

Carl L. Hamby

F-105 History

05-Sep-63

5231

At the 4520 CCTW at Nellis AFB NV, Class 64-C of F-105D Operational Training Course 111506E graduated 25 pilots. The course started on 10 July 1963 and was assigned to the 4526 CCTS commanded by Maj Warren Foss. The student pilots and their home bases were:

Col Chester L. Van Etten - Maxwell	Capt Merrill R. Lewis, Jr. - MacDill
Capt Ralph C. Balcom - George	Capt John R. Lowry - Homestead
Capt Rodney B. Beckman - Itazuke 8 TFW	Capt James W. Mathews - MAAG Vietnam
Capt Richard A. Bevan - George 355 TFW	Capt Charles W. McClarren - Itazuke 8 TFW
Capt Michael P. Cooper - Itazuke 8 TFW	Capt Fredrick William Shattuck, Jr. - Itazuke 8 TFW
Capt Bernard J. Goss - George 355 TFW	Capt Earl L. Thornton - Itazuke 8 TFW
Capt Carl L. Hamby - MacDill	1Lt David S. Graben - Itazuke 8 TFW
Capt Frank J. Hardy - MacDill	1Lt Richie W. Graham - Luke
Capt William J. Hosmer - Nellis	1Lt Wayne R. Kimmell - Itazuke 8 TFW
Capt Marvin E. Jensen - George 355 TFW	1Lt Richard L. McDougal - Luke
Capt William H. Joyce, Jr. - Cannon	1Lt John H. Schaub - Itazuke 8 TFW
Capt Paul M. Kunichika - Hickam	1Lt Lee B. White - Luke
Capt Donald E. Langwell - George 355 TFW	

Col Van Etten first flew the F-105 on 1 July 1963, 10 days before the class officially started.

Mike Cooper had previously been an F-100 pilot at England AFB, LA and Cannon AFB, NM. In July 1962, he was assigned to the 36 TFS at Itazuke AB, Japan. After F-105 training, he returned to Itazuke. ("Red River Valley Fighter Pilots", Vol 1, pg 79)

Special Order AA-29 dated 10 July 63 in History of the 4520 CCTW, 1 Jul - 31 Dec 63, AFHRA Call # K285.5435, IRIS # 0488615 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

30-Sep-63

5646

In September 1963, three F-105 pilots joined the 35 TFS, 8 TFW, Itazuke AB, Japan. They were:

Capt Frank J. Hardy from MacDill AFB, Florida.
Capt Carl L. Hamby also from MacDill.
Capt Kenneth D. Furth who moved over from the 35th's sister squadron the 80 TFS.

Capt Hamby "... was assigned to an F-105 wing in Japan. The wing had 24 airplanes on nuclear alert at Osan AB, Korea. So, every 3rd week I would go to Korea for a week."

8 TFW history, 1 July - 31 Dec 63, pp 116 - 117, AFHRA Call # K-WG-8-HI, IRIS # 447600 & "First Combat F-105s in SEA - Carl Hamby" in Thunder Falcon e-mail newsletter, Issue Number 27, May 2013.

13-May-64

36

Under "Project Clearwater", the 35 TFS, 36 TFS and 80 TFS and their F-105s were transferred from Itazuke AB, Japan, to the 41 AD, Yokota AB, Japan. The 8 TFW was officially inactivated on 18 June 1964 and Itazuke became a Forward Operating Base.

The 8th wing commander was Col William E. Buck, Jr. Col Chester L. Van Etten was the wing deputy commander

Six of the officers from the 35 TFS transferred to Yokota were:

1Lt William G. Bailey
1Lt Martin V. Case, Jr.
Capt William P. Ketchum
1Lt Wayne R. Kimmell

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Capt Carl L. Hamby
Capt Jerry N. Hoblit

In June 1964, Capt Hamby "... was sent to Air force HQ in Saigon for 4 months." ("First Combat F-105s in SEA - Carl Hamby" in Thunder Falcon e-mail newsletter, Issue Number 27, May 2013.)

F-105 pilots in the 36 TFS moving to Yokota included:
Lt Col Robert A. Farnsworth, Jr., the squadron's Operations Officer

Capt Wayne D. Hauth
Capt Bernard C. Lyons
Capt James W. Roby
Capt Bruce G. Seeber
Capt Jerry L. Stamps
Capt Jack R. Stresing
Capt Lester W. Sundt
Capt Michael P. Cooper
1Lt Douglas G. Lauck
1Lt Benjamin D. Ulrich
1Lt Robert H. Jones

1Lt Lauck had joined the squadron at Itazuke in February 1964 after completing eight weeks of F-105 upgrade training in January 1964 at Nellis AFB, Nevada.

1Lt Victor Vizcarra, Capt Murphy Neal Jones, Capt Ralph L. Detwiler, and Capt Robert D. Pielin were four of the pilots from the 80 TFS who moved from Itazuke to Yokota.

Their PCS orders were effective 24 May 1964.

8 TFW Unit History, 1 Jan - 18 Jun 1964, USAF microfilm MO372 & HQ 348 CSG Special Order A-1019 dated 28 April 1964 authorizing PCS move of listed officers.

15-Apr-65

4561

The 6441 TFW published a TDY order sending 36 pilots from or attached to the 35 TFS at Yokota to Osan AB Korea for nuclear alert and return. "Purpose of TDY: Participate in Directed Training Flights".

"This order becomes effective 23 April 1965 and expires 30 June 1965."

