFS deployed to Ubon RTAFB, Thailand. The 388 TFW retained operational control over their deployed squadrons and maintained their level of combat sorties from the deployed locations. The 388 TFW's F-105s "enjoyed a higher mission effectiveness" while TDY to Takhli. The F-105s flew 901 sorties, of which 848 were combat missions with an operationally ready rate of 78.4 percent.

Lt Col Jack Sherrill was the commander of the 44 TFS when the squadron operated from Takhli. "Excellent flight line facilities but hooches and O Club were not nearly up to par as Korat. Such perks assumed more importance than justified when we were no longer 'at war' after the Nov 1 halt."

The 56 pilots and EWOs from the 44 TFS who flew from Takhli included Maj William H. Talley, Maj Ronald L. Shepard, Lt Col Richard A. "Dick" Haggren, Maj Richard P. Cisco, Capt Thomas P. Doubek, Maj Thomas J. Phelan, Jr., EWO Maj Robert G. Denison.

Thirty-four pilots from the 34 TFS deployed to Takhli. They were: Lt Col Harvey W. Prosser, Jr., Lt Col Isaac M. Glass, Maj David J. Carroll, Maj Paul F. Swanson, Maj Manford C. Holly, Jr, Maj Sheldon H. Cooper, Maj Harold Kahler, Maj William R. McDaniel, Maj Guy E. Pulliam, Capt Oral L. Bell, Capt James V. Barr, Capt Darrell J. Ahrens, Capt Robert M. Howard, Jr., Capt Richard E. Tracey, Capt Ralph E. Durnbaugh, Capt Douglas R. Young, Capt Kenneth G. Lindell, Capt Charles J. Ferrari, Capt Clayton B. Lyle III, Capt Eugene G. Lamothe, Capt John F. Schell, Capt Eben D. Jones, 1Lt David S. Hartman, Jr., 1Lt Ronald A. Hoffmeyer, 1Lt Marshall D. Tilley, 1Lt Ronald D. Stafford, 1Lt Robert E. Bryan, 1Lt Robert J. Zukowski, 1Lt David T. Dinan, 1Lt John W. Crotty, 1Lt Alan B. Reiter, 1Lt Daniel P. Seals, 1Lt Joseph W. Widhalm, and 1Lt Edward L. Sykes,

The runway repairs at Korat required 2,416 cubic meters of concrete and was done under contract to Gerson and Sons from Bangkok who employed 600 Thai workers. The work was completed on time despite a 100-percent increase in the amount of repair required.

388 TFW History, Oct - Dec 68, USAF microfilm NO585, frame 1106 and Jan - Mar 69 & Jack 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

09-May-69

410

The 34 TFS flew its last F-105 mission before it converted to F-4Es at the 388 TFW, Korat RTAFB, Thailand.

The F-4Es were delivered on 11 May 1969 by the 40 TFS from Eglin AFB FL. The 40th changed its designation to the 34 TFS when it arrived at Korat. "...They were met with cold beer, a lei, a parade of smoke bombs, water hoses, and welcomed through most of the streets of Korat ...". The 40th designation returned to Eglin.

The final 34 TFS squadron commander with F-105s was Lt Col Harvey W. Prosser, Jr. When the squadron converted to F-4Es, he was replaced by Lt Col Joseph M. Potts. Col Prosser was reassigned to Kirtland AFB, NM where he flew the F-4 and F-104.

On 10 May 1969, Capt Clayton Bane Lyle III was one of the F-105 pilots who transferred from the 34th to the 44 TFS. (Bane Lyle, e-mail 20 Aug 2010.)

1Lt Joseph W. Widhalm, assigned to the 34 TFS in January 1969, also transferred to the 44 TFS. (Joe Widhalm, e-mail 7 May 2012)

Maj William R. McDaniel, Capt Charles J. Ferrari and Capt Eben D. Jones were other 34 TFS F-105 pilots who transferred to the 44th. 1Lt Daniel P. Seals transferred to the 357 TFS at Takhli.

After flying 58 combat missions into Laos, the last one today 9 May 69, 1Lt Alan B. Reiter also transferred from the 34

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TFS to the 44 TFS on 10 May. In the 44th, Lt Reiter was assigned F-105D 59-1759, which he named "Summertime Blues". "The name came from a 1958 rock song by Eddie Cochran." (Alan Reiter's AF Form 11 & e-mails 19 and 22 Feb 15.)

