

# John Peter Flynn

## F-105 History

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**27-Aug-64**

5763

"Col John P. Flynn was appointed as the new Deputy Commander for Operations for the 49 TFW effective 27 August 1964. Colonel Flynn was assigned to Spangdahlem from Washington, D.C. where he attended and completed the National War College ... [and] attained his Masters Degree from George Washington University."

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

**31-Dec-64**

5759

Key personnel in the 49 TFW, Spangdahlem AB, Germany, were:

Col William S. Chairsell - Wing Commander  
Col Frank C. Malone - Wing Vice Commander  
Col John P. Flynn - Deputy Commander for Operations  
Col Thomas J. Price - Deputy Commander for Materiel  
Col James R. Sheffield - Chief of Maintenance

The wing possessed 77 F-105Ds and 15 F-105Fs for an average of 82.5 aircraft during the past six months. Support aircraft included 5 T-33A, 1 C-47, and 1 T-39. The F-105 OR rate was 70.4% and the NORS rate was 4.3%.

Between July and December 1964, "... the wing flew a total of 12,433 hours in assigned aircraft, experiencing three major and one minor aircraft accident for a major accident rate of 24.1 per 100,000 flying hours." The minor accident was with their C-47 that was damaged on takeoff from Engolstadt AB on 4 September 1964, which grounded it for two months. While their C-47 was being repaired, the wing borrowed a VC-47 from Chateauroux AB, France. They flew 10,982 hours in F-105D/Fs.

"Much emphasis was placed on conventional loading during this period. A complete plan on conventional loading was written and several exercises were conducted to test and refine the conventional loading capability of the wing."

The wing experienced two problems with their F-105s during this period:

1. "Overheating and burning of Silver-Zinc Batteries installed in F-105 aircraft was the cause of many incidents that were costly in both materiel losses and operational readiness to the wing. ... Some failures were partially attributed to the failure of the voltage regulator in the electrical system." A MOAMA team visited Spangdahlem to investigate the problem.
2. "A total of 36 P1 and P2 hydraulic pump failures were experienced by this wing. Two failures resulted in the loss of F-105s during flight operations. ... To preclude any further accidents, a temporary flight restriction was imposed and pump case pressure checks were conducted." The item manager at OCAMA "... established a Materiel Improvement Project OC64-100 79RI to investigate and correct [this problem]."

During the past six months, the wing "... achieved the following circular error average scores as an indication of overall proficiency in weapons delivery training."

Nuclear Weapons	Conventional Weapons
VLADD - 479'	Skip Bombing - 68%
VLD - 339'	Dive Bombing - 126'
VTIP - 1,780'	Rockets - 75'
RIP - 1,559'	

The wing history documented a "Recapitulation of Close Support Missions - CY 1964". Of the 373 close support missions the wing was tasked to fly in support of Army exercises, 252 missions (62.2%) were cancelled. The large majority of cancelled missions (75.4%) were cancelled due to target weather, base weather and en route weather.

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Aircraft ground aborts accounted for 13 (6%) of the cancelled missions.

Only 89 missions (23.9% of the missions tasked) were successful.

Of the 52 unsuccessful missions (13.9% of the missions tasked), 33 of them (63%) failed due to target weather. Only 3 unsuccessful missions were due to air aborts of the wing's F-105s.

These statistics seem to say that the F-105 was relatively reliable but its much anticipated "all weather" features did not live up to original expectations.

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

### 31-Dec-64

5780

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

Squadron key personnel were:

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

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

#### "A" Flight Pilots

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

#### "B" Flight Pilots

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

#### "C" Flight Pilots

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

#### "D" Flight Pilots

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

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

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

The squadron had 8 attached pilots  
Col John P. Flynn - 49 TFW Deputy Commander Operations  
Lt Col Joe W. Pickett - 49 TFW Ass't Dep Comm Operations

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Capt Anthony Gardecki - 49 TFW Tactical Evaluation  
Capt Leo F. Callahan - 49 TFW Tactical Evaluation  
Capt Harry E. Higgins - 49 TFW Combat Operations Center  
Capt Charles E. Van Driel - 49 TFW Combat Operations Center  
Lt Col Norman P. Phillips - 17 AF Tactical Evaluation  
Maj Fred L. Tracy - 17 AF Operations

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

### 30-Jun-65

5830

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

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

The pilots assigned and attached to the 9 TFS were:

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

#### "A" Flight

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

#### "C" Flight

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

#### "B" Flight

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

#### "D" Flight

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

#### Attached Pilots

Col John P. Flynn - 49 TFW Deputy Commander Operations  
Lt Col Joe W. Pickett - 49 TFW Asst. Deputy Commander Operations  
Capt Leo F. Callahan - 49 TFW Tactical Training  
Capt Anthony Gardecki - 49 TFW Tactical Evaluation

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Capt Harry E. Higgins - 49 TFW Combat Operations Center  
Capt Gerald L. Robinson - 49 TFW Combat Operations Center  
Capt Charles E. Van Driel - 49 TFW Combat Operations Center  
Lt Col Norman P. Phillips - 17 AF Tactical Evaluation  
Capt William Bryan - 17 AF Operations

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

### 31-Dec-65

5883

At the end of 1965, key personnel in the 49 TFW at Spangdahlem AB, Germany were:

Col William S. Chairsell - Wing Commander  
Col John C. Giraud - Vice Wing Commander  
Col John P. Flynn - Deputy Commander for Operations  
Col Thomas J. Price - Deputy Commander for Materiel  
Col James R. Sheffield - Chief of Maintenance

During July through September 1965, the wing's F-105s were allocated 5,080 flying hours and from October through December, the allocation was 4,920 hours. "The reduction in flying hours was based on the fact that the Wing lost three aircraft which were reassigned to SEA so that the new ratio went from a previous 75 aircraft to 72. A total of 10,693.9 hours were accomplished in the F-105D/F meeting the allocation requirements."