The pilots were:

Capt William Baechle	Capt Kenneth D. Edwards	Capt Jerry N. Hoblit
Capt William G. Bailey	Capt Kenneth D. Furth	Capt Wayne R. Kimmell
Capt Robert W. Becker	Capt Thomas W. Gallagher, Jr.	Capt Joseph B. Klaumann
Capt Orville B. Boone, Jr.	1Lt Richie W. Graham	Capt Merrill R. Lewis
Capt James T. Brown, Jr.	Capt Robert Greskowiak	Capt William D. Lockwood
Capt Fred Vann Cherry	Capt Carl L. Hamby	Capt John R. Lowry
Capt Thomas H. Curtis	Capt Charles A. Hanson	Col Maurice L. Martin
Capt William G. Donovan	Capt Frank J. Hardy	Capt Bobby J. Mead
Capt Warren L. Efting	Capt Leroy Herrman	Capt Sam P. Morgan, Jr.
1Lt Richard L. Pack	Capt Robert Leland Tidwell	
Lt Col William R. Peters	Capt Richard A. Triebes	
Capt Edward T. Rock	1Lt Miller F. West	
Maj Henry Shudinis	1Lt Lee B. White	

Temporary Duty Order - Military AF Form 626, dated 15 Apr 65 from 6441 TFW DCO received from Ed Rock 9 Aug 2005.

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31-Dec-65

5564

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

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

The squadron's attached pilots were:

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

The squadron's 30 line pilots were:

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

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

18-Apr-66

5176

The 6441 TFW selected the pilots for the squadron that became the 34 TFS to deploy to Korat. Most would come from the 36 TFS; consequently, the 36 TFS was slated to disband.

Bob Pielin from the 36 TFS, who had already flown 87 combat missions during temporary duty tours to Korat and Takhli, remembered how he helped select the pilots for the new squadron. "Fitz [Maj Richard P. Fitzgerald, the squadron's Operations Officer] and I initially made out a list of 25 pilots from the Wing resources to go as 34th members. The list was bounced back from HHQ as being too overloaded in pilots with over 50 missions. They recommended 6 guys in the 0 to 20 mission category, 6 in the 21 to 40, 6 in the 41 to 60, 6 in the 61 to 80, and anyone with over 80 to go TDY."

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This distribution was to spread out their eventual departures from Korat as each pilot completed his 100-mission tour. Capt Pielin and Maj Fitzgerald reworked the list "... with some pronounced disapproval from those that were removed from the [original]. ... A 1.5 aircrew/aircraft ratio was authorized for 27 pilots plus Commander and Operations Officer. ... Bob Jones [Capt Robert H. Jones] was removed from the first list since he had his papers in to be discharged. When he found out about the 34th going PCS to Korat, he volunteered to go with [them] and get 100 missions before he got out. Red Dog [Lt Col Howard F. 'Red Dog' Hendricks the squadron commander] worked a 'deal', and he went TDY." (Bob Pielin e-mails, 23 Sep 2006 and 7 April 2007.)

The following list contains the positions and names of the initial twenty-nine pilots assigned to the 34 TFS. This is the revised list after Capt Pielin and Maj Fitzgerald reworked their original to provide a broader base of experience. One of the pilots, Gordon Walcott, annotated his copy of the printed list, dated 18 April 1966, with this comment: "This was the original 34th TFS crew roster when formed as an all-volunteer squadron from the 35 TFS, 36 TFS, and 80 TFS (Yokota AB, Japan)"

Commander - Lt Col Howard F. "Red Dog" Hendricks who had been commander of the 36 TFS.
 Operations Officer - Maj Richard P. Fitzgerald

India Flight
 Flight Commander - Maj Wayne N. Whatley
 Capt Robin K. Nierste
 Capt James I. Miholick
 Capt Douglas G. Lauck
 Capt Robert H. Jones
 Capt Robert R. Reed

Lima Flight
 Flight Commander - Capt James E. Hayes
 Capt Merrill R. Lewis, Jr.
 Capt Gordon M. Walcott
 Capt Stanley S. Gunnersen
 1Lt John Bernard Sullivan III

Juliet Flight
 Flight Commander - Maj Kenneth T. Blank
 Capt Carl L. Hamby
 Capt Thomas H. Curtis
 Capt David H. Groark
 1Lt Phillip J. Kelley

Metro Flight
 Flight Commander - Capt Robert D. Pielin
 Capt Alan K. Rutherford
 Capt Ralph D. Watkins
 Capt Wayne D. Hauth
 Capt Rainford "Ray" McMaster Tiffin - 80 TFS

Kilo Flight
 Flight Commander - Maj Jack R. Stresing
 Capt William O. Lessard
 Capt John R. Layman
 Capt Rex L. Dull
 Capt Clarence E. Fox
 1Lt Denis D. O'Donoghue

E-mail from Monty Pharmer, 22 Sep 2006 forwarding letter to him from Lt Col (Ret) Gordon Walcott dated, 29 July 1988, which included a roster of 36 TFS pilots, dated 18 April 1966.

