

# Ivor K. Goodrich

## F-105 History

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22-Dec-67

239

The sixteenth F-105 RTU Class 68ER graduated at the 23 TFW, McConnell AFB KS. The class started on 27 Jul 67 with 26 student pilots but was reduced to 21 prior to graduation.

Capt Thomas J. Coady was the first RTU student to score 100% on all written exams and quizzes. Capt Ronald L. Shepard was the Top Gun and Outstanding pilot. The class also included Lt Col Felix A. "Doc" Blanchard, who made football history as a West Point cadet during the 1944, '45, and '46 seasons.

The class deployed for conventional weapons delivery training to George AFB CA between 1 - 21 Dec 67 with the 560 TFS. During the deployment, on 7 December 1967, Maj Robert F. Delaney successfully ejected from his F-105D while practicing aerial maneuvers and went into a flat spin. During this flight, his instructor pilot was Maj William S. Koenitzer.

The 560 TFS squadron commander was Lt Col Robert L. Fair.

The student pilots and their SEA assignments (where known) were:

Col George J. Nelson	Maj Carl B. Light - 34 TFS
Col Charles T. Watkins, Jr.	Maj Thomas J. Phelan, Jr. - 44 TFS
Lt Col Felix A. "Doc" Blanchard - 388 TFW	Maj Thomas W. Stinson - 354 TFS
Lt Col Francis R. Lawson	Capt Christopher Heath Brown - Korat
Maj Dillard D. Rolls	Capt Thomas J. Coady - 357 TFS
Maj Eugene A. Bonfiglio - 44 TFS	Capt Ben J. Fuhrman - 34 TFS
Maj Robert F. Delaney - 354 TFS	Capt Ronald R. Myers - 469 TFS
Maj James R. Dunbar - 354 TFS	Capt Dan W. Riggs - 333 TFS
Maj William M. Dillion	Capt Douglas A. Roysdon - 34 TFS
Maj Ivor K. Goodrich - 34 TFS	Capt Ronald L. Shepard - 44 TFS
Maj Bryant Heston - 469 TFS	

After completing RTU training, Maj Robert F. Delaney attended Wild Weasel Class 68WW III-19 and Capt Ronald L. Shepard attended Wild Weasel Class 68WW III-20. Both classes began on 9 February 1968 at Nellis AFB, Nevada, but finished on different dates.

*23 TFW History, Jul - Dec 67, USAF microfilm MO554, frame 1067.*

17-Feb-68

4879

"Crossbow" flight from the 34 TFS dropped bombs using radar on a target in Laos. The flight took off at 0620. Its line up was:

#1 - Maj Donald W. Hodge  
#2 - Maj Ivor K. Goodrich  
#3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167  
#4 - Maj William P. Shunney

It was Maj Armstrong's 69th combat mission. "This was a 1st alternate target divert to Laos for a radar drop. It was all real quick and simple. I'd take 31 more just like it." Their mission was 2 hours 20 minutes long.

Capt Joseph S. Sechler, also from the 34th, flew his second mission over North Vietnam. His flight lineup was:

#1 - Maj Kenneth W. Mays

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- #2 - Capt Joseph S. Sechler
- #3 - Maj William M. Blakeslee
- #4 - Capt John S. Murphy

Capt Sechler logged 2:30 flying hours.

*Maj Armstrong's 100-mission combat log, pp 27 - 28 & Joe Sechler flight log via e-mail 28 Apr 10.*

### 21-Feb-68

4880

"Bass" flight from the 34 TFS bombed an underwater ford in Laos. The flight took off at 14:50. Their line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0505
- #2 - Bob Moore [???
- #3 - Capt Douglas A. Beyer
- #4 - Maj Ivor K. Goodrich

This was Maj Armstrong's 71st combat mission. "This was the first flight for Bob Moore and the 5th flight for Goodrich. They did real well. We were first alternate target of course and we hit an underwater ford down in Laos near Khe Sanh. Our bombs were pretty good. Afterwards, we made an armed recce of Red Route but the weather was bad." Their mission lasted 2 hour 40 minutes.

