

John E. "Ed" Hartman

F-105 History

09-Feb-68

4871

"Scuba" flight from the 34 TFS bombed a target in the Barrel Roll region of northern Laos. The flight took off at 1500. The flight line up was:

- #1 - Maj James E. Daniel, Jr., 34 TFS Ops Officer
- #2 - Col Paul P. Douglas, Jr., 388 TFW Commander
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4359
- #4 - Capt John E. Hartman

This was Maj Armstrong's 61st mission, the first since his return from Hawaii after 10 days of R&R. "Weather bad in Pack VI still so we went to northern Laos to work with some A-1E FACs. A flight of 4 F-105s was in right ahead of us and started a number of fires with their CBU's. We came in behind and started some more. The target was a group of structures where some gasoline and ammo was apparently stored since the fires were definitely POL type fires. We did good work today." Their mission lasted for 2 hours 55 minutes.

In his memoirs, Lt Gen Armstrong commented on this mission. "It was a planned Pack VIA mission which wound up going single flight to Laos. This was the first time I had flown with our new wing commander, Col. P. P. Douglas. He was the division commander at Yokota so he was sorta current in the F-105D. He had been an ace in WWII in the P-47 but I quickly experienced that he was out of his element in February 1968."

Maj Armstrong's 100-mission combat log, pg 25 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 38.

11-Feb-68

4873

"Pistol" flight from the 34 TFS flew a mission to support the Marines at Khe Sanh in South Vietnam but weather diverted them to hit a target in Laos. The flight took off at 0545. Its line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #2 - Capt John E. Hartman
- #3 - Capt Gary G. Durkee
- #4 - Capt William A. Thomas, Jr.

It was Maj Armstrong's 63rd mission. "This was a Bravo frag all of the way. Our assigned target was near the besieged town of Khe Sanh in South Vietnam. The weather was clobbered there so we bombed a supply area, which was just across the Laotian border. All of the bombs were on target and were swung up through Pack I for a weather check and counter. The wingmen did a good job!" Their mission lasted for 2 hours 30 minutes.

Capt Lawrence L. Bogemann, who had arrived in the 34 TFS this month, flew his local check-out flight today. He was a KC-135 copilot in SAC and had trained at Nellis in the F-105. (Larry Bogemann, e-mail 27 April 10.)

Maj Armstrong's 100-mission combat log, pp 25 - 26.

12-Feb-68

4874

"Simmer" flight from the 34 TFS used Commando Club to hit a target in Laos. The flight took off from Korat at 0650. Its line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0161
- #2 - Capt John E. Hartman
- #3 - Capt Douglas A. Beyer
- #4 - Capt William A. Thomas, Jr.

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It was Maj Armstrong's 64th combat mission. "This was a 1st alternate Commando Club target in Laos. It was about 10 miles east of Sam Nuea. The tankers got fouled up on our fragged drop-off time. Consequently, we dropped off late and had to hustle to try to make up the time. When we dropped, we dropped our bombs through a 10,000 ft overcast so we couldn't see the impact. We made a weather recce of Pack III and IV near Laos for our counter." Their mission lasted for 2 hours 20 minutes.

Maj Armstrong's 100-mission combat log, pg 26.

24-Feb-68

4883

"Pistol" flight from the 34 TFS took off from Korat at 0610 to bomb a causeway in RP-1. Their line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4361
- #2 - Maj Almer L. "Buddy" Barner, Jr.
- #3 - Lt Col James B. Ross
- #4 - Capt John E. Hartman

This was Maj Armstrong's 74th combat mission. "The original # 2 man, Bill Thomas [Capt William A. Thomas, Jr.] aborted on the ground so Buddy Barner took his place. There had been a thunderstorm the night before and there was extensive cloudiness and light rain at take-off time. We had to make individual climbs to get on top of the weather. We Sky Spotted a causeway over near Dong Hoi. Coming home, we ran into cloud tops up to 22,000 feet and made a weather penetration into the field." They flew for 2 hours 45 minutes.

Maj David C. Dickson, Jr. from the 34 TFS also flew a mission to Dong Hoi in RP-1. It was his 90th combat sortie into North Vietnam.

Maj Armstrong's 100-mission combat log, pg 29 Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 24 Feb 68.

01-Mar-68

4886

The two pilots in "Goose" flight from the 34 TFS cut a road in Laos after not finding a target in RP-1 due to weather. The flight took off at 0610 and flew for 2 hours 25 minutes. Their line up was:

- #1 - Capt John E. Hartman
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0458

This was Maj Armstrong's 77th combat mission. "We were the airborne spares and I let Ed Hartman lead the flight to get some experience. We headed toward Mu Gia Pass and found the weather real bad over there. We went up to 21,000 feet and couldn't stay on top so we went on down to west of Khe Sanh and worked with a FAC and made some road cuts in Laos. We had to work beneath a low ceiling and consequently had several dud bombs."

Maj David C. Dickson, Jr. from the 34 TFS flew his 92nd mission to a target near Dong Hoi, RP-1, North Vietnam.

Maj Armstrong's 100-mission combat log, pg 30 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 1 Mar 68.