25-May-66

4957

On Wednesday morning, twenty F-105Ds (18 aircraft and 2 spares) now assigned to the 34 TFS left the 6441 TFW at Yokota for Kadena on the first leg of their movement to the 388 TFW at Korat. The aircraft took off in flights of four using call signs "Yule". Each flight departed Yokota at half-hour intervals beginning at 0800. The deployment's flight line-up consisted of:

Pilot	Call Sign	Acft Tail No	Yokota TO Time	Kadena Arr Time	Acft Maint Status at Kadena
Lt Col Howard F. Hendricks	Yule 01	62-4361	0800	0955	Tacan/Doppler probs
Capt Robin K. Nierste	Yule 02	62-4288	0800	0955	O/R

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Capt James I. Miholick	Yule 03	62-4336	0800	0955	O/R
Capt Wayne D. Hauth	Yule 04	62-4303	0800	0955	Gnd blower inop
Maj Wayne N. Whatley	Yule 11	62-4306	0830	1025	O/R
Capt Robert H. Jones	Yule 12	62-4318	0830	1025	O/R
Capt Robert R. Reed	Yule 13	62-4308	0830	1025	Autopilot
Capt Douglas G. Lauck	Yule 14	62-4358	0830	1025	O/R
Maj Kenneth T. Blank	Yule 21	62-4370	0901	1058	O/R
Capt Thomas H. Curtis	Yule 22	62-4380	0901	1058	O/R
Capt Carl L. Hamby	Yule 23	62-4364	0901	1058	O/R
1Lt Phillip J. Kelley	Yule 24	62-4277	0901	1058	O/R
Capt Alan K. Rutherford	Yule 31	62-4270	0930	1134	Autopilot
Capt Rex L. Dull	Yule 32	62-4312	0930	1134	O/R
Capt Ralph D. Watkins	Yule 33	62-4378	0930	1134	CIN
1Lt John B. Sullivan III	Yule 34	62-4356	0930	1134	Fire Ctrl/Elec
Capt James E. Hayes	Yule 41	62-4352	1000	1200	Fire Ctrl
Maj Jack R. Stresing	Yule 42	61-0132	1000	1200	O/R
Capt Lothar A. "Andy" Olman	Yule 43	62-4379	1000	1200	Fuel Leak
Capt Robert D. Reichart	Yule 44	62-4354	1000	1200	O/R

(History of the 6441 TFW, 1 Apr 65 to 15 Nov 66, Supporting Documents, Mobility Control Center Log, pg 6, in AFHRA folder K-WG-6441-HI, IRIS# 0462464.)

Capt Alan K. Rutherford was one of the pilots on the deployment. "I recall so well how we formed up with 16 Thuds and midst many tears (from wives) and go get um's from the troops we launched to the war. We were going to 'kill the Cong'. We intended to overnight at Kadena, and then launch the next day with the squadron to Korat. Needless to say it got drunk and rowdy that night ...". (Al Rutherford, e-mail, 21 Sep 2006.)

Capt Douglas G. Lauck was another of the 34 TFS pilots moving to Korat. "We packed our household goods [at Yokota] and sent them along with our cars back to the States. Our wives and dependents had flights booked back to the States." (Doug Lauck, e-mail 21 Sep 2006.)

The pilots from the 34 TFS were to join with pilots from the 13 TFS at Kadena on 25 May and deploy to Korat. Unfortunately, circumstances required the 34th pilots at Kadena to return to Yokota on 26 May.

In the 13 TFS, "the squadron was cocked to move as planned on the 25th of May, but a staying order was received, delaying departure for thirty days. Rumors were rife that perhaps the move would not be made at all. Unfortunately, on the basis of the rumors and the lack of further communications, after numerous inquires to higher headquarters on the subject, many members of the new squadron cancelled proceedings to return their dependents to the United States. As a result, when the order to deploy on 23 June was received with a week's advance notice, many dependents were left to arrange their own moves. Much help was rendered by friends and Wing personnel, of course, to facilitate these peoples' departure. On 23 June, support personnel departed for Korat via C-130. Aircrews departed the following day."

388 TFW History, Jul - Dec 66, USAF microfilm NO583 frame 1742 & 44 TFS history, 1 Jan 65 - 30 June 1967, pp 4 - 5.

26-May-66

5187

Before the twenty 34 TFS F-105 pilots heading for Korat could resume their journey after staying over night at Kadena, they were ordered to return to Yokota.

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F-105 History

Yokota's history cryptically reported what happened. "On 26 May, 5 AF rescinded 5 AF OPOD #514-66; CINCPACAF (S) msg FASTEL 142 gave reasons for redeploying 34 TFS; and the 20 F-105s [at Kadena] awaiting launch order to final destination, Korat, were instead returned to Yokota." (6441 TFW History, 1 Apr 65 - 15 Nov 66, Supporting Documents, Doc # 22 6441 DCO History Jan - Jun 66, pg 4, AFHRA Call # K-WG-6441-HI, IRIS # 0462464.)

Capt Carl L. Hamby remembered the deployment to Kadena and return to Yokota.. "Col. Van Etten - the Wing Commander took a bus load of wives to the end of the runway at Yokota AB for our departure. We were required to land at Kadena AB, Okinawa, where we became the 34th TFS. Departure was to be at 10:30 AM the next day for Korat.

"Lt. Col. 'Red Dog' Hendricks was Squadron Commander and I was standing near his airplane [at Kadena] awaiting take off time. He was listening to his radio and told me that we have to return to the command post for a briefing. In the command post we were advised that the Secretary of the Air Force in Washington was briefed on our departure for Korat. He said, 'Isn't that part of the nuclear wing in Japan?' He then said, 'I did not approve that transfer, so send them back to Yokota'. When we landed at Yokota, 24 hours after we left, Col. Van Etten with the bus load of wives were at the end of the runway with a sign saying 'Welcome home combat heroes'".

"The crew members had PCS orders to Korat but the airplanes now belonged to Yokota with no crew members. After two weeks of sorting things out, it was decided that the crew members would go to Korat via C-130 but the F-105s would remain at Yokota. I said to Col. Hendricks, 'The whole world is either on nuclear alert or flying combat and you take a squadron of F-105s RON to Kadena, what a way to go to war'. After about 2 weeks the airplanes arrived at Korat from Yokota. ("First Combat F-105s in SEA - Carl Hamby" in Thunder Falcon e-mail newsletter, Issue Number 27, May 2013.)