By the end of the year, the wing had retired their base-flight T-33s, placing them in flyable storage. In addition to their 72 F-105s, they were assigned one C-47 and a T-39 for mission support. With one F-105D accident in October 1965, "the wing's major accident rate for this period was 8.4 percent of all assigned aircraft."

Much of the Wing's flying involved close support training missions with the U.S. Army forces in Germany. The Wing flew 214 such missions during the last six months of 1965. The mission breakdown was:

Tasked - 312  
Successful - 203 (63.6%)  
Unsuccessful - 11 (3.5%)  
Cancelled - 105 (32.9%)

"The Safety Pack I phase of the Six Pack plus 10 modification project was completed in September; the Pack II phase of this project is still in progress with an estimated completion date in October or November 1966."

*49 TFS history, 1 Jul - 31 Dec 1965, AFHRA Call # KWG-49-HI Jul - Dec 1965, IRIS # 450717, declassified extract.*

### 15-Jul-67

238

(Date approximate and varied with the student between 1 Jan - 30 Jun 67). Along with normal RTU classes, the 560 TFS, 23 TFW, McConnell AFB KS graduated a total of 15 pilots in a special F-105 "Short Course" for pilots who had once been current in the F-105. Each of these "Category IV" students received approximately 16 flights and 23 flying hours. The students included:

Col Edward Burke Burdett	Maj George O. Guss
Col John P. "Sky" Flynn	Maj Harold A. Homan
Col John C. Giraud	Maj Robert J. Lines
Maj Almer L. "Buddy" Barner	Maj Michael S. Muskat
Maj Robert S. Beale	Maj John W. Gross
Maj Robert B. Bennett	Maj Theodore G. Moeller
Maj William M. Dalton	Capt Malcolm D. Winter

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Maj Alonzo L. "Lonnie" Ferguson

"One exception was Col Edward B. Burdett, who had never flown the F-105 and had one month to check-out. In addition to FTD, academics, and simulator, he received 22 F-105 sorties with 36 flying hours". Col Burdett had been commander of the 48 TFW flying F-100s from Lakenheath AB, England.

As a Captain in 1946, Col Burdett was a member of the 412 Fighter Group at Santa Maria, California, the first Air Force organization to be equipped with jet fighters. Moving in 1945 from Muroc AFB to March Field, California, the group converted from the P-59A to the P-80A. Between 15 - 28 May 1946, Captain Burdett was one of twenty-nine P-80A pilots (that also included Major Robin Olds) participating in "Project Comet", the first cross-country flight of a group of P-80As from March AFB to Washington DC and return. During this publicity demonstration, Captain Burdett flew P-80A 44-85224 that he had named "Shifty III".

On 1 Aug 67, Col Burdett reported to Korat RTAFB, Thailand, as the commander of the 388 TFW.

*23 TFW History, Jan - Jun 67, USAF microfilm MO554 & "Jets! The 412th Fighter Group and Project Comet" by Gerald Asher, in AAHS Journal Vol 45, No. 2, Summer 2000, pgs 82 - 94.*

### 23-Aug-67

455

During the attack on the Yen Vien RR Classification Yard (JCS 19), 1Lt David B. Waldrop III, "Crossbow 3" from the 34 TFS, 388 TFW, shot down a MiG-17 and claimed a second MiG kill that was not credited. It was Lt Waldrop's 53rd mission over North Vietnam. He flew F-105D 61-0132 on the mission that lasted 2.9 hours. The crew chief of Lt Waldrop's F-105 was SSgt James W. Henderson.

The 388 TFW OPREP reported Waldrop's MiG encounter this way. "At 0820Z, coming off JCS 19.00, Crossbow flight noted at least three MiG-17s closing on a flight of F-105s. Crossbow Number 1 engaged one MiG and fired but damage to the MiG is unknown until gun camera film is reviewed."

"Crossbow 3 (Lt Waldrop) engaged one MiG-17 and fired. Pilot noticed hits on MiG's left wing and stopped firing and when MiG did not blow up he then closed again to less than 1,000 feet and fired again getting hits around the canopy area. Crossbow 3 followed the MiG until he impacted the ground. Crossbow 4 confirmed impact. Crossbow 4 engaged one MiG-17 and fired at him but damage to the MiG is unknown until gun camera film is reviewed. The flight engaged MiGs 4 NM NE of Phuc Yen airfield. ... MiG crashed at 21-17N and 105-50E."

