

George W. Hamlin IV

F-105 History

31-Aug-66

1027

The 355 TFW history included a list of eleven 354 TFS pilots arriving and departing Takhli in August 1966.

The arrivals were:

Lt Col Donald Henry Asire

Maj Gordon Mickelson

Capt Lawrence G. Hoppe (TDY from the 12 TFS). He arrived at Takhli on 20 August 1966. On 31 August, he flew his 8th 0-1 combat mission, which lasted 2 hours 20 minutes, half flown in weather.

Capt Malcolm B. Robertson (TDY from the 12 TFS)

Capt Dennis Kevin Duff

1Lt Lowell Stein

Departing pilots were:

Capt Gary Johnson

Capt Peter Potter Pitman

Capt Richard E. Steere

1Lt Leonard C. "Lucky" Ekman

1Lt George W. Hamlin IV

355 TFW History, Jul - Dec 66, USAF microfilm NO462 & Larry Hoppe AF Form 5, Pilot Individual Flight Record.

21-Sep-67

6563

In a published order, Maj George G. Clausen, 34 TFS commander, designated 29 squadron pilots as Combat Ready in the F-105. The same pilots were listed in a separate order as qualified to be Flight/Element Leaders in F-105s. The pilots were:

Maj Almer L. Barner, Jr.

Maj Charles E. Bishop

Maj William M. Blakeslee

Maj George G. Clausen

Maj James E. Daniel, Jr.

Maj David C. Dickson, Jr.

Maj Clyde L. Falls, Jr.

Maj Roderick G. Giffin

Maj David D. Igelman

Maj William J. L. King

Maj Kenneth W. Mays

Maj Donald E. Odell

Maj Dwight E. Sullivan

Maj James L. Taylor

Maj Raymond W. Vissotzky

Capt Douglas A. Beyer

Capt Robert M. Crane

Capt Hugh W. Davis

Capt Nicholas J. Donelson

Capt Robert M. Elliot

Capt George W. Hamlin IV

Capt Lawrence G. Hoppe

Capt Lawrence R. Klinestiver

Capt Irving R. LeVine

Capt Robert L. Martin

Capt Robert B. Middleton

Capt Sam P. Morgan

Capt Harry G. Paddon III

1Lt Lee E. Hollingsworth

34 TFS Special Orders 45 and 46 dated 21 September 1967 provided by Larry Hoppe, May 2010.

22-Mar-68

5241

Wild Weasel Class 68WW III-19 (68-FWW) graduated at Nellis AFB, NV. The class was assigned to the 4537 FWS. They started training on 9 February 1968 along with Class 68WW III-20 that received extra Commando Nail training in radar bombing and graduated on 8 May 1968.

The five crews from this class who were assigned to the 44 TFS at Korat were:

Capt George C. Connolly (WW# 450) and EWO Capt Lawrence LeMieux (WW# 453).

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Capt George W. Hamlin (WW# 452) and EWO Capt Gary M. Cecchett (WW# 449)
1Lt Donald D. Carson (WW# 457) and EWO Capt Donald R. Brian (WW# 447)
1Lt Roger L. Prather (WW# 458) and EWO Capt John D. Benner (WW # 446)
Capt Lawrence E. Huggins (WW# 461) and EWO 1Lt Victor B. Putz (WW# 459)

The three formed crews who were assigned to Takhli were:

Maj Robert F. Delaney (WW# 445) and EWO Capt Peter A. Cook (WW# 451) assigned to the 354 TFS.

1Lt William A. Stout (WW# 460) and EWO Capt Warren P. Bullock (WW# 448) assigned to the 357 TFS.

Capt Robert P. White (WW# 455) and EWO Capt Steven G. Meyerson (WW# 454) assigned to the 357 TFS.

Pilot 1Lt James A. Caldwell (WW# 456) was also assigned to the 357 TFS at Takhli.

Roster of Wild Weasel Class 68WW III-19.

15-Apr-68

4131

(Date estimated.) Five crews of Wild Weasel Class 68WW-III-19 arrived at Korat RTAB, Thailand, and were assigned to the 44 TFS. They had graduated from Wild Weasel training at Nellis on 22 March 1968.