Doug Lauck, another pilot on the deployment, recalled, "... At start engine time, we got the word to hold and then the impossible: Return to Start (No explanation). Return we did to great confusion and frustration. We were told that we could keep the dependents at Yokota without household goods and car or send them home and finish our Yokota tour unaccompanied. As my wife was about 5 months pregnant, we elected, as most did, to send them home." (Doug Lauck, e-mail 30 Sep 2006)

The 5th Air Force history described the return of the 34 TFS aircraft and pilots this way. "Orders arrived canceling the movement after a large party of people and equipment had departed Japan. ... This indecision came about due to other shifts of forces that left the runways and ramps in Thailand crowded with too many aircraft. The runway at Kadena Air Base, Okinawa, had been temporarily closed in May 1966 [for emergency repairs], thus necessitating the movement of [five of] the Strategic Air Command's KC-135 jet tankers from Kadena Air Base to Takhli Air Base, Thailand, where they were temporarily bedded down until the runway at Kadena again became operational. In order to accommodate the large jet tankers at Takhli, two F-105 squadrons were shifted to Korat Air Base. When the people from Yokota arrived [at Kadena] in May, there was no room [at Korat] to support the incoming people and aircraft; thus, the delay." (Hq 5 Air Force History, 1 January 1966 - 30 June 1966, Narrative Vol II, pp 185 - 186, AFHRA Call # K730.01 IRIS # 00521784.)

However, this is not what happened. None of Takhli's three F-105 squadrons deployed to or operated from Korat in May 1966. It is clear from the historical record that PACAF headquarters intended to send two of Takhli's F-105 squadrons to Korat but it didn't work out that way. What is also clear is the command badly coordinated this aircraft transfer.

It is true that Takhli's ramp was crowded with extra tankers from SAC's Okinawa-based 4252nd Strategic Wing, increasing from 11 planes to 17 between May and June 1966. In his narrative in the June 1966 Monthly Maintenance Summary, Lt Col Orville E. Grieder, the 355 TFW Chief of Maintenance, commented on Takhli's crowded aircraft parking ramp. "... Saturation of limited ramp space as a result of the increase in KC-135 aircraft to 17 each, and the RTAF [Royal Thai Air Force] additional 12 each F-86's, is a contributing factor to the increased NORM rates being reflected in this report, because of the need to move aircraft from one location to another to perform engine runs,

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compass swings, and required special maintenance. Relief in this area is badly needed." (355 TFW History, Jan - June 1966, Monthly Maintenance Summary for June 1966, USAF Microfilm NO461, frame 1446.)

In their history, Hq 13 Air Force wrote a fuller, more detailed (and more colorful) description of why Hq PACAF ordered the 34 TFS planes and pilots to return to Yokota.

"This particular deployment ... would have to be recorded in the history of the US Air Force in Thailand as one that couldn't be made to follow a definite plan. Over a thousand miles away, another set of circumstances had developed, which provided the final wayward twist to an erratic episode. ... The following rationale [for delaying the deployment to Korat] was presented to CINCPAC [Adm. U. S. G. Sharp] by CINCPACAF [Gen Hunter Harris] on 26 May:

IN ORDER TO ACCOMMODATE ADDITIONAL TANKERS AT TAKHLI, IT IS RECOMMENDED THAT TWO F-105 SQUADRONS SCHEDULED FROM KADENA AND YOKOTA TO KORAT DURING MAY BE DELAYED UNTIL COMPLETION OF KADENA RUNWAY REPAIRS APPROXIMATELY 30 JUNE. APPROPRIATE NUMBER OF F-105'S NOW BASED AT TAKHLI CAN BE DEPLOYED TO EXISTING RAMP SPACE AT KORAT IN ORDER TO PROVIDE ADDITIONAL RAMP SPACE AT TAKHLI FOR INCREASE TANKER OPERATIONS DURING THE MONTH OF JUNE. THIS MOVE IS NECESSARY DUE TO KORAT RUNWAY PECULARITIES SINCE NEITHER RB-66'S NOR KC-135S CAN BE OPERATED EFFECTIVELY FROM KORAT. SINCE RTG [Royal Thai Government] HAS APPROVED DEPLOYMENT OF TWO ADDITIONAL F-105 SQUADRONS TO KORAT IN MAY, SEE NO PROBLEM WITH THIS TEMPORARY SUBSTITUTE DEPLOYMENT FROM TO TAKHLI TO KORAT.

"... PACAF directed Fifth Air Force to postpone the deployment of the 13 TFS and 34 TFS until further notice."

"The U.S. Air Force Build-Up in Thailand 1966", Vol I Narrative, pp 13 - 15, 13th AF Directorate of Information Historical Division, AFHRA Call # K-750.04-9, IRIS # 00528214.

10-Jun-66

5192

(Approximate date). Six F-105 pilots assigned to the 34 TFS at Yokota, flew in a C-130 to Takhli to partially satisfy a PACAF levy on 5th Air Force units to provide pilots on temporary duty to fill shortages in the F-105 squadrons in the 355 TFW at Takhli. The pilots were:

Maj Kenneth T. Blank
Capt Carl L. Hamby
Capt Thomas H. Curtis
Capt David H. Groark
1Lt Phillip J. Kelley
Capt Douglas G. Lauck

In their time at Takhli, some of these pilots would fly combat missions with 355 TFW squadrons. While he was at Takhli, 1Lt Kelley flew two combat missions with the 333 TFS. On his second mission on 15 June 1966, he was shot down and rescued.