Lt Waldrop described his MiG kill: "As I rolled to the right, I looked down and saw two MIG-17's. One was on the tail of an F-105 at the time. I picked up one and broke in on him. I plugged in my afterburner, picked up a little airspeed, closed in, and started hosing off my cannon at him. Shortly afterwards, some fire shot out from his wingtips and about midway across the wing and he started a slow roll over to the right. I backed off and fired again. He continued rolling right on in and blew up when he hit the ground."

"His second kill came when he jumped the other MIG and pumped rounds into the aircraft's canopy area. The enemy plane rolled over and disappeared in the clouds." On 5 December 1967, the Seventh Air Force Enemy Aircraft Claims Evaluation board denied credit for 1Lt Waldrop's first MiG.

In later ceremonies, Lt Waldrop was awarded the second cluster to the Silver Star for this mission. (7th Air Force Special Order G-2166, 4 Dec 67)

Capt Nicholas J. Donelson, one of the original Ryan's Raider pilots on TDY to the 34 TFS, 388 TFW, Korat RTAFB, Thailand, from Yokota AB, Japan, was the mission commander on the strike against the railyard. He led 28 strike and 4 MIGCAP aircraft in bombing the target. During the same April 1968 ceremony at Yokota in which Lt Waldrop received his Silver Star, Capt Donelson was awarded the Air Force Cross. His citation read that Capt Donelson " ... was the mission commander for a force of thirty-two aircraft attacking a heavily defended rail yard in the vicinity of Hanoi. Repeated attacks against his force by hostile aircraft destroyed two friendly aircraft, and the intense barrage of

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## F-105 History

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antiaircraft fire downed a third and severely damaged a fourth. In spite of the intense opposition, Captain Donelson, at great personal risk, led his force to the target and pressed the attack, inflicting severe damage to the rail yard and destroying a large amount of rolling stock. ... "

Donelson described the mission this way. "Robin Olds was my MiG escort and they flew two ships off each wing as we proceeded down Thud Ridge. An F-4 strike force from Ubon had joined up with us as planned and were in trail. We were around 15K ft with an overcast about 5K above us. MiGs were being called out on the Bullseye broadcast circling to the north. They popped out of the clouds at the rear of the F-4 formation and salvoed Atolls into the force. When MiGs at 6 were called out, I turned hard left and saw two F-4s in flat spins burning. Olds' flight took off in pursuit of the MiGs. (Col) John Flynn, ... Vice Commander of the 388 TFW at Korat was my #2 (on) his first Pack Six flight."

"We regrouped, pressed in and hit the target. If I remember correctly, (we) encountered MiGs coming off the target. I saw one on the tail of a 105 in a tight spiraling turn, the MiG's guns blazing. I turned hard left to roll in on the flight but two F-105s in fighting wing were fast closing on the MiG and I broke off and climbed out. It was Barry Waldrop and he got the MiG. I remember also about the same time a call from a sister flight member that called he was hit (Capt Hal P. Henning) ... . When we reviewed (the) MiG kill gun camera film, Hal had flown between the MiG and Waldrop blazing away and you could see what appeared to be a hit on the right drop tank. Hal made it back OK." (N. J. Donelson, e-mail to Ron Thurlow, 17 July 2001).

Capt Henning from the 44 TFS received a Silver Star for this mission. His flight record shows he flew an F-105D for 2.9 hours. (Hal Henning, e-mail to Ron Thurlow, 28 Jun 2001).

"As far as Lt. David B. Waldrop III and many others were concerned, he did score a double on August 23rd, 1967, but the Seventh Air Force Evaluation Board eventually disallowed his first kill. ... The kill was witnessed and confirmed by none other than Colonel Robin Olds who was flying the lead MIGCAP F-4D that mission. He stated for the record, "It was beautiful. The MIG-17 was diving toward the ground with flames coming out of his tailpipe. It wasn't the afterburner; he was on fire. There was that great, great, huge THUD right behind him with fire coming out of his nose. It looked like a shark chasing a minnow. The MIG-17 was diving straight for the ground and I saw no parachute."

"Shortly after this confrontation, Waldrop and his wingman pursued two more MIG-17's. He engaged one which resulted in significant damage to the MIG-17. The MIG exploded, rolled into an inverted position, and impacted the ground."

"The 388th TFW's Enemy Aircraft Claims Board did in fact review and validate both of Waldrop's claims for 23 August using all available data (gun camera film, wingman testimony, testimony from other witnesses including Col. Robin Olds' account and operations reports). But when the claims were processed by the Seventh Air Force Enemy Aircraft Claims Evaluation Board at a later date, the board confirmed Waldrop's second claim but denied his first. Apparently, the evidence was insufficient to warrant an award for the first encounter." (Paul Osborne, e-mail to the centuryseries Web site, Apr 18, 2000).

Maj Billy R. Givens from the 34 TFS, 388 TFW, also claimed a probable kill of a MiG-17 but his claim was eventually denied.

*388 /JOPREP/OPREP-3/PINNACLE/013 & Aces & Aerial Victories, pp 65 & 66 & Thunderchief Worldwide Report, Vol. III, No. 1, September, 1967 & Sawadee Flyer, 20 Apr 68, pg 1 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756.*

**05-Oct-67**

4826

On the day of his first combat mission over North Vietnam, Maj Spence M. "Sam" Armstrong, 34 TFS, attended an aircrew briefing at Korat..