On 11 May 1969, the 34th distributed its F-105s to the 355 TFW at Takhli, RTAFB and to the 44 TFS, the only unit still flying F-105s at Korat. The 44 TFS possessed 23 F-105s. Its squadron commander was Lt Col Herbert L. Sherrill who had replaced Lt Col Guy J. Sherrill on 12 March 1969.

F-4E pilots of the 388 TFW called the F-105 "Thud" ("... cause that's the sound it makes when it crashes!") while Korat F-105 pilots referred to the F-4E as the "Thumb" (Two-Hole-Ugly-Mini-Bug). (388 TFW history)

Harvey Prosser commented on the attitude of the F-4 pilots. "They were not a happy bunch. I could have as many F-4 guys switch to 105s as I wanted. All the 34th young guys and the old F-4 pilot Gibs much preferred the Thud. We put up a big sign at the entrance to the O Club stating 'Tiny Tim flies F-4s'. The new F-4 guys refused to take it down and it stayed up for at least a month when the Wing Commander commanded the 34th pilots to remove it because it hurt the F-4 pilots' feelings. Also, the nickname for the F-4 at Korat at that time was Mini-Buff. Again, at the Wing Commander's order, we desisted." (Harvey Prosser, e-mail 2 Feb 10)

During the time the 34th flew F-105s, the squadron received three Outstanding Unit Awards and a Presidential Unit Citation. After it began flying F-4Es, the squadron received its fourth Outstanding Unit Award for the period 1 July 1968 to 15 September 1969 as well as the Republic of Vietnam Gallantry Cross With Palm for the period 15 May 1966 to 29 January 1973. (James Geer, "The Republic F-105 Thunderchief Wing and Squadron Histories", Schiffer, 2002, pg 241.)

However, in its 3 years of flying the F-105, the 34 TFS paid a high price. Pilots assigned or attached to the squadron lost 39 planes to combat and accidents -- 37 "D" models and two "F" models -- enough to equip the squadron more than twice over. Thirteen squadron pilots died in combat (KIA), three more in accidents. Four pilots survived accidental crashes, ten were rescued, and 11 more became POWs, one of whom died in captivity. The following recaps each of the squadron's 39 losses, the pilots involved, and their fate:

Date	F-105	Last Name	Fate
1. 03 Jun 66	58-1171	Pielin	Rescued
2. 15 Jun 66	62-4377	Kelley	Rescued
3. 21 Jun 66	62-4358	Sullivan	KIA
4. 30 Jun 66	62-4224	Nierste	Rescued
5. 15 Jul 66	59-1761	Hamby	Rescued
6. 20 Jul 66	62-4308	Lewis	KIA
7. 21 Jul 66	62-4227	Tiffin	KIA
8. 06 Aug 66	62-4315	Rutherford	Rescued
9. 17 Sep 66	61-0191	Rutherford	Rescued
10. 10 Oct 66	62-4300	Bullock	Died
11. 10 Jan 67	62-4265	Gauley	KIA
12. 19 Mar 67	61-0123	Austin	KIA
13. 05 Apr 67	62-4395	Youngblood	Survived
14. 12 May 67	63-8269 (F)	Pitman	KIA
		Stewart	KIA
15. 15 May 67	62-4429 (F)	Heiliger	POW
		Pollard	POW
16. 02 Jun 67	61-0190	Smith	POW
17. 04 Jun 67	61-0148	Kough	Rescued
18. 15 Jun 67	61-0213	Swanson	KIA
19. 17 Oct 67	61-0205	Andrews	POW
20. 17 Oct 67	62-4326	Odell	POW

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21. 17 Oct 67	60-0425	Sullivan	POW
22. 27 Oct 67	62-4231	Flynn	POW
23. 28 Oct 67	62-4356	Waldrop	Survived
24. 19 Nov 67	58-1170	Vissotzky	POW
25. 04 Feb 68	60-5384	Lasiter	POW
26. 14 Feb 68	60-0418	Elliot	KIA
27. 15 Apr 68	61-0206	Metz	POW Died
28. 25 Apr 68	60-0436	Givens	Died
29. 14 May 68	61-0132	Bass	Died
30. 28 May 68	61-0194	Ingvalson	POW
31. 31 May 68	60-0409	Beresik	KIA
32. 08 Jun 68	61-0055	Light	Rescued
33. 13 Jul 68	60-0453	Confer	Survived
34. 01 Sep 68	60-0512	Thaete	Rescued
35. 17 Nov 68	61-0092	Dinan	Survived
36. 11 Feb 69	62-4256	Zukowski	KIA
37. 17 Mar 69	61-0104	Dinan	KIA
38. 29 Mar 69	62-4270	Stafford	Rescued
39. 03 Apr 69	62-4269	Christianson	KIA

388 TFW History, Apr - Jun 69, USAF microfilm NO586 .

06-Sep-69

7436

The 44 TFS at Korat published an order designating squadron individuals for specific positions.

a. Force Commander (Includes flight and element lead).