Capt Lawrence E. Huggins (WW# 461) and EWO 1Lt Victor B. Putz (WW# 459) were one of these Wild Weasel crews. "Vic and I ... left the states 31 Mar 68 (the day Johnson announced the bombing halt), got pulled off the contract flight in the PI for snake school, and arrived Korat mid-April."

When he had been assigned to the 35 TFS at Yokota in 1967, Capt Huggins had been one of the initial instructor pilots training the original Ryan's Raider crews in night radar missions. "I was formed with Vic at Weasel school in Jan 68, but we did not receive any radar bomb training during our class. I got back into the program in the 44th when someone found out I had been one of the guys that set up the original program at Yokota. Vic received his OJT on night bombing missions over NVN. We did not receive any training sorties in-theater. However, we did not fly TA/CM over NVN because our charts still had a lot of area marked 'relief data unreliable.'"

Four other crews who were in WW Class 68WW III-19 also were assigned in April to the 44 TFS at Korat. They were:

Capt George C. Connolly (WW# 450) and EWO Capt Lawrence LeMieux (WW# 453)
Capt George W. Hamlin (WW# 452) and EWO Capt Gary M. Cecchett (WW# 449)
1Lt Donald D. Carson (WW# 457) and EWO Capt Donald R. Bryan (WW# 447)
1Lt Roger L. Prather (WW# 458). His EWO, Capt John D. Benner (WW# 446), was assigned to Takhli but flew nineteen TDY missions from Korat between 20 July and 7 August 1968.

EWO Capt Cecchett had been a B-58 Defensive System Operator who had ejected from B-58 61-2061 on 14 June 1967. (AeroFax, "Convair B-58 Hustler", second edition, by Jay Miller, pg 128.)

EWO Larry LeMieux described his introduction to Commando Nail missions. "Class 68WW III-20 who started with us at Nellis were the first ones to get Raider training at Nellis. My class was told we were going to be straight Weasels and had the 'short course' at Nellis. When we got to Korat right after the first of April 68, we were told that everyone would fly Raider missions. So, we got three practice missions in northern Thailand so the pilots could show us how to run the radar and for us to try fixed angle bombing. We had radar film that they scored for us on those missions. We didn't fly any night low level anywhere, bomb runs were usually at 12 - 15 K feet. Bombing halt

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was in effect so we didn't go north of Vinh."

Pilot Don Carson had another perspective on their Commando Nail missions. "The only Ryan's Raider training I remember getting was when we arrived at Korat and started flying those missions at night." He recalled that since he and other pilots "... were already qualified for low level nuclear delivery and had practice flying those type of low level bombing missions, it really did not require anything special. Actually, I thought the Ryan's Raider missions were easier than the practice nuclear low level delivery missions in the D model under the hood, because we had an EWO to help with things."

By the end of May 1968, all five pilots were dual-qualified to be Wild Weasel and Commando Nail flight and element leads in the 44 TFS.

Larry Huggins, e-mails 15 and 13 December 2004 & Larry LeMieux, e-mail, 3 Feb 05 & Don Carson, e-mail to Larry Huggins, 15 Dec 04.

03-May-68

3169

Lt Col Guy J. "Jack" Sherrill, with EWO Capt John A. Stetson, led "Hotrod" flight from the 44 TFS, a two-ship Iron Hand mission into North Vietnam. They were scheduled to fly F-105F 63-8306 but aborted and took the spare, 63-8347. His wingman was Capt George W. Hamlin flying 63-8353 with EWO Capt Gary M. Cecchett. The flight took off at 18:30, refueled 20 minutes later at 18,000 feet with "Blue Anchor 66", and reached the target area at 19:15 to protect the six strike flights scheduled to arrive over the next 55 minutes. The strike flights and their TOTs were: "Cadillac" (19:15), "Oakland" (19:20), "Lincoln" (19:45), "Packard" (19:50), "Cookie" (20:00), and "Spitfire" (20:10). During their return to Korat, "Hotrod" flight refueled from "Brown Anchor 67".