"On the 5th of October, all of the pilots were called to a briefing in the Base Theater. Col. Ed (Red) Burdett, our wing

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commander had just returned from a mandatory meeting in Saigon with General Momyer, the 7th Air Force commander. The purpose of the meeting was to relate to the wing commanders of all of the combat wings the concern that existed in Washington that civilians were being killed in our bombing attacks. I later appreciated the fact that you couldn't be too accurate when shells were flying by your cockpit so it was not a surprise that some bombs fell short. None-the-less, Col. Burdett dutifully passed on the admonition to be more accurate in our bombing -- he never alluded to the fact that he had been instructed to make this speech although we all knew this was the case. He was true to the modicum that commanders never alibi their directions on higher headquarters.

"Major Aquilla Britt of the 469 TFS rose to ask why we weren't trying to rescue Bob Barnett. His words were: 'Why are we bombing 'nit-noi' bridges when poor Bob Barnett is desperately calling for help. Col. Burdett didn't get a chance to respond because the vice wing commander, Col. Jack Flynn rose from his seat in the front row, faced the audience and said: 'Col. Burdett has requested a rescue effort and it has been denied. We don't know the rationale but Col. Burdett personally tried'. That satisfied the pilots. Ironically, the next day a rescue effort was attempted and several aircraft were shot up and they found that a North Vietnamese was now talking over the survival radio. Bob became a POW who was released with the others in 1973."

*Lt General (Ret) Sam Armstrong, unpublished manuscript in chapter titled, "Southeast Asia October 1967 - May 1968", pg 6.*

**07-Oct-67**

6535

Four flights of F-105s from the 388 TFW attacked the Tuanh Moi Railroad Yard (BE 616-01398, ART 1682) at 21-35-57N and 106-32-17 in North Vietnam.

Col John P. Flynn, 388 TFW Vice Commander, led the third flight with Capt Irving E. LeVine, 34 TFS, as his number 2. Irv LeVine recalled, "We were looking for trains. . . The yard was briefed as being 'UNSERVICEABLE' and having only two Triple A sites ... and both of them as being 'Empty'. A 'milk run' if we ever saw one, right? Wrong.

"Coming into the sun from Feet Wet, Force Lead had the sun directly in his eyes and missed seeing the entire N.E. Rail Line. Luckily, he looked back and saw it. Swinging more sharply left than he should have, he threw #2 Flak Suppression Flight out and our #3 Flight went down the chute behind Lead. The 'empty sites' were shooting like crazy and, while checking out our 'aiming point', I kept a close eye on Flynn's aircraft. I saw Force Lead flight's bombs overshoot the track area and explode in the middle, eastern part of the yard. Our 'aiming point' was [an] access road .

"I saw 'a' train sitting across our aiming point and put my pippin on the last car and, pulling back on the stick, slightly, to spread the bombs out, I released and my pippin continued to walk up the length of the train. I stuck to Flynn's bird and we exited the area with the rest of the Force. No one was hit but it wasn't because they weren't shooting.

"Back at Korat we gathered in the debriefing room and the usual 'hubbub' of pilots discussing the mission made for a continual racket. Lead called for quiet, and apologized for not seeing the yard. He apologized for turning back too tightly and throwing the force out of position. He said, 'The yard was empty'. Lead 2 also apologized for not getting down-the-chute and keeping the guns off us but noted that all aircraft had come safely home. He agreed with Force Lead that the 'yard was empty'. Flynn was busy making out his post-flight paperwork and asked us, 'What did you guys see?' Three and Four agreed with the other flights that 'the yard was empty'. I said, 'WE BOMBED A TRAIN'. Flynn jerked toward me (I was sitting on his left) and said, 'Where was it?' I told him, 'It was across our aiming point'. He said, 'I didn't see it'. About that time Force Lead said, "Col Flynn, what did you see? He said, "WE BOMBED A TRAIN'. The pilots had gone back to talking about the flight, or whatever, and there was a solid, low murmur of male voices that stopped DEAD. Force Lead said, 'Uh, Colonel, did you SEE a train?' Flynn answered, "NO, IRV DID.' "IRV DID's' vibrated off the walls and from every corner of the room. The shouted laughter was close to deafening. Flynn, always a man of action, grabbed me by the front of my flight suit, hauled me to my feet and dragged me from the room through those tall doors about 10 feet to the right of where we were sitting. He shoved me up against the wall and asked, "ARE YOU SURE YOU SAW A TRAIN?" I assured him I had telling him it was across our aiming point. He said, 'I'm going to request a Photo Recce bird go take a look and there'd better be a train there.' The laughter and hilarity stopped dead when John Flynn reentered the room.

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"The next day I got word that I was to 'report' to the Head Shed. I got there and found myself surrounded by a lot of Wing Brass and they didn't look happy. They demanded I tell them what I saw and I told them. They took me in a small room where a film projector was set up and it had the usual LARGE composite rolls of small films from each of the birds in our force. The lights went out and camera action showed Force Lead's bombs going off in the empty, sandy area east of the tracks. A voice in the dark said, 'Skip all that and go to LeVine's film and put the projector on one-frame-a-second'.