Lt Col Herbert L. Sherrill
 Lt Col Harley N. Wills
 Maj Larry W. Crotts
 Maj Gordon E. Lewis

b. Flight Leader (Includes element lead). (*Flight leader for strike flights only.)

Col John A. Nelson	Maj William W. Rowley, Jr.
Lt Col Edward D. Moriarty	Maj Raymond G. Schwartz
Maj Kirby Collins, Jr.	Maj William H. Stockton
Maj Thomas J. Dodd	Maj William H. Talley
Maj Billy G. Dornberger	Maj Joseph Reynes
Maj Fred S. Hudson	Capt Thomas J. Doubek
Maj Edwin C. Johnson	*Capt Charles J. Ferrari
*Maj William R. McDaniel	*Capt Eben D. Jones
*Maj Guy E. Pulliam	Capt Robert L. Nesbitt

c. Element Leader (Strike flights only).

Capt Clayton B. Lyle III
 1Lt Alan B. Reiter
 1Lt Edward L. Sykes
 1Lt Joseph W. Widhalm

d. Standardization Flight Examiner (AFM 60-1 & PACAFM 60-2) (Includes IP)

Maj William H. Talley

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Capt Eben D. Jones
Maj Larry W. Crotts

e. Stan/Eval Flight Examiner, EWO.

Maj Jerry W. Hargis
Capt William M. Chynoweth
Capt Troice G. Cline

f. Instructor Pilot, F-105D & F-105F (PACAFM 60-5)

Lt Col Herbert L. Sherrill
Lt Col Harley N. Wills
Maj Kirby Collins, Jr.
Maj Billy G. Dornberger
Maj Fred S. Hudson
Maj Richard E. Kennedy
Maj Gordon E. Lewis

g. F-105 EWO Instructor

Maj Richard C. Carver
Maj John W. Sims, Jr.
Capt Donald L. Brown
Capt George A. LaFrance
Capt Gerald J. Stiles

h. FCF Pilot, F-105D/F

Lt Col Herbert L. Sherrill
Lt Col Harley N. Wills
Maj Kirby Collins, Jr.
Maj Larry W. Crotts
Maj Gordon E. Lewis
Capt Charles J. Ferrari

i. FCF EWO, F-105F

Capt Donald L. Brown
Maj William M. Chynoweth
Capt Troice G. Cline
Capt George W. Mickey
Capt Henry C. Robert, Jr.

j. AGM-12 Pilots

Maj Gordon E. Lewis
Maj Thomas J. Dodd
Maj William H. Stockton
Capt Eben D. Jones

In November 1969, Maj Talley was reassigned from the 44 TFS at Korat to McConnell AFB "... as an F-105 instructor pilot from November 1969 to March 1970, and then as an F-105G pilot with the 561st Tactical Fighter Squadron at

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McConnell [beginning] March 1970. ..." (<http://veterantributes.org/TributeDetail.php?recordID=823>)

44 TFS Special Order No. 48, dated 6 September 1969, signed by Lt Col Harley N. Wills, Operations Officer.

10-Oct-69

415

The 44 TFS transferred with its F-105s from the 388 TFW, Korat RTAFB, Thailand, where the squadron had flown Wild Weasel missions, to the 355 TFW, Takhli RTAFB. For the first time since its organization at Korat on 8 April 1966 the 388 TFW had no assigned F-105s. The 388th wing commander was Col John A. Nelson. The squadron commander was Lt Col Herbert L. Sherrill who was replaced on this date by Lt Col Harley N. Wills.

The 44 TFS's twenty-one F-105s (11 F-105Fs and 10 F-105Ds) were launched from Korat on 10 October 1969 with some fraged for combat missions that recovered at Takhli. Others flew local sorties to Takhli. The advance party moved in two elements, the first on 25 September 1969 and the second on 3 and 5 October 1969.