*Maj Armstrong's 100-mission combat log, pg 28.*

### 23-Feb-68

4882

"Hatchet" flight from the 34 TFS bombed guns south of Mu Gia Pass in Laos. They took off at 0600. Their line up was:

- #1 - Maj Clyde L. Falls, Jr.
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 60-5381
- #3 - Maj Melvin L. Irwin
- #4 - Maj Ivor K. Goodrich

This was Maj Armstrong's 73rd combat mission. "I was the super spare today and was very lucky to get airborne. The original #2 man had tank feeding troubles and I took his place. We went over to Laos about 20 miles south of Mu Gia Pass and dropped on some V.C. gun positions. We got one secondary fire started. After that we went over into Pack I looking for a hole in the clouds." They flew for 2 hours 20 minutes.

*Maj Armstrong's 100-mission combat log, pg 29.*

### 09-Mar-68

4892

The four pilots in "Scuba" flight from the 34 TFS did a radar bomb drop in Laos. They took off at 1425 and returned after 2 hours 15 minutes. Their line up was:

- #1 - Capt William A. Thomas, Jr.
- #2 - Maj Ivor K. Goodrich
- #3 - Lt Col James B. Ross
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0219

This was Maj Armstrong's 83rd combat mission. "This was a pretty uneventful radar drop up in Laos. There was a big thunderstorm between the target and Thailand that we had to skirt. We made a recce of the 'Fish's Mouth' but it was pretty well clobbered so we came on home."

Maj David C. Dickson, Jr. from the 34 TFS flew his 95th mission against a target near Quang Tri in

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RP-1, North Vietnam.

*Maj Armstrong's 100-mission combat log, pp 31 - 32 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 9 Mar 68.*

### 11-Mar-68

4903

The four pilots in "Pistol" flight from the 34 TFS were diverted to a target in Laos as a result of the North Vietnamese attack on Lima Site 85. They took off at 0715 and returned after 2 hours 55 minutes. Their line up was:

- #1 - Maj Ivor K. Goodrich
- #2 - Lt Col Nevin G. Christensen
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1152
- #4 - Maj Douglas A. Roysdon

This was Maj Armstrong's 85th combat mission. "We were diverted up to Lima 85 up by the North TACAN station. The bad guys were trying to storm the hill. The hill was sticking up through the clouds but we couldn't detect any enemy action. The A-1Es were working over the enemy but they wouldn't let us in on the action. Instead they put us in on an enemy gun emplacement about 10 miles away."

Maj David C. Dickson, Jr. from the 34 TFS flew his 96th combat mission today. (The printing on his cigar band for this and his last four missions was too faded to determine his target.)

*Maj Armstrong's 100-mission combat log, pg 32 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 11 Mar 68.*

### 12-Mar-68

4904

The four pilots in "Simmer" flight from the 34 TFS bombed a road in Laos. They took off at 0600 and returned after 2 hours 40 minutes. Their line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0428
- #2 - Maj Ivor K. Goodrich
- #3 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #4 - Lt Col Nevin G. Christensen

This was Maj Armstrong's 86th combat mission. "The primary reason for my flying this a.m. was to try the new configuration of 4 x 750# bombs on the inboard stations and a centerline 650-gallon tank. This swaps 1500# of fuel for 1500# of explosive and would make our configuration more standard. It worked pretty well. The fuel flow was the same as the old configuration and the bombs came off cleanly. Our target was a road down in Laos just west of Khe Sahn, South Vietnam. We got 4 road cuts."

*Maj Armstrong's 100-mission combat log, pg 32.*

### 27-May-68

### 30-May-68

4077

Between 27 - 30 May 1968, three F-105 pilots from the 34 TFS, 388 TFW, visited forward air controller units in the I Corps area of South Vietnam for cross training to improve F-105 close air support to FACs in South Vietnam. The pilots were Maj Ivor K. Goodrich, who visited the "Helix" FACs supporting the 23rd Infantry "Americal" Division; Capt Anthony F. Germann, who visited the "Rash" FACs of the 20 TASS supporting the 1st Cavalry Division (Airmobile); and Capt William A. Thomas, Jr., whose trip report didn't identify the unit he visited.