"It was done and suddenly there was the yard again AND THE TRAIN; MAKE THAT 'TWO' TRAINS. They were side by side and my piper walked up the length of the trains and gradually lifted and showed the initial phase of climb out. I turned toward the projector and where I had seen the colonels sitting and the light came on. I and the projectionist airman were the only ones in the room. He grinned and said, 'Nice work Captain'. I stumbled out of the room and into a 'gaggle of Brass' who were now grinning ear to ear and who shook hands with me and pounded me on the back while spouting congratulations.

"Later at the club, I discovered that no one would talk to me. I was commissioned through OCS and knew of such [treatment] but this was the first and only time for me. I realized I'd come onto something akin to being silenced. The next day or so, I had 3 or 4 pilots at various times and places walk by me and surreptitiously say, 'Well done, Irv' or 'Nice going, Irv', but for the most part the rest of them said nothing. I really didn't think much of it as I figured they were embarrassed and fighter pilots don't like to be embarrassed. ... After a week, the guys were all back talking to me ...."

*Irv LeVine, letter received 16 April 2010.*

#### 22-Oct-67

4335

In a mission designated RT56A-172, F-105 pilots from the 388 TFW struck the Cau Dau railroad segment on the Northeast Rail line in RP-6A, North Vietnam. The target was located at 21-35N and 106-00E.

Three pilots on this mission from the 469 TFS and their F-105Ds were:

Capt Russell E. Temperley flying 60-0428

Maj Roger P. Scheer flying 61-0208

1Lt Earl J. Henderson flying 61-0134 (Note: His combat diary has no mission this day.)

Lt Col Richard F. B. Gimmi, Jr., flying with the 469 TFS, flew his 115th and last combat mission during his one-year assignment as the director of the 388 TFW command post. (Dick Gimmi, phone message, 10 Nov 09)

Maj Kenneth W. Mays from the 34 TFS flew F-105D 62-4359 on this mission.

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Warhawk 2" attacking a road segment in RP-6A. "Road cut." It was his 8th combat mission.

Four other pilots from the 34 TFS made up "Vegas" flight. Flying as "Vegas 2" was Maj Spence M. "Sam" Armstrong on his 10th combat mission to North Vietnam. Take Off: 1440. Mission Length: 3+05. The flight line up was:

#1 - Maj William J. King

#2 - Maj Armstrong flying 61-0132

#3 - Maj Dalton L. Leftwich flying 61-0219

#4 - Captj Larry R. Klinestiver flying 61-0220

Mission Commander - Col John Peter "Sky" Flynn, 388 TFW Vice Commander (POW 27 Oct 67).



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Maj Armstrong describe this mission in his combat log. "Mission was alternate target at Dau Ca, 15 miles east of Thai Nguyen. We went the land route which was the first land route for me. We dropped off the tankers and entered NVN on a northeasterly heading then turned east and finally south to hit the target which was roughly 40 miles due north of Hanoi. There were considerable MiG calls both going in and retracing our path out but no one actually saw MiGs. No SAMs were sighted either. There was considerable 37/57-mm fire rolling in on the target but no one got hit. Larry Klinestiver saw some 85-mm burst but no one else saw it. Col Flynn was mission commander and he's not sure the rail yard we bombed was the right one. I had no idea as I was looking for MiGs all of the time."

*NARA Record NWDNM(m)-342-USAF-42649B, "Air Strike Films, Vietnam" & Maj Sam Armstrong's 100 mission combat log, pg 4 & Rufus Dye Mission History log*

**27-Oct-67**

1187

On Friday morning, continuing their attacks this week on major North Vietnamese targets, F-105s from the 355 TFW and the 388 TFW struck the Canal des Rapides bridge (JCS 13) northeast of Hanoi in RP-6A, North Vietnam. It was a costly and harrowing mission, designated RT56A-177.

Three flights of F-105Ds from the 355 TFW struck the bridge and one other flight attacked flak sites protecting the bridge. Each strike aircraft carried two 3,000-pound bombs under its wings.

1Lt Crissman R. Lawrence from the 354 TFS led Takhli's force.

Maj Charles Edward Cappelli was "Bison Lead". "Bison 2" was Capt Gene I. Basel in F-105D 62-4284, and "Bison 4" was Maj Robert W. Kennedy flying F-105D 62-4385.

Maj Robert L. Stirm in F-105D 61-0122 led "Zebra" flight from the 333 TFS. Capt David L. Tucker was Zebra 2; Capt John C. Leech, Zebra 3; and 1Lt Cal W. Tax was Zebra 4.

The strike force included a Wild Weasel flight from Takhli led by Capt Ralph E. "Sam" Adams (with EWO Capt Richard L. Grover?) as "Otter 1" from the 354 TFS, and an F-4D MIGCAP flight from the 8 TFW at Ubon, using call sign "Ford".

"Olympia Flight" from the 34 TFS led the attack from Korat. Its lineup was:

- 1 - Maj George G. Clausen the 34 TFS commander
- 2 - Col John P. Flynn, the 388 TFW Vice Wing Commander flying F-105D 62-4231
- 3 - Capt Vernon D. Ellis
- 4 - 1Lt David B. Waldrop III

Col Flynn was hit by a SAM while approaching the target. Maj Clausen recalled that the 388 TFW commander Col Edward B. Burdett lost his flight upon target egress and joined Olympia flight for their return to Korat.