The relocation involved 459 personnel and used twenty C-130 sorties to move over 400 people and 156,108 pounds of cargo. The official transfer date of the squadron was 15 October 1969.

Maj Gene Schwartz was one of the 44 TFS pilots who moved from Korat to Takhli. "When we flew in to Takhli we did it in style. I was in the slot as our four ship flew over the Takhli runway and then lead [Gordy Lewis] pulled up and we all followed into the pattern to land. ... When we moved to Takhli [we] had to live in the swamp outside the O'club until they had decent quarters for us. ... Robert Austin was Chief of OPs and Heath Bottomly was the Wing Cc." (Gene Schwartz e-mails 21 Oct 17)

Maj William R. McDaniel, Capt Clayton Bane Lyle III, Capt Charles J. Ferrari and 1Lt Joseph W. Widhalm were other pilots in the 44th who moved to Takhli with the squadron. Joe Widhalm recalled that, "... I didn't fly any missions from Takhli after the move because some of us were sent TDY to Korea to pull Command Post duty until December 1969. ... I went to Osan with Ed Sykes and Paul O'Connell I think. Once we got there, we were sent on to Taegu AB where we spent the two months. Others from Takhli may have been involved in this, too. My understanding is that due to the decreasing F-105 sortie requirements in late 1969 the squadrons were over manned, so PACAF decided to use some of us in manning assistance programs elsewhere in the theater. ... I left Osan in late December 1969 to become a T-38 IP at Webb AFB."

Lt Widhalm last flew the F-105 on a combat mission on 6 October 1969 from Korat by which time he had accumulated 403.1 hours in the aircraft. (Joe Widhalm e-mail 8 May 2012 & F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma.)

Capt Eben D. Jones was probably one of the 44 TFS pilots who transferred to Takhli.

388 TFW History, Jul - Sep, Vol III, USAF microfilm NO587 &

<http://www.afhra.af.mil/factsheets/factsheet.asp?id=10609> & Bane Lyle, e-mail 20 Aug 2010 & Joe Widhalm, e-mails 7 and 8 May 2012 and 5 Apr 2013.

17-Oct-69

7240

Maj William R. McDaniel from the 44 TFS completed his combat tour flying the F-105 from Korat and then Takhli. He was presented a certificate acknowledging his 127 combat missions between 7 December 1968 when he joined the 44 TFS and 17 October 1969. The certificate was signed by the 44th squadron commander Lt Col Harley N. "Chilly" Wills.

Other signatures on the certificate were:

Capt William M. "Mike" Chynoweth

Maj Richard E. "Bud" Kennedy

Maj John W. Sims, Jr. (EWO)

Maj Jerry W. "Red" Hagis (EWO)

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Capt Eben D. Jones
Maj Fred S. "Sid" Hudson
Lt Col Edward D. Moriarty
Maj Joseph Reynes
*Vincent D. Vampire
Capt Charles J. Ferrari

Capt Gilbert L. Henry
Maj William W. "Bill" Rowley, Jr.
Capt Robert L. "Bob" Nesbitt
Ed Johnson
Capt Gerald J. "Jerry" Stiles (EWO)
Capt Donald S. Brown II
Rick Morgan
Maj Rowland G. "Gene" Lucas
*Barbara Beaver
Maj Raymond Gene Schwartz

Maj William Hansen "Bill" Talley
Maj Larry W. Crotts
Capt Thomas J. Doubek
Capt Edward L. "Ed" Sykes
Maj Thomas J. "Tom" Dodd
1Lt Joseph W. Widhalm
Capt Eugene G. Lamothe
Maj Gordon E. Lewis

*Two names on the list were not real people. Bane Lyle explained: "Tom Doubek made up a fake pilot, Maj Vincent D. Vampire, with a SSN that was in Batavia, Maryland and included him on our roster. He logged a combat mission every time one of the Combat Martins flew. When he had 20 missions O-1Bs (Laos Missions) he was submitted for an Air Medal. A real order was published by HQ with his name along with several real crewmembers included on it. The squadron had it framed and hung it in ops. When we moved to Takhli, VD was still on the roster and was issued a room. I remember there was some confusion by the billeting office over where was Maj Vampire. As far as Betty Beaver, she did not exist and someone in the squadron would always include her. It looks like probably Chuck Ferrari did it on Bob McDaniel's certificate." (Bane Lyle, e-mail 7 Apr 2013.)