In his report, Maj Goodrich wrote, "The mission in I Corps, South Vietnam, generally falls into the area of close air support. In many cases, we could be expected to provide support to U.S. troops in contact with the enemy. Such close air support is presently provided by the A-1E, F-100, A-4 and

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F-4, and now the F-105 is expected to provide similar support. There are several reasons why the F-105 has trouble matching the close air support provided by these other aircraft. The following comments relate to problem areas brought to my attention during the visit with the 'HELIX' FACs of the Americal Division.

"a. First, we don't carry high drag weapons. Thus we can't make low angle, low altitude deliveries.

"b. Another problem concerns the high angle dive bombing techniques used by the F-105 pilots. This technique involves a high altitude roll-in to achieve a 45-degree dive angle, which necessitates about a 6,000 foot minimum bomb release altitude. The biggest difficulty in regard to these type tactics is that the FAC has difficulty acquiring the fighters visually until bomb release or after. Keep in mind that the FACs are accustomed to working A-4s and F-100s delivering from a 30-degree dive to level at much lower altitudes.

"c. Closely related to the problem of dive angle and high altitude releases is the fuze arming time set on our bombs. The six second arming precludes release below 6,000 feet in a 45-degree dive or 4,000 feet in a 30-degree dive, assuming 500 KCAS at release. A lower arming time would provide more flexibility in our tactics.

"d. In addition, frequently the exact position of the enemy is not known to the FAC and he likes to employ a 'probing' technique. Specifically he wants the fighters to make multiple passes dropping one or two bombs at a time in slightly different locations according to his directions. Our inability to drop in pairs off the center line MER tends to inhibit the 'probing' technique. Related to this is the problem encountered when the number 2 man rolls in with or slightly behind the lead. When this happens, the FAC is unable to correct two's bombs off lead's impacts.

"e. In 90% of the cases where slick bombs are required, .025 second fuzing is most appropriate. This is because the targets are usually bunkers or trench complexes that are best destroyed by bombs that penetrate the surface. Instantaneous or .01 fuzing is not effective in most cases. The FACs feel we should use .025 fuzing for our work in South Vietnam.

"f. In cases where friendly troops are in close contact and requiring air support, accuracy becomes extremely important. Coupled with this is the requirement for deliveries to be made as a specific run-in heading, which will tend to insure safety of the friendly forces. It is here that the FACs get a little nervous with our high altitude releases and steep dive angles. He likes to be able to see that the fighter is in fact on the right attack heading and to insure himself that the drop will be clear of the friendly troops. As noted previously, visual acquisition of the fighters is not easy in the case of F-105s and a 150 meter impact error may be too much. In this regard, the FACs like to give corrections in terms of clock positions using the run in heading as 12 o'clock. This is opposed to the North/South, East/West method reportedly preferred by some F-105 pilots.

"g. Last but not least, is the maneuvering capability of the F-105, plus the fuel reserves needed to get back to the refueling track.

"h. Other areas of interest concerned the fact that the FACs I worked with do not get the 'base' altitude or time. 'base' plus a stated altitude meant nothing to them. In addition, most FACs did not realize that we have the M-61 cannon and therefore were not aware of our strafing capability. It was noted that we seldom report the availability of our 20-mm munition when reporting ordnance to the FAC."

Maj Goodrich concluded his report by stating, "In spite of our alleged shortcomings, [the FACs] could not remember putting in a bad set of F-105s."

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Capt Germann's report included similar points and added several additional ones. "Don't drop rocket pods in SVN because the VC use them against the friendly forces. ... The CBU type ordnance is not used in the 1st Air Cav area. This is because the VC use the unexploded munitions to make their own booby traps and mines. ... A large number of targets assigned to the F-105 by the 1st Air Cav Division is to make landing sites for airborne assault operations. With small hilltops it is absolutely necessary to hit the target. With our present type loads consisting of the 6 X 750 and the 2 X 7,000 [3,000?] these make excellent targets for the F-105."

Capt Thomas' report, while covering many of the same points, added still other comments. "The first recommendation that FAC's had was that we continue to put forth most of our efforts in Pack 1. They are concerned with the increase in supplies and activities in the South since this bomb pause. On the other hand they would like to work with us. At present, our ordnance and tactics are not compatible with their needs. ..."