Maj Clausen was awarded the Silver Star (1st OLC) for this mission. "Major George G. Clausen distinguished himself by gallantry in connection with military operations against an opposing armed force as an F-105 pilot in Southeast Asia on 27 October 1967. On that date, Major Clausen courageously led a force of twenty F-105s and four F-4s on a mission against a vital railroad and highway bridge near Hanoi. Although a withering barrage of surface-to-air missiles and anti-aircraft fire inflicted heavy losses upon his force prior to reaching the target, he continued in to complete a successful attack. Before departing, he turned back into the most hazardous area in an attempt to ascertain the location and condition of his downed wingman. By his gallantry and devotion to duty, Major Clausen has reflected great credit upon himself and the United States Air Force." (George Clausen, phone interview, 5 April 2010 & Award citation provided by George Clausen, received 12 Apr 2010.)

Maj Lawrence R. Klinestiver also from the 34th flew F-105D 61-0124, and Capt William Wallace Butler from the 469 TFS flew F-105D 61-0068. Klinestiver was promoted to the rank of major on this day and received the Silver Star for

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this mission.

Three miles prior to the target, as the strike force came down Thud Ridge and began contending with the first of the many SAMs they encountered on this mission, Maj Kennedy's aircraft ("Bison 4" F-105D 62-4385) had the severe flight control problems that Capt Evert had experienced in the same plane two days earlier during the attack on the Doumer bridge. In his book "Pak Six", Capt Basel told what happened. His plane swapped ends "... up and down in a gigantic porpoise movement. His speed brakes popped out and the bombs and fuel tanks tore from the plane and tumbled out of sight. ... Bob broke formation, out of control, turning violently left and down to the deck." The 355 TFW OPREP described the event a bit differently reporting that "Bison 3" and "Bison 4" "... Jettisoned their four M-118s safe in a wooded area ..." because "Bison 4" was experiencing flight control problems (violent pitch oscillations). "Bison 3" escorted Maj Kennedy back to Takhli.

The North Vietnamese defended the bridge with barrages of SAMs and AAA. "At least four missile regiments engaged the attackers. Three battalions of the 236th Regiment mass-fired their missiles downing one F-105." ("The - Ology War: Technology and Ideology in the Vietnamese Defense of Hanoi", 1967, Merle L. Pribbenow II, in The Journal of Military History, Jan 2003, pg 194.)

The strike force encountered 11 SAMs while flying to the target. The SAMs were launched in pairs approximately 30 seconds apart. The missiles appeared to be accurately guided and detonated at approximately 10,000 to 12,000 feet. The force's pod formation appeared to be effective probably due to the close range and the large number of SAM sites. SAMs were fired from sites L-46, L-37, and L-44. Other probable firing sites were L-87, L-30, and L-15. In his book, Capt Basel described the SAM encounters. "The sky was fast filling up with flaming missiles. We were caught in a massive crossfire. They came through the formation from both sides, from ahead. ... The Weasels were going crazy. Against this attack, the most savage to date, they could do little. All their Shrikes were gone. They had killed three sites, but they could kill no longer."

The SAMs knocked one of the attacking planes out of the sky. Its pilot, Col Flynn, "Olympia 02", from the 388 TFW, was captured.

SAMs claimed a second pilot. On ingress at 0111Z, "Zebra Lead", Maj Robert L. Stirm from the 333 TFS at Takhli received a direct hit by a SAM at coordinates 21-09N and 105-54E. The QRC pods in "Zebra" flight were operational and the flight was in standard pod formation, yet the SAM, launched from site VN-009 BE 616-01087, succeeded in finding a target. The pilot was climbing to roll-in altitude and was at 12,000 feet and 410 knots. "Zebra 2" and "Zebra 3" jettisoned four M-118s armed at 21-12N and 105-30E and attempted to escort "Zebra 1" out of the area. However, Maj Stirm's aircraft went out of control and into tight unstable right turns. No one saw a chute but one crewmember thought he heard a beeper. Maj Stirm was reported as MIA and was later confirmed captured. He was released with other POWs on 14 March 1973.

The planes jinked to avoid SAMs and maneuvered for their dive bomb attacks. AAA opened up. As Capt Basel described, "The sky suddenly erupted with red explosions in and around the formation. We were now in range of the 85 millimeter guns on the outskirts of Hanoi. ... As we neared the target, the flak grew in intensity, bursting very close. ... All along the river and on the edge of the city, glaring, ugly red rings grew and faded. Flak sites spewing death into the morning sky. The sun was being blotted out by a growing cloud of smoke and debris over Hanoi."

AAA shot down one of the MIGCAP F-4Ds.

At 0111Z, flying flak suppression, the four F-105Ds in "Bear" flight dropped 12 CBU-24s, and 8 CBU-29s on AAA sites protecting the bridge. "Bear 3" noted what appeared to be two square, revetted artillery rocket sites firing four rockets at a time in quick succession and at a much faster rate than a AAA site can fire. One site was located approximately 7,000 feet northwest of Gia Lam airfield, immediately west of the rail line where the road branched east and cut across Gia Lam's runway. The other site was approximately 1,000 feet north northeast of the first site.