Others on TDY at Takhli did not fly missions before they transferred to Korat. Doug Lauck recalled that he "... went through orientation there but did not fly any sorties." (Doug Lauck, e-mail 11 April 2007.)

The pilots stayed at Takhli until approximately 15 June 1966 when they rejoined the 34 TFS that finally arrived at Korat.

Over the next few days, other pilots assigned to the 34 TFS flew on C-130s from Yokota to Korat to join the four advance-party pilots who were already there. During this TDY, they flew combat missions with the 388 TFW's squadrons and airplanes until the 34th's F-105s could be delivered to Korat. For example, Capt Robert D. Pielin, one of the advance party pilots who had arrived at Korat on 21 May 1966, flew two missions with the 421 TFS.

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Capt Robert H. Jones was another 34 TFS pilot who deployed from Yokota to Korat.

Tom Curtis, e-mail 3 Apr 2007 and Bob Pielin, e-mail 1 Apr 2007 & Phil Kelley, e-mail 7 May 2012.

30-Jun-66

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"Oil depots near Hanoi were struck for the second straight day. USAF F-105s hit the Nguyen Khe depot 7 1/2 miles from the city. Another flight of F-105s struck the Viet Tri POL storage area 28 miles northwest of the city. Navy aircraft hit the Bac Giang POL dump (JCS 51.11) 25 miles northeast of Hanoi."

"Over the next two days, U.S. pilots returned to hit the remaining key POL installations. General Moore dispatched two separate missions, each consisting of twelve F-105 strike and support aircraft, against the POL storage areas at Nguyen Khe (JCS 51) and Viet Tri (JCS 51.14), seven miles north and twenty-eight miles northwest of Hanoi. The pilots rained sixty-two 750-pound bombs on the first and thirty-two on the second, with supporting aircraft plastering antiaircraft positions in each area with CBU-24 cluster bombs. Only one Thunderchief was damaged and the pilot, who ejected, was recovered safely. The dual mission proved only marginally successful, however, destroying only 20 percent of the target area at Nguyen Khe and 15 percent at Viet Tri."

Capt Carl L. Hamby from the 34 TFS flew against a POL target. "On June 30, 1966 we were fragg'd to bomb the POL across the river from Hanoi near the NE railroad. The operations officer, Richard Fitzgerald, was lead, I was #2, Tom Curtis was #3 and Dave Groark was #4. #1 and #2 had 2 - 450 gallon fuel tanks and 8 - 750 lb. bombs, #3 and #4 had 2 - 450 gallon fuel tanks and 8 - CBU-24.

"Taxi, take off, & join up with the tanker were normal. Fitz asked the tanker to take us as far North as he could since we are going so far North. Fitz refueled and I refueled and Tom was on the tanker when we passed over Sam Nuea, then Dave refueled. We left the tanker and Fitz did not reduce power but started a slow descent. We passed 4 or 5 flights that were above us and when we crossed the Black River, Fitz turned right, descending between the 2 mountains on each side of the river and called the flight to jettison the fuel tanks. We still had 500 lbs. of fuel in each tank when they were jettisoned. As we were descending, Fitz lit the afterburner. When my afterburner lit, the main air line overheat light on the master caution panel came on, indicating a severe problem that if it were true could cause the airplane to burn up. I quickly analyzed the situation and knew if this were the case, I would bail out and walk home. When the light came on, I didn't feel anything, I didn't hear anything and I didn't smell anything, so hopefully for me it would only be a bad sensor and not a broken air line which would cause a fire.

"Fitz had plenty to worry about without me adding to his problem, so I did not say anything. The Delta was flooded and the airplane wanted to tuck, so I applied back trim and looked at the airspeed/mach meter which read .97 mach. The F-105 at speed in humid air created a condensation streamer around the canopy. So I was looking to my right through the windshield quarter panel and saw something to my left. It was Son Tay and I was level with the windows, so I pulled up to go over it at .97 mach in afterburner. It sure must have surprised them because you could not hear an F-105 coming at that speed. Fitz called us to take it up because of ground fire. The Delta was flooded so I thought it was flashback from the old Gougenheim he drank the night before. We popped up over the lake NW of Hanoi (where John McCain landed a year later). There I was at 12,000' on my back over downtown Hanoi, so rolled-in to put my bombs on the target. I came off the bomb run supersonic and when I came out of afterburner to join with Fitz, the main air line overheat light went out -- good. Fitz still had 6 x 750s on his centerline rack, so he jettisoned them over Thud Ridge, then on to the tanker. Refueling and cruise home were normal.

"My F-105 felt so good clean, that I did a couple of aileron rolls. The Crew chief asked if I had been going fast because the fiber glass around the edge of the canopy was frayed." ("First Combat F-105s in SEA - Carl Hamby" in Thunder Falcon e-mail newsletter, Issue Number 27, May 2013.)

Maj Wayne N. Whatley, 34 TFS, 388 TFW, was a strike pilot flying against one of the POL sites. He was awarded the Air Force Cross for his "extraordinary heroism". "... Major Whatley led a flight of four F-105 aircraft against an extremely heavily defended petroleum, oil, and lubricant storage complex in North Vietnam. By exhibiting extraordinary flying ability, leadership qualities, and personal bravery in the face of intense hostile fire, Major Whatley successfully struck the assigned target, thus contributing greatly to the objectives of his country. Although sustaining

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hits on his aircraft, Major Whatley, disregarding his personal safety, stayed with his downed wingman and directed a successful rescue operation ... ". The downed wingman was Capt Robin K. Nierste.

Also on this day the Navy bombed the Bac Giang POL dump (JCS 51.11) near the Viet Tri area. (Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 119.)