Gene Schwartz also commented on "Maj Vincent D. Vampire". "He was always on the schedule board for missions and he accumulated combat time as all other members did. We put Maj. Vampire in for an Air Medal after his obligatory 20 missions and we received orders that he had received the medal. One day an evaluation team was on the base and one of the team thought he knew Maj. Vampire. We told him that he was on a mission and not available. The bottom line is that the Vampire was our squadron emblem and Major VD Vampire was a figment of our good imagination in those days. Later as the squadron moved to Okinawa, I believe, they received a young son of Major Vampire. Just another story of guys who got bored and invented crazy things to do." (Gene Schwartz, e-mail 21 Oct 17.)

Maj McDaniel last flew the F-105 on 5 October 1969. He had accumulated 400.9 hours in the airplane. His next assignment was to Otis AFB to fly the F-101 in ADC.

Certificate scan provided by W. Paul Waits, Bob McDaniel's neighbor and friend, e-mail 4 Apr 2013 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Bane Lyle e-mail 5 Apr 2013.

30-Jun-70

1986

The 355 TFW history listed the 44 TFS officers who received awards between April - June 1970.

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Lt Col Ronald J. Crozier - DFC (1st OLC) on 30 Jun 70.
Lt Col William D. Lockwood - DFC (2nd OLC) on 5 Mar 70.
Lt Col Harley N. "Chilly" Wills - DFC on 21 Apr 70 and AM (1st - 8th OLC) on 10 Mar 70.
Maj Larry W. Crotts - DFC on 19 Mar 70.
Maj Raymond Gene Schwartz - DFC on 21 Apr 70 and AM (1st - 6th OLC) on 10 Mar 70.
Capt Charles J. Ferrari - DFC on 19 Mar 70.
Capt Eben D. Jones - DFC on 18 Mar 70.
Capt Henry C. Robert, Jr. - DFC on 21 Apr 70.
1Lt Joseph W. Widhalm - DFC on 21 Apr 70.

Lt Col David B. Hubbard, Jr. - AM on 1 Apr 70.
Lt Col William D. Lockwood - AM (4th OLC) on 8 Apr 70.
Maj Daniel P. Barry - AM on 12 Apr 70.
Maj James T. Brown, Jr. - AM (2nd OLC) on 1 Apr 70 and AM (3rd OLC) on 27 May 70.
Maj Paul S. Lasen - AM on 12 Apr 70.
Maj Donald L. Scott - AM (1st OLC) on 5 Mar 70 and AM (3rd OLC) on 30 Jun 70.
Maj Richard W. Simons - AM on 1 Apr 70.
Capt John R. Casper - AM (4th OLC) on 30 Jun 70.
Capt Thomas J. Doubek - AM (7th OLC) on 6 Mar 70.
Capt John C. Giffen - AM (2nd OLC) on 27 May 70.
Capt Gilbert L. Henry - AM (1st - 7th OLC) on 21 May 70.
Capt Clarence T. "Ted" Lowry - EWO awarded AM on 12 Apr 70.
Capt John W. Newhouse - AM (10th OLC) on 27 May 70.
Capt Michael B. O'Brien - EWO awarded AM on 1 Apr 70.
Capt Mercer B. Richardson - AM on 30 Jun 70.
Capt Henry C. Robert, Jr. - AM (7th - 12th OLC) on 10 Mar 70.
Capt William "Toby" Tyler - AM (6th - 12th OLC) on 29 Jun 70.
1Lt Michael E. Chervenka, Jr. - AM on 1 Apr 70.
1Lt Joseph S. Henderson - AM on 30 Jun 70.
1Lt James B. Libertore - AM (1st OLC) on 27 May 70 and named "Thundergun" for May 1970.
1Lt Robert G. Ludwig - AM (1st OLC) on 8 Apr 70.
1Lt Thomas G. Ryan - AM (2nd OLC) on 30 Jun 70.

1Lt Michael H. Davis - Named "Thundergun" for April 1970.
Capt Donald W. Kilgus - Named "Thundergun" for June 1970.

355 TFW History, 1 Apr - 30 Jun 70, USAF microfilm NO471, frame 0869.

18-Dec-70

8048

Capt Charles J. Ferrari flew the F-105 for the last time. Since his first flight on 1 June 1968, he had compiled 466.5 hours in the Thunderchief.

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