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Reaching the bridge at 0112Z, two F-105Ds in "Bison" flight and four F-105Ds in "Shark" flight dropped 10 M-118s on the bridge followed one minute later by a single F-105D in "Zebra" flight that dropped two more of the 3,000-pound bombs. Pilots were unable to determine BDA due to extremely heavy defenses and smoke in the target area but they estimated they cut the bridge or its north approach. The flights experienced very intense accurate barrages and tracking 37/57/85-mm three minutes prior to the target, throughout their ordnance delivery, and continuing one nautical mile after egress.

Sometime during the attack, "Shark 2", F-105D 62-4347, received a four-inch by six-inch hole in the left horizontal stabilizer.

At 0114Z, when the two remaining pilots of "Bison" flight dove on the bridge and pickled their bombs, Capt Basel, "Bison 2", became separated from his flight lead. "... Basel rolled out at 3,000 feet on a southerly heading paralleling the Red River." As he turned from 200 degrees to 260 degrees, he saw two camouflaged MiG-17s moving into position behind "Bear" flight. All aircraft were at 3,000 feet in the vicinity of 20-51-30N and 105-52-00E, and heading 260 degrees. Capt Basel closed the distance between himself and the lead MiG from 3,000 feet to 2,000 feet and then fired approximately 600 rounds of 20-mm at the MiG. "I switched to dive function on the mode selector and closed to within 2,000 feet pulling lead on him. He didn't see me, and was intent on positioning for an attack on the flight ahead of me until he felt the 20-mm impacts. At that time he reversed his direction abruptly, fire belching from his tailpipe. The MiG continued rolling left to a rear inverted position until lost from sight. ... " "Bison 2" continued on with "Bison 1" and neither pilot saw the two MiGs again. "Bison 2's" gun camera film showed 20-mm impacts and flames coming from the MiG's aft section just forward of the exhaust. Capt Basel claimed one MiG destroyed. His mission had lasted three hours. (Aces & Aerial Victories, pg 71 & Capt Basel's individual flight record.)

The 7 AF Enemy Aircraft Claims Evaluation Board initially approved Capt Basel's claim in their release NR 11-67-185. However, on 5 December 1967, the Board withdrew their approval of the claim. "Although Captain Basel's claim for destroying a MiG-17 was initially denied because of a lack of information, it was confirmed after study of his gun camera film showed that the MiG-17 was on fire in its aft section and could not have recovered." (Fairchild Hiller memo, 6 Feb 68, quoting 7 AF letter in 388 TFW history, Jul - Dec 67 frame 1876.)

"Zebra" flight reported intercepting two 15-second oriental language transmissions over guard (OPREP cut off).

The North Vietnamese lost a MiG-17 but the Americans paid a higher price. Three aircraft were lost over the target and two F-105 pilots, Col Flynn and Maj Stirm, and the pilot in the F-4D, Capt Jon D. Black, became POWs. The F-4 GIB, 1Lt Lorenza Conner, was killed.

Today's attacks did not damage the bridge and so the F-105s returned to hit the bridge again on Saturday.

*355 TFW JOPREP JIFFY DOI 5503 OPREP-4/165 in USAF microfilm NO463, frame 1392 & "Pak Six", by G. I. Basel, pgs 67 - 80 & National Archives camera shot lists, record number NWDNM(m)-342-USAF-42649B & "Aces & Aerial Victories", pgs 69 - 71.*

### 27-Oct-67

F-105D 624231 34 TFS 388 TFW Korat Hit by a SAM while attacking the Canal des Rapides bridge (JCS 13). Crashed in RP-6A, North Vietnam. 21-06N 105-57E Col John Peter Flynn 388 TFW VC flying with the 34 TFS became a POW. Released 14 Mar 73. Call sign: "Olympia 02". Colonel John P. Flynn flew as Olympia 02, in a flight of four, in a force of 20 F-105s on a strike mission against the Hanoi RR/Hwy Bridge in North Vietnam. Other members in the flight were:

- #1. Maj George G. Clausen
- #3. Capt Vernon P. Ellis
- #4. 1Lt David B. Waldrop III

The flight took off from Korat at 06:44 and Col Flynn was shot down during the approach to the target at 08:19.

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"The following is the statement of Capt Vernon D. Ellis: 'The force of 20 F-105's turned to a final run-in heading of 181 deg. Approximately 30 seconds prior to roll-in, I, as Number 3 in Olympia Flight, observed an SA-2 missile approaching from the flight's 1 o'clock position. A second SA-2 came from the same vicinity. The two missiles passed by Olympia Lead and Olympia 2 (Col Flynn) and continued out of sight behind the flight. Seconds later, three more SA-2 missiles came out of sites located from the flight's 11 to 12 o'clock position. The first two missiles passed close below and behind Lead and 2. The third was observed by myself to detonate directly below Olympia 2. The aircraft immediately burst into flames and began to torch badly. The flight was approximately three miles north of the target, heading 181 deg at that time. Olympia 2 called over the UHF radio that he was hit. The aircraft proceeded straight ahead in a level flight attitude. Olympia 2 appeared to be quite calm over the radio. I lost sight of the aircraft as it passed over the Canal des Rapides in a still level flight attitude. It was apparent from the extent of the burning tail section that he would have to leave the aircraft. Seconds after losing sight of the aircraft, I heard a chute beeper come up loud and clear on guard channel. The vicinity of the aircraft at that time would have been approximately four miles NE of Hanoi.' On 8 Nov 1967, Hanoi released a photograph of Col Flynn which identifies him as a prisoner of war. Col Flynn was mentioned in a Hanoi radio broadcast on 30 Jun 1968 and again on 9 Jul 1968." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-181, AFHRA Call # K717.6031-3.)