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

04-May-68

3170

In a repeat of yesterday's Iron Hand mission, Lt Col Guy J. "Jack" Sherrill, Squadron Commander of the 44 TFS, flying F-105F 63-8306 with EWO Capt John A. Stetson, led "Spitfire" flight into North Vietnam. His wingman was Capt George W. Hamlin flying 62-4446 with EWO Capt Gary M. Cecchett. The flight's unneeded ground spare was F-105F 63-8319. The flight took off at 18:10, refueled 20 minutes later at 18,000 feet with "Blue Anchor 66", and reached the target area at 18:50 to protect the six strike flights scheduled to arrive over the next hour and 25 minutes. The strike flights and their TOTs were: "Machete" (18:55), "Hotrod" (19:00), "Packard" (19:30), "Cadillac" (19:35), "Vampire" (20:00), and "Oakland" (20:20). During their return to Korat, "Spitfire" flight refueled at 14,000 feet from "Blue Anchor 67".

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

23-May-68

3714

The following named officers are designated crew positions indicated in F-105 aircraft. Among the 43 officers listed were:

Lt Col Guy J. "Jack" Sherrill - 44 TFS WW Flight Lead and Element Leader
- 44 TFS Commando Nail Flight and Element Leader

Maj Francis A. "Frosty" Sheridan - 44 TFS WW Flight Lead and Element Leader
- 44 TFS Commando Nail Flight and Element Leader

Maj Gobel Dale James - 44 TFS Commando Nail Flight and Element Leader

Maj John J. Revak - 44 TFS WW Flight Lead and Element Leader
- 44 TFS Commando Nail Flight and Element Leader

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Maj Harrison W. Matthews - 44 TFS WW Flight Lead and Element Leader
 - 44 TFS Commando Nail Flight and Element Leader

Capt Ronald L. Shepard - 44 TFS Wild Weasel Element Leader
 - 44 TFS Commando Nail Flight and Element Leader

Maj Michael S. Muskat - 44 TFS Wild Weasel Flight Lead and Element Leader

Capt Charles W. McConnell - 44 TFS WW Flight Lead and Element Leader
 - 44 TFS Commando Nail Flight and Element Leader

Maj Richard P. Cisco - 44 TFS Wild Weasel Element Leader
 - 44 TFS Commando Nail Flight and Element Leader

Capt George W. Hamlin IV - 44 TFS Wild Weasel Element Leader

Special Order 25, 44 TFS (PACAF) APO SF 96288 23 May 1968.

24-May-68

3176

Lt Col Guy J. "Jack" Sherrill with EWO Capt John A. Stetson flying 62-4428 led the three-ship "Scuba" flight of F-105Fs from the 44 TFS on an Iron Hand mission into North Vietnam. Other members of the flight were Maj Alan L. "Bud" Young flying 63-8327 on his 35th combat mission, and Capt George W. Hamlin with EWO Capt Gary M. Cecchett flying 63-8353. The flight took off at 15:25 and rendezvoused twenty minutes later at 18,000 feet for refueling with "Blue Anchor 51". They reached their target area between Dong Hoi and Vinh at 16:30. During their return to Korat, they again refueled from "Blue Anchor 51" at 22,000 feet.

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

31-Aug-68

4135

The 388 TFW history listed the pilots and EWOs assigned to the 44 TFS and the number of sorties each had flown as of the end of August 1968.

44 TFS	Sorties	Counters
Lt Col Sherrill	58	58
Lt Col Haggren	32	32
Maj Smith	32	32
Maj Budde	55	55
Capt Wilbanks	55	55
Maj Young	77	77
Capt Gordy	77	77
Maj Reck	37	37
Maj Clark	37	37
Maj Bonfiglio	25	25
Maj McCormick	25	25
Maj Cisco	35	35
Maj Denison	35	35
Maj McClean	4	4
Capt Gorg	4	4
Capt Mitchell	35	35
Capt Logan	35	35
Capt Shepard	57	57
Capt Middleton	57	57
Maj Villaret	14	14
Capt Rossetto	14	14