*388 TFW history, Apr - Jun 68, Vol II, USAF microfilm NO584, frames 1256 - 1262.*

**14-Jun-68**

3974

F-105 pilots from the 388 TFW "destroyed an estimated 350 barrels of POL in a storage area north of Mu Gia Pass."

"Four flights of F-105s, a total of ten aircraft (seven 'Ds' and three 'Fs') struck the target located north of Mu Gia Pass." The four flights and the order in which they attacked were "Locust", "Waco", "Kaiser", and "Hayfire". Each of the flights struck other targets before checking in with the F-100F Fast FAC, "Misty 51", who controlled the strikes against the POL storage area.

"One flight of two F-105s (Hayfire) dropped four MK-82 (500-lb.) bombs while the other three flights strafed the area with 20-mm cannon fire. They destroyed at least 350 barrels of POL.

"Flying in the second flight to strike the target ["Waco"], Capt John E. Hartman, 34 TFS, said, 'Maj Goodrich (Maj Ivor K. 34th) made the first strafing pass, blowing up close to 50 barrels.'

"Goodrich and Hartman made several more passes on the area. Hartman continued, 'We got three explosions which turned into sustained fires, plus three additional sustained fires.'

"The FAC gave Goodrich and Hartman credit for approximately 200 barrels of POL destroyed. As they left the target area, the two pilots saw smoke rising 2,000 feet over the area.

"Another 34th pilot, Capt William A. Thomas, Jr., was in a succeeding flight ["Kaiser" or "Hayfire"]. 'When we got into the area,' Thomas related, 'the flight ahead of us already had the area burning. Major Matthews (Maj Richard D. 34th) and I made several passes.'

"On his first pass, Thomas caused two large secondary explosions. Making one last strafing pass, Thomas and Matthews accounted for two additional large secondary explosions and sustained fires. 'The FAC credited us with destroying about 50 drums,' Thomas said. 'By the time we left the area, smoke was really billowing.'

"Captains Ben J. Fuhrman and Lawrence L. Bogemann, both 34th, also took part in the attack. Fuhrman made four strafing passes, accounting for 50 barrels of POL, three secondary explosions and a sustained fire."

Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bobbin 1" attacking a bulldozer in RP-1. "Possibly damaged bulldozer." It was his 85th combat mission.

*388 TFW history, Apr - Jun 68, USAF microfilm NO584, frames 0730 - 0731 & Rufus Dye Mission History log.*

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**31-Aug-68**

4134

The 388 TFW history listed the aircrews assigned to the 34 TFS and the number of sorties each had flown as of the end of August 1968.

34 TFS	Sorties	Counters
Lt Col Klingensmith	59	43
Maj Langford	91	86
Capt Barr	84	67
Capt Sechler	105	87
Capt Murphy	107	97
Lt Col Christensen	118	105
Maj Roysdon	109	89
Capt J. Hartman	116	94
Col Douglas	47	43
Capt Durnbaugh	65	56
Maj Goodrich	115	97
Maj Matthews	75	61
Capt William A. Thomas, Jr.	109	104
Capt Ahrens	79	59
Lt Col Dye	114	101
Capt Germann	97	86
Capt Thatcher	34	29
Maj Shunney	107	95
Capt Brooks	80	66
Capt Bogemann	115	97
Capt Fuhrman	118	99
Lt Col Shaver	80	66
1Lt Confer	33	28
Capt Pharmer	114	99 (Capt Pharmer had flown 100 missions by the end of Aug)
Capt Durkee	111	99 (Capt Durkee had flown 100 missions by the end of Aug)
Capt Everett	69	56
Lt Col Ross	122	108
Col Stewart	118	110
Capt Bell	70	57
Maj White	75	58
1Lt Venturi	36	29
1Lt Hoffmeyer	38	33
Capt Ducton	31	27
Capt Crouch	32	27
Lt Col Bancroft	20	16
Maj Colasuonno	33	29
1Lt Stafford	34	31
1Lt D. Hartman	33	27
Lt Col Glass	6	6
Maj Holly	4	3
Maj Knapp	8	5

*388 TFW History, July - Sep 68, USAF microfilm NO585, frames 0250 - 0251.*

**30-Sep-68**

4155

"A total of nine 34 TFS pilots completed one hundred combat missions over North Vietnam during

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August and September 1968. One pilot, Maj Douglas A. Roysdon, has completed his second Southeast Asia tour. His first tour was spent at Bien Hoa and Pleiku where he accumulated a total of 500 combat hours in the A-1E and A-1H aircraft."