23-Mar-68

4907

The four pilots from the 34 TFS in "Scuba" flight bombed a target in Laos. They took off at 0625 and returned after flying for 2 hours 45 minutes. Their line up was:

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- #1 - Lt Col James B. Ross
- #2 - Maj Billy R. Givens (killed in accident 25 Apr 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0161
- #4 - Capt John E. Hartman

This was Maj Armstrong's 90th combat mission. "I went 'Golden' with this mission. That means I don't go to Pack VI anymore. We were supposed to go to a target in Pack I where there had been a big buildup but it was solid undercast so we went into middle Laos and hit a vulnerable road segment. Nothing too different about that."

On his 51st combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Pancho 1" to bomb a storage area in northern Laos. He then flew armed recce in RP3. "No significant sightings."

Maj Armstrong's 100-mission combat log, pg 34 & Rufus Dye Mission History log

07-Apr-68

4912

"Scuba" flight from the 34 TFS hit trucks in North Vietnam. The flight took off at 1240 and returned after flying for 2 hours 20 minutes. The line up was:

- #1 - Maj Melvin L. Irwin
- #2 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0167
- #3 - Capt John E. Hartman
- #4 - Maj Donald W. Hodge

This was Maj Armstrong's 93rd combat mission. "We were going to a fragged target in Pack I. Cricket diverted us to a Misty (F-100) FAC at the north end of Mu Gia Pass as he had some trucks cornered. We dropped our 750# bombs in the area and I fired 36 x 2.75" rockets at the area. We then strafed some trucks on a road just south. We got one truck destroyed and 3 damaged. I fired 281 rounds of ammo. The weather there was clear with good visibility."

Maj Armstrong's 100-mission combat log, pp 35 - 36.

09-Jun-68

3766

In RP-1, between 0400Z and 0535Z, six EB-66B/Es supported eight strike sorties, three F-105F Iron Hand aircraft, and one "Bumby Action" photo drone. "Although three aircraft were lost to AAA fire during this day, operational reports indicated that none of the AAA fire was radar-directed."

The three aircraft lost were a Marine A-4E from Chu Lai hit by 50-caliber ground fire, an HH-3E Jolly Green helicopter trying to pick up the Marine A-4E pilot, and an F-4D supporting the rescue of a pilot of an F-105D downed the previous day, on 8 June. The crew of the F-4D, call sign Hudson 82, Maj William Bergman and 1Lt David Willett, were rescued.

The rescued F-105 pilot was Maj Carl B. Light from the 34 TFS who had been shot down yesterday by 37-mm AAA while attacking a truck park. Maj Light was Capt Lamont H. Pharmer's flight commander. While supporting Maj Light's rescue, Capt Pharmer received his third Distinguished Flying Cross, this one for heroism. His award citation read, in part, "... Capt Pharmer purposely exposed himself to intense hostile antiaircraft fire from some well camouflaged gun positions in close proximity to a downed pilot in order that his wingman might pinpoint their exact location from the muzzle flashes and attack them. Captain Pharmer then attacked a firing gun position, pressing a shallow dive through intense fire to low level to deliver his ordnance precisely on target. By his courageous and selfless actions, Capt Pharmer made a significant contribution to a search and rescue operation which succeeded against great odds." (Award Citation DFC (2 OLC) to Lamont H. Pharmer.)

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"A lot of us rescaped for Carl Light. ... Gary Durkee and I were having a great time flying just out of range of the AAA and watching where it was coming from and then bombing the hell out of them. We were both put in for Silver Stars for this mission but some 'weenie' in Saigon must have thought there were already too many of them for that month." (Monty Pharmer, e-mail 22 Sep 2006.)

"Crossbow" was one of the RESCAP flights from the 34 TFS. The pilots were:

- #1 - Capt James V. Barr
- #2 - Lt Col Nevin G. Christensen
- #3 - Capt Joseph S. Sechler flying his 11th non-counter (52 counters).
- #4 - Capt John E. Hartman

Capt Sechler logged 3:10 hours. "I aborted into Ubon (RON) for malfunction. Carl Light recovered."

355 TFW history Apr - Jun 68, USAF microfilm NO464, frames 0629 - 0631 & "Vietnam Air Losses", pgs 151 - 152.

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.

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

31-Aug-68

761

"Striking near Mu Gia Pass ... F-105 ... pilots from the 388 TFW destroyed a bridge, cut a road in three places and caused three roadslides. ... Maj Clarence E. Langford, said, 'We went after an interdiction point and also got the highway bridge.' 'Although it is not very large', Maj Langford continued, 'the bridge is in very difficult country because it crosses a deep ravine and is almost impossible to bypass. My No.2 man (Capt. Ralph E. Durnbaugh) saw his bombs hit dead center on the bridge.'

"Following the strike on the bridge, pilots were directed to crates of supplies by a FAC who had spotted them stacked beside a road. 'We strafed the supplies and I saw pieces of crates flying everywhere,' Major Langford said. 'We scattered the supplies all over the area.'

"Capt John E. Hartman also participated in the strikes.

"Other pilots struck enemy supply boats with 20mm cannon fire, 29 miles northwest of Dong Hoi, damaging four of the craft." The pilots were from the 34 TFS.

Sawadee Flyer, Saturday, September 7, 1968, pg 1.

30-Sep-68

4155

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

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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 (1Mar - 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)
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)

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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.