Seventh Air Force Chronology 1 July 65 - 30 June 1966 CHECO 66-0044 & "Gradual Failure: The Air War over North Vietnam: 1965 - 1966", pg 292 & extract from "For Extraordinary Heroism - The Air Force Cross" by Maj Jeffery B. Floyd, provided by Ron Thurlow.

15-Jul-66

F-105D 591761 34 TFS 388 TFW Korat Hit by 37/57-mm AAA (probably) over RP-6A, North Vietnam. Crashed at sea off the coast of North Vietnam. 19-28N 107-10E Capt Carl L. Hamby 34 TFS pilot ejected. Rescued by a USN helicopter. Call sign: "Possum 01". "... Downed on armed reconnaissance mission RT PKG VIA. Cause: Hostile ground fire. Pilot Captain Carl L. Hamby, Possum Lead. Acft after hit was flown out of tgt area eastward to sea. Pilot ejected at approx 20-20N/15 miles off coast at 15/0738Z; good chute, good beeper. Pilot picked up by Navy SAR copter at 0810Z in good condition and flown to USS Ranger for onward travel to home base. Final report."

"When you wakeup in the morning with a sinking feeling, just hope you are not leading a flight of 4 F-105s to route pack 6 in North Vietnam. White flight in the 34th TFS had only 4 pilots and Ken Blank was on R&R in Bangkok, so Bob Reed filled-in the 4th slot. We did not have a spare. After start-up, Tom Curtis, the element leader called to say his airplane was not quite ready. I was Lead, Dave Groark was two, and Bob Reed was four, so we taxied and took off on time. After passing Ubon, Tom Curtis called that he was airborne and he joined up as we orbited at the Mekong River. We met the tanker over the Gulf, one and two refueled with no problem, but Tom got a couple of disconnects, then Reed got several before he finished refueling. Since we had a 650 gallon centerline and two 3,000 lbs. bombs, I decided to depart the tanker on time. There were low clouds starting at the coast with a 3,000 foot ceiling, so we flew-in at about 2,500 feet. We did not know that the Weasel Flight and Fred Tracy's Flight went in above a 10,000 foot cloud cover, which was against our Squadron Policy in SAM country.

"There was no flak until we approached the NE Rail Road where both the Weasels and Tracy were in orbit at 12,000 feet. The sky was black with flak but gunners didn't know that the 57mm range was just short of that. I was not happy at all with this situation and called to take it up above their altitude for a left roll in to bomb the rail road, which I did and started a pull up recovery doing 1.3 mach. Then I started/continued doing things we never did, such as slowing down for the rejoin, 2,3 and 4 came off the bomb run okay, but when I slowed below 500 kts, they passed me like I was going the other way and they went between the clouds. I pushed the throttle up only to encounter a thunderstorm, when that super cold water hit that super heated engine -- you guessed it - she blew up, smoke in the cockpit, all the red lights on, but I was climbing, I jettisoned the canopy and was coasting out, she was on fire but traveling much faster than I could walk. At about 15,000 feet and 20 miles south of Haiphong, I lost control and bailed out. The airplane was 65 feet of flame in a circling descent when it hit the water. After I was in the water, I lit an orange flare that brought the helicopter to my rescue, then to the carrier Ranger. Gordy Williams was standing on the deck smiling when he saw me -- what a grand sight that was. He had been high cap in F4s. The COB took me to Danang the next day and after a rain soaked night in a tent, I paid my BOQ fees and went to the Command Post, rang the buzzer, and out came a friend I had known at Luke AFB who typed me some orders to ride a C-130 to Korat. ... While on the Ranger, I learned that four A4s were lost on the first mission that day and they had four more missions to fly that day -- made me even more glad to be flying F-105s from Korat in the Air Force." ("First Combat F-105s in SEA - Carl Hamby" in Thunder Falcon e-mail newsletter, Issue Number 27, May 2013.)

Navy rescue historian, Tom Phillips, told the story of Hamby's rescue. "... That [was] another HS-6 rescue. The rescue crew was commanded [by] Commander Wayne Lockwood, the executive officer of HS-6 and the officer in charge of the advanced SAR detachment of HS-6, SAR Det A. ... The copilot was LTJG John Oliver 'Ollie' Donelon. The crewmen were AX1 [aviation antisubmarine warfare technician] Tom Goen (killed in a mishap in 1967) and ADJ1 [aviation jet engine mechanic] Vincent Vicari.

"... Hamby went into the water among the Grand Norway Islands. Grand Norway itself is at 20° 37'N 107° 10'E. Four

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F-105 History

or five tiny spits are within a mile of it. Grand Norway is notable for the lighthouse on it, which is the navigation aid for entering Haiphong harbor, and a well known reference mark to both ships and aircraft (low aircraft, like helicopters). North of Grand Norway there begins a substantial shitload of tiny karst islands, and a bunch of bigger islands together called the Fai Tsi Long Archipeligo, which runs generally northeast to the China border. The archipelago is something of an inland waterway for moving barges of supplies down from China to Haiphong. It [was] like the Ho Chi Minh Trail to get stuff INTO Haiphong and North Vietnam for further transfer down the HCM Trail. While it didn't get the press of the HCM Trail, it was every bit as important a supply line.

"... The copilot, thought he saw hostile fire (he was new) coming from the main island, perhaps the lighthouse, and the next thing he saw, the lighthouse came tumbling down from a direct hit from one of the RESCAP." In an e-mail to Tom Phillips, Lt Donelon, the copilot recalled, "an excited Lt (jg) in the crew [himself] said he thought we were taking some small arms fire from the island with the lighthouse, and the RESCAP took great delight in demolishing it. After reflecting on the situation, I think the small arms may have just been breakers on the small waves that were out there."