The other eight pilots were: Maj Clarence E. Langford, Capt Joseph S. Sechler, Capt John S. Murphy, Maj William P. Shunney, Maj Ivor K. Goodrich, Capt Ben J. Fuhrman, Capt Lawrence L. Bogemann, and Capt John E. Hartman.

Maj Langford flew his 100th on 26 September 1968. This was his last flight in the F-105. Since his first flight during RTU training in August 1967, he had accumulated 385.8 hours in the airplane.

Capt Sechler flew his 100th on 28 September 1968. It was his last F-105 flight. He had accumulated 421.4 hours in the airplane. He was reassigned in December 1968 as a T-38 IP at Laughlin AFB, TX. He later had two tours in F-5s. (Joe Sechler, e-mail 28 Apr 10)

Maj Goodrich flew his 100th mission on 3 September 1968. This was his last flight in the F-105. He had accumulated 404.1 flying hours in the airplane.

Capt Fuhrman flew his 100th on 3 September 1968 with Larry Bogemann and Ivor Goodrich. (Ben Fuhrman, e-mail 19 Feb 2011.) When he retired as a Lt Col he had accumulated 456.5 hours in the F-105.

Capt Bogemann flew his 100th mission on 3 September 1968. It was his last flight in the F-105. He had accumulated 416.8 hours in the plane. He was reassigned to the California Institute of Technology at Pasadena CA under AFIT, where he received an MS in Aeronautical Engineering. (Larry Bogemann, e-mail 27 Apr 10)

Capt Hartman flew his 100th on 2 September 1968. It was his last flight in the F-105. He had accumulated 416.1 flying hours in the airplane.

During this period, the 34 TFS commander was Lt Col Robert J. Klingensmith, Jr. and the Operations Officer was Lt Col Earl F. Bancroft.

"During August and September the 34 TFS received eight new pilot inputs from the replacement training unit (RTU) at McConnell AFB, Kansas. All eight pilots fall under the one year tour criterion which began on 1 July 1968, rather than the 100 mission criterion which affects pilots with arrival dates prior to July 1968. After receiving three days of procedural briefings, the new pilots are given one local area training flight prior to flying combat. On this flight, pilots are shown the emergency landing fields available, jettison ranges and range procedures, and local landing pattern procedures. Pilots are also given practice refueling and several practice bombing runs at the Chandy RTAF bombing range located twenty miles west of Korat. The Chandy Range facility has proven itself valuable for checking out pilots in the use of the continuous solution sight modifications which is now installed on all but one aircraft possessed by the 34 TFS."

Fourteen pilots from the 34 TFS received medals approved by 7 AF during September 1968. They were:

Lt Col Robert J. Klingensmith, Jr. DFC SO G-2978 26 Sep 1968 (10 Jun 68)  
Maj William P. Shunney AM (1 - 9 OLC) SO G-2910 21 Sep 68 (1 Mar - 5 Sep 68)  
Capt Lawrence L. Bogemann AM (3 - 11 OLC) SO G-2913 21 Sep 68 (1 Mar - 3 Sep 68)  
Capt Ben J. Fuhrman AM (1 - 9 OLC) SO G-2913 21 Sep 68 (27 Feb - 3 Sep 68)  
Capt Joseph S. Sechler DFC (1 OLC) SO G-2809 11 Sep 68 (9 Jun 68)  
Capt Lamont H. Pharmed DFC (1 OLC) SO G-2809 11 Sep 68 (25 May 68)  
Capt John E. Hartman DFC SO G-2799 11 Sep 68 (25 May 68)