As of 1 October 1967, Col Flynn had 405.4 hours in the F-105. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

Col Flynn had scheduled himself on this mission by crossing out Maj Sam Armstrong's name on the 34 TFS flying schedule. (Lt Gen Sam Armstrong, e-mail, 26 Sep 2006.)

The pilot was confirmed captured on 17 November 1967. He was awarded the Air Force Cross for the period 27 Oct - 10 Nov 1967 while he was a POW.

*388 TFW History, Apr - Dec 1967, USAF microfilm NO583*

### 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.)

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

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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)	Stewart	KIA
			Pitman	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
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

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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*

#### 14-Mar-73

1251

The fourth set of POWs was released from North Vietnam during "Operation Homecoming". Among the 107 military prisoners released on this Wednesday, were 26 F-105 pilots and EWOs who had been shot down between 3 August 1967 (Capt Wallace Grant Newcomb) and 9 August 1968 (Col David William Winn).

Col Roger Dean Ingvalson was one of the F-105 pilots released today. He had been Operations Officer of the 34 TFS and was downed by AAA on 28 May 1968.

Col James E. Bean was released in this group. He had been the 388 TFW Deputy Commander for Operations. He was shot down on 3 January 1968 while flying with the 469 TFS. "He was briefly hospitalized to recover from his injuries, and then attended the Industrial College of the Armed Forces before retiring from the Air Force on September 18, 1974."

Col John P. Flynn was in the group of POWs. He had been the 388 TFW Wing Vice Commander when he was shot down on 27 October 1967. He flew with the 34 TFS.

Maj Raymond Walter Vissotzky from the 34 TFS, shot down and captured on 19 November 1967, was another F-105 pilot released today.

Capt Anthony Charles Andrews from the 34 TFS, shot down on 17 October 1967, was one of the 26 F-105 pilots released today. "My home town is Chico, California, where I was born and remained until after finishing two years of college. Next I attended the University of California at Berkeley where I finished as an Electrical Engineer in 1963. My Air Force career started that Fall. "Anthony Andrews left the Air Force after his return home. He now works for a major airline." (<http://www.pownetwork.org/bios/a/a041.htm>)

Maj Dwight E. Sullivan from the 34 TFS who was shot down on the same mission as Capt Andrews was also released from Hanoi today. "... He was briefly hospitalized to recover from his injuries at March AFB, California, and then attended Air War College at Maxwell AFB, Alabama, from August 1973 to August 1974. His final assignment was as Assistant Deputy Commander for Logistics and then Deputy Commander for Maintenance with the 47th Flying Training Wing at Laughlin AFB, Texas, from August 1974 until his retirement from the Air Force on June 1, 1978." (<http://www.veterantributes.org/TributeDetail.asp?ID=1085>)

Also released was Capt Thomas E. Norris from the 469 TFS shot down on 12 Aug 1967.

*"Honor Bound" by Stuart I. Rochester and Frederick Kiley, pg 585 &  
<http://www.veterantributes.org/TributeDetail.asp?ID=1030>.*

#### 04-Sep-74

3954

Former POW Col John P. "Sky" Flynn, who had been shot down in his F-105D on 27 October 1967, was the forty-third F-105 pilot to begin re-qualification flight training when he flew his T-38 "Champagne Flight" at Randolph AFB TX. His call sign was "Freedom 129". He received a follow-on assignment as the Commander of the Air Force's Lackland Training Center, at Lackland AFB, Texas.

*"Home With Honor", Commemorative book by the 560th Flying Training Squadron, July, 1976, Pg 99.*

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## F-105 History

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13-Dec-74

6977

On 13 December 1974, on the parade ground at Lackland AFB, Texas, MG John P. Flynn received the Air Force Cross from Lt General George H. McKee, the commander of Air Training Command.

"The President of the United States of America, authorized by Section 8742, Title 10, United States Code, awards the Air Force Cross to Major General John P. Flynn for extraordinary heroism in military operations against an opposing armed force while a Prisoner of War in North Vietnam from 17 October 1967 to 10 November 1967. Captured at the height of the air war, General Flynn, the most senior officer in captivity, was exposed to forceful interrogation, intimidation, and brutal treatment because the enemy believed he was withholding invaluable tactical information. Although suffering severe injuries, he was beaten and tortured for military information which, if obtained by the Vietnamese, would clearly have jeopardized the lives of those still flying. By his display of heroic resistance through his ordeal of extreme cruelties, General Flynn reflected the highest credit upon himself and the United States Air Force."

General Flynn was born in Cleveland, Ohio on 17 July 1922. He retired 30 September 1978 as a Lt General and died of Alzheimer's disease on 5 March 1997 in San Antonio, Texas. He was buried in Fort Sam Houston National Cemetery.

*"Recipients of the Air Force Medal of Honor and Air Force Cross", by Eric R. Caubarreaux, pg 122.*