"... The rescue did not really involve the helicopter receiving fire, however, the island was garrisoned or at least inhabited. SAR Det A was flying from USS Ranger (CVA-61) at that time, having jumped from USS Constellation (CVA-64), and would further hop from carrier to carrier until HS-6's own home ship, USS Kearsarge (CVS-33) arrived."

U.S. Navy CNA Loss/Damage Data Base & 7 AF Flash Message 151146Z Jul 66 & Tom Phillips, e-mails 3 & 4 Apr 07.

18-Jul-66

F-105D 624312 421 TFS 388 TFW Korat Operational loss. Engine failed on takeoff for mission against a POL storage area in North Vietnam. Crashed 1 mile off the end of runway 24 at Korat RTAFB, Thailand. 1Lt Joseph L. Vojir 421 TFS pilot survived. Call sign: "Hambone 4". "Lt Vojir ejected from his aircraft when the engine failed on take-off. Lt Vojir stated that he felt a bump right after nose wheel lift off. He continued the take-off and right after raising the flaps the engine failed. Reacting quickly, he ejected immediately and came through the ordeal without a scratch."

Capt Carl L. Hamby from the 34 TFS saw the crash. "I was standing in front of Korat Base Ops watching the F-105s take off when one of two Silverbirds brought down from Yokota lifted off, and as the landing gear was retracting, the engine blew up, the pilot ejected, the parachute opened and he landed on the end of the runway, the aircraft crashed on the over-run. (Between Takhli and Korat we lost 7 airplanes in 10 days). I said 'that's what happened to me 2 days ago'. All but the Silverbird were combat losses including one from Takhli refueling behind a tanker over the Gulf of Tonkin. The Silverbird accident investigation revealed that we were going through the 100-hour engine hot section inspections after only 30 hours of flight time. The change to 30 hour inspections saved a lot of airplanes and some pilots. In retrospect, if my engine had not blown up, it probably would have the next day, and the pilot might have been killed or captured." ("First Combat F-105s in SEA - Carl Hamby" in Thunder Falcon e-mail newsletter, Issue Number 27, May 2013.)

History of Flight

"At 1340 hours, 18 July 66, F-105D, SN 62-4312 crashed approximately 1 mile off the end of runway 24, Korat Air Base, Thailand. The crash occurred approximately 30 seconds after take off following an engine explosion, loss of thrust, severe vibration, and immediate pilot ejection. The aircraft was completely destroyed by impact damage and fire. The pilot ejected safely and property damage consisted of 100 by 250 foot burned area with destruction limited to numerous one-inch diameter trees.

"The aircraft was number 4 in Hambone flight taking off on a tactical mission directed by 7th Air Force. The pilot was 1/Lt Joseph L. Vojir, 421 TFS, 388 TFW, PACAF, Korat RTAFB, Thailand. The weather was VFR being 1,000 scattered, 3,000 scattered, estimated 8,000 broken, 15 miles visibility, wind 340 degrees at 5 knots. The aircraft was configured with five low drag mark 83 bombs and two 450 gal external fuel tanks, and 1029 rounds of 20-mm HEI ammunition. All ordnance except 180 rounds of 20-mm was safely recovered by EOD personnel and the aircraft

Carl L. Hamby

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wreckage immediately reclaimed by accident investigating team.

"The flight received a briefing in accordance with 7th Air Force and 388 Tactical Fighter Wing instructions for combat operations. In addition, the flight leader conducted a detailed briefing to include general procedures with specific tactics and techniques to be used in the conduct of the mission.

"Lt Vojir accomplished a very thorough preflight and before engine start check IAW applicable directives. The investigating officer questioned Lt Vojir in detail covering pre-start, start, pre-takeoff, and take-off checks and found Lt Vojir to be a very alert and well trained pilot with an analytical knowledge of the F-105. This was further substantiated by his Squadron Commander who placed Lt Vojir in the highly qualified bracket. This was Lt Vojir's 51st combat mission. Start and taxi out was normal. In the arming area all ordnance was armed and the aircraft received a final pre-take off inspection for leaks, loose panels, tire condition, etc. Aircraft line up on the runway was in echelon with take off in single ship at 15 second intervals. Engine run-up was normal with EPR within limits and EGT 620-degrees. The pilot could not recall specific RPM, however, he believed it to be approximately 104% during takeoff roll using water injection. Line speed acceleration check was computed at 109 kts at 2000 feet and the A/C reached 111 kts at this point.

"Acceleration and take off roll was normal until just prior to nose wheel lift off at 180 kts when the pilot felt and heard a thump. He immediately looked at his instruments which were normal except he observed the water injection light to blink on and off momentarily but with no change in engine performance. Being well past maximum refusal speed and with no instrument indications to dictate abort, plus having reached take off airspeed with a heavy load and minimum runway remaining, Lt Vojir continued his take off. The take off sequence through gear and flap retraction was uneventful. However, immediately after full flap retraction and at 300 - 400 feet altitude and 260-270 KCAS, the aircraft experienced an engine explosion with simultaneous loss of thrust accompanied by heavy vibrations. Lt Vojir confirmed the engine explosion by noticing his EPR and EGT to be decreasing rapidly. He did not see any fire warning lights and he immediately attempted an unsuccessful airstart. Realizing his critical flight envelope he immediately initiated low altitude ejection procedures. His ejection was successful with all automatic features working satisfactorily while the maximum attain altitude was no more than 400 feet. Due to the low altitude, he oscillated only once and did not have time to deploy his seat survival pack before hitting the ground. He did not sustain any injuries and shortly thereafter was hoisted into a rescue helicopter.