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Maj Doyle	53	53
Capt Knotts	53	53
Maj Revak	67	67
Maj Goldstein	67	67
Capt Axakowsky	4	4
Maj Quigley	4	4
Capt Connolly	59	59
Capt Lemieux	59	59
Capt Hamlin	93	92
Capt Cecchett	66	66
Maj Bowling	37	37
Maj McGowan	37	37
Maj Clendenen	37	37
Maj Thornton	37	37
Maj Youngblood	40	40
Maj Tagliareni	40	40
Capt Carson	57	57
Capt Brian	57	57
Capt Prather	84	83
Maj Matthews	103	85
Maj Brog	68	68
Maj Dadisman	4	4
Capt Burleigh	101	100
Capt Thompson	4	4
Maj Sheridan	83	83
Capt Chelette	83	83
Maj Phelan	54	54
Maj Toole	54	54
Capt McConnell	74	74
1Lt Marsico	74	74
Capt Huggins	59	59
Capt Putz	59	59
Capt Reimond	102	100

388 TFW History, July - Sep 68, USAF microfilm NO585, frames 0253 - 0255.

30-Sep-68

4159

Four individual aircrewmembers from the 44 TFS at Korat departed in September 1968 while 12 reported into the squadron.

Departing aircrews who had completed 100 missions over North Vietnam were:

Maj Francis A. "Frosty" Sheridan (WW# 436) and his EWO Capt Herman E. Chellette (WW# 437) and pilot Capt George W. Hamlin IV (WW# 452).

On 30 September 1968, Maj Sheridan was assigned as an Air Operations Staff Officer, Hq 7th Air Force, at Tan Son Nhut AB, Vietnam. "It was an 'illegal' tour according to 7th AF Personnel but since I was there I was welcome to stay. (Illegal because I had finished my 100, plus it was not voluntary. If asked, I would have gone anyway.) I worked in DOPPP on various projects including 'Black Spot'. Fun and interesting things. About 1/2 down the pike, Gen Blood had me work for him. He had been my group CO in 55 - 56. Got to give him my view of air war daily events vs 'Intel's' until I returned state side for emergency leave in December." (Francis A. Sheridan, AF Form 11 Officer Military Record & Frosty Sheridan letter, 23 Jan 2006)

Maj Sheridan was assigned to the 563 TFS as an F-105 instructor pilot in the 23 TFW at

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McConnell AFB. On 3 November 1969 he became the Wing Mobility Officer after being medically grounded. He retired as a Major on 1 May 1971.

Pilot Maj James D. Clendenen (WW# 466) "was reassigned to Seventh Air Force, Saigon, after completing 40 missions with the 44th."

The 44 TFS gained four Commando Nail crews and two Wild Weasel crews. The Commando Nail crews were:

Pilot Capt Larry B. McBride who arrived with his Bomb/Nav rear seater Capt Richard E. Dolan.

Pilot Maj Grant V. Swinford with his Bomb/Nav 1Lt James W. Dearing

Pilot Maj Leonard A. Morgan with his Bomb/Nav 1Lt George G. Giddens

Pilot Capt John M. Brucher with his Bomb/Nav 1Lt John M. Winston. Capt Brucher was killed while flying a strike mission in Laos on his 47th combat mission on 18 February 1969.

All four Commando Nail pilots had completed F-105 RTU Class 68JR at McConnell on 11 June 1968. Neither the pilots nor their rear seaters received WW training.

The two Wild Weasel crews were:

Maj Walton G. Kilbourn, Jr. (WW# 498) and his EWO Capt Richard W. Ferko (WW# 508) who had attended Wild Weasel Class 68 WWIII-23 at Nellis between 12 May and 6 August 1968.

Capt William L. Bryant (WW# 521) and his EWO Capt Harvey C. Campbell (WW# 523) who had attended Wild Weasel Class 68 WWIII-24 at Nellis between 1 July and 14 August 1968.

388 TFW History, Jul - Sep 68, USAF microfilm NO585, frames 0815 - 816 & Wild Weasel Class Database.