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Capt Edward C. Jones DFC SO G-2799 11 Sep 68 (7 Nov 66)  
Capt James V. Barr DFC SO G-2798 11 Sep 68 (9Jun 68)  
Maj Clarence E. Langford DFC SO G-2797 11 Sep 68 (25 May 68)  
Lt Col James B. Ross AM (14 OLC) SO G2732 3 Sep 68 (21 Jun - 2 Aug 68)  
Maj Melvin L. Irwin AM (1 - 9 OLC) SO G-2731 3 Sep 68 (7 Feb - 31 Jul 68)  
Maj Carl B. Light AM (11 - 15 OLC) SO G-2731 3 Sep 68 (11 Feb - 5 Jun 68)  
Capt Gary G. Durkee (AM (3 - 11 OLC) SO G-2727 3 Sep 68 (4 Feb - 3 Aug 68)

*388 TFW History, Jul - Sep 68, and Oct - Dec 68, USAF microfilm NO585, frames 0807 and 0808 and 1766 & F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma & Jack Phillips, e-mail 18 Mar 11.*

### 30-Oct-68

4200

During October 1968, twenty-one pilots from the 34 TFS and 469 TFS received medals approved by 7 AF. They were:

Maj Ivor K. Goodrich DFC SO G-3158 23 Oct 68 (8 Mar - 3 Sep 68) and AM (1 - 9 OLC) SO G-3275 23 Oct 68 (8 Mar - 3 Sep 68)  
Capt Kenneth G. Lindell DFC SO G-3160 17 Oct 68 (14 Jul 68)  
1Lt David T. Dinan III DFC SO G-3161 17 Oct 68 (14 Jul 68)  
Capt Richard E. Tracey DFC SO G-3169 17 Oct 68 (15 Jul 68)  
Maj Albert F. Oppel AM SO G-3245 23 Oct 68 (25 Aug - 19 Sep 68)  
Maj Manford C. Holly, Jr. AM SO G-3246 23 Oct 68 (25 Aug -16 Sep 68)  
Capt Barry G. Swarts AM SO G-3250 23 Oct 68 (29 Aug - 21 Sep 68)  
Capt John S. Murphy AM (1 - 9 OLC) SO G-3273 23 Oct 68 (3 Mar - 24 Sep 68)  
Maj Douglas A. Roysdon AM (10 - 19 OLC) SO G-3278 23 Oct 68 (24 Feb - 2 Oct 68)  
Maj Clarence E. Langford AM (1 - 9 OLC) SO G-3281 23 Oct 68 (29 Mar - 26 Sep 68)  
Capt Jack D. Brooks AM (1 - 6 OLC) SO G-3284 23 Oct 68 (24 Apr - 5 Sep 68)  
Capt Anthony F. Germann AM (1 - 9 OLC) SO G-3286 23 Oct 68 (4 Mar - 1 Oct 68)  
Capt Douglas R. Young AM (18 OLC) SO G-3286 23 Oct 68 (26 Aug 15 - Sep 68)  
Lt Col Dorwyn D. Shaver AM (22 - 26 OLC) SO G-3289 23 Oct 68 (30 Sep 67 - 14 Aug 68)  
Lt Col John J. Gaudion AM (10 OLC) SO G-3291 23 Oct 68 (6 Sep - 23 Sep 68)  
Lt Col Isaac M. Glass AM (1 OLC) SO G-3291 23 Oct 68 (25 Aug - 29 Sep 68)  
Lt Col Rufus Dye, Jr. DFC (4 OLC) SO G-3023 5 Oct 68 (8 Jun 68) downgraded from SS  
Capt Lamont H. Pharmer DFC (2 OLC) SO G-3024 5 Oct 68 (9 Jun 68) downgraded from SS  
Capt Darrell J. Ahrens AM (1 OLC) SO G-3032 5 Oct 68 (1 Jun 68) downgraded from DFC  
Maj Sterling H. Wood AM (1 OLC) SO G-3032 5 Oct 68 (30 May 68)  
Capt John E. Hartman AM (1 - 9 OLC) SO G-3092 10 Oct 68 (23 Feb 67 - 5 Feb 68)

*388 TFW History, Oct - Dec 68, USAF microfilm NO585, frames 1767 - 1768.*