"Soon after pilot ejection, the aircraft impacted the ground in a 25-degree to 30-degree dive angle. The aircraft immediately began coming apart with the engine being separated from the airframe and thrown clear of the wreckage. The engine came to rest approximately 600 feet from initial impact point and outside the aircraft fire pattern. Following the crash, the area was secured by Air Police, EOD personnel removed all ordnance, and the engine and airframe wreckage was returned to Korat RTAFB for investigation."

388 TFW History, Jul - Dec 66 & AF Form 711 USAF Accident/Incident Report 66-7-18-1, 18 Aug 66, signed by Maj Wayne N. Whatley, Acft Accident Investigating Officer.

30-Sep-66

5151

Seven pilots assigned to the 34 TFS, 388 TFW, at Korat, completed flying 100 missions during September 1966. The pilots were in the original group who arrived at Korat in May and June 1966, They were:

Capt Clarence E. Fox
Capt James I. Miholick
Capt Gordon M. Walcott
1Lt Denis D. O'Donoghue
Capt Carl L. Hamby
Capt Douglas G. Lauck
Capt Rex L. Dull

When he left Korat, Lt O'Donoghue was assigned to an F-5 squadron at Williams AF, AZ. He "... delivered an F-5 to Bien Hoa AB during the Tet Offensive and hung around long enough to fly some F-37 missions with an old Willy F-5

Carl L. Hamby

F-105 History

instructor." In 1968, he joined the New Jersey ANG at McGuire AFB "... and flew Thud Bs and Ds for another 10 years."

Carl Hamby last flew the F-105 in March 1968. He had accumulated 738.5 hours in the airplane. (F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.)

As a replacement pilot, Maj Edward C. Jones was assigned to the 34 TFS in September 1966. He had qualified in the F-105 while stationed with the 36 TFW at Bitburg in 1962. He had left Bitburg in 1964 and spent a year in Hq TAC in the F-105 maintenance shop. He was then assigned to Shaw AFB where he flew Functional Check Flights in RF-4Cs. While at Shaw he volunteered for SEA expecting to fly RF-4s but instead received orders as an F-105 pilot. He went to Nellis AFB for F-105 requalification training, to Fairchild AFB for USAF Survival School, then to PACAF Jungle Survival School at Clark AB, Phillipines, before arriving at Korat. (Ed Jones, phone interviews 26 and 28 April 10 and e-mail 26 Apr 10.)

After landing from his 100th mission, Jim Miholick donned a World War II flying helmet and goggles with a white scarf around his neck. "I got the scarf, WWII flying helmet, goggles, and O2 mask from a B-57 driver at Clark AB; I can't remember the details. I do remember that I 'donated' the scarf to the squadron which later became the 100 Mission scarf. I had the O2 mask 'modified' by Life Support so I could talk to Ground Control during the taxi back to the chocks, so all the enlisted guys knew what I was planning." (Jim Miholick e-mail to Jake Shuler July 12, 2014.)

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Denis O'Donoghue, e-mail 7 Apr 10.

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 was another 34 TFS pilot who transferred to the 44th.

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

Carl L. Hamby

F-105 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)	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

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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-Mar-15

7443

Lt. Col. Carl L. Hamby, U.S. Air Force fighter pilot (ret.), passed away March 6, 2015, 11 days before his 83rd birthday, surrounded by family and friends. Carl was born Carl Lee Hamby, March 17, 1932, in Yuba, Okla., to Tom and Lottie Hamby. Carl's father died when he was three and Lottie moved the family, Carl and his sister, Mary, to southern California. Carl graduated from Santa Monica High School and enjoyed cars and the slide guitar and performed in a band during high school. Carl then went into the Air Force pilot training program and made the Air Force his career.

Carl married Caroline, who preceded him in death in 2003, and had three sons, Carl L. Jr., a realtor in Fort Mohave, Ariz., Mark, an attorney in Tulsa, Okla., and Gerald, who preceded Carl in death. In addition, Carl has two grandchildren, Carl L. III, of Boulder City, and Stephanie M. of Tacoma, Wash. Carl was also blessed with a great-granddaughter, Jordyn of Boulder City, now seven. Carl also looked forward to a second great-granddaughter who is due in June, Stephanie's first. Carl served two tours of duty in Vietnam and was a member of the "River Rats," those fighter pilots who completed 100 missions over North Vietnam. Carl retired after 25 years in Las Vegas, where the family lived during Carl's last assignment at Nellis AFB.

During his career, Carl flew F-105s in Vietnam [with the 34 TFS] and later taught young pilots to fly F-111s at Nellis. Carl had friends from the Air Force who lived all over, as well as friends made since retirement. In 1992, Carl and Caroline moved to Wickenburg, Ariz., where Carl pursued his love of classic cars, especially Hudsons, the car Carl loved in his youth. In 2004, Carl married Yolanda, who survives him and who provided him with a happy and contented final chapter in Carl's life. Yolanda was at Carl's side when he died. A Catholic Mass is set for 10 a.m. Wednesday, March 11, at St. Anthony's in Wickenburg. Burial will be at 10:30 a.m. Friday, March 13, Boulder City Cemetery, 501 Adams Blvd..

Friends may offer online condolences at www.wickenburgfuneralhome.com Arrangements under the direction of Wickenburg Funeral Home & Crematory, 187 N. Adams St., Wickenburg, AZ 85390, (928) 684-2081.

<http://obits.reviewjournal.com/obituaries/lvrj/obituary.aspx?n=lt-col-carl-hamby&pid=174362324&fhid=13185>.