

# Howard F. "Red Dog" Hendricks

## F-105 History

---

**08-Feb-64**

196

The 388 TFW and its subordinate units were deactivated and replaced by the 23 TFW at McConnell AFB, Kansas, under Hq TAC Special Order G-14, dated 28 Jan 1964. Fighter squadrons transferring from the 388th to the 23rd were the 560 TFS, 561 TFS, 562 TFS, and the 563 TFS. The 388 TFW commander, Col Olin E. Gilbert, became commander of the 23 TFW.

Lt Col Howard F. "Red Dog" Hendricks became commander of the 563 TFS replacing Lt Col James M. Morris.

*23 TFW History, Jul - Dec 1968, USAF microfilm MO555*

**26-Jun-65**

910

Lt Col Howard F. Hendricks replaced Lt Col Donovan L. McCance as commander of the 36 TFS at Yokota AB, Japan.

*6441 TFW History, Apr - Jun 65, USAF microfilm PO231.*

**30-Aug-65**

F-105D 624355 36 TFS 6441 TFW Takhli Operational loss. Crashed after aborting take off due to a binding elevator control. Ran off the end of runway 18 at Takhli RTAFB, Thailand. Lt Col Howard F. "Red Dog" Hendricks 36 TFS pilot injured his back. Call sign: "Essex 1". "About 10:15 a.m. I was in our squadron's operations hooch near the flightline listening to the radio calls from pilots lining their planes up for takeoff. We heard the tower clear the first two planes. A second or so later they appeared roaring down the runway one behind the other. Then came the radio call, 'Lead's taking the barrier'. Each drag chute of the two planes popped out, but the first plane's 'chute didn't blossom and he kept on going without slowing down. We watched for his tail hook to slam down, but when he reached the barrier cable, nothing happened. He slid through the mud into the jungle at the end of the runway and exploded with a 'whumph' into a ball of flame and black smoke. The orbiting HH-43B rescue helicopter immediately swooped in among the flames and smoke. Fire trucks and ambulances screamed down the runway, but, on reaching the end of the concrete, had to turn back because of the mud. A short time later, the helicopter lifted up from the fire and everyone started clearing out of the area when we heard the plane's 20 mm ammunition cooking off. It had been carrying two 750-pound bombs with delayed time fuses that could go off at any time. ... Later I went by the medical office ... and learned that the helicopter crew rescued the pilot. He had only an injured back and was flown to Korat. ... The pilot was Lt. Col. Hendricks, the commander of the 36 TFS from Yokota."

"Lt Col Hendricks managed to get out of the cockpit and travel about 20 feet from the aircraft before collapsing. Immediately, the H-43 helicopter of Det 2, 38th Air Rescue Squadron, ... piloted by Capt Theodore E. Angle, moved over the area and forced the flames away from the pilot. The bomb load was scattered around the aircraft and a minor explosion in the crash debris occurred while one medic, Airman Britton, and two firefighters, Sergeant Person and Airman Huff, got Lt Col Hendricks on a stretcher and into the helicopter for a successful pick up. ... Lt Col Hendricks was hospitalized with back injuries and minor burns. His Operations Officer, Maj Dean A. Pogreba, assumed command of the 36 TFS." (355 TFW history, frame 0988)

The Takhli flight line was shut down for over a day until the two bombs in the wreckage could be defused or exploded.

### History of Flight

"1. Lt Col Hendricks was scheduled as the leader of Essex flight in F-105D, S/N 62-4355, on 30 Aug 65. Other members of the flight were Lt O'Donohue, Maj McClellan, and Capt Shattuck, in that order. Takeoff was scheduled for 1010, with two (2) M-117s on the center line MER; one with instantaneous fuzing and one delayed. Fuel configuration was a full bomb bay, internal, and two (2) 450 gal external tanks, producing a gross weight of approximately 47,000 lbs.

"2. Normal weather, intelligence and operations briefing were conducted. Weather at the time of the accident 1500 scattered, 6000 scattered, 13,000 broken, high broken with eight miles visibility. Runway temperature was 86 degrees

# Howard F. "Red Dog" Hendricks

## F-105 History

---

F, surface winds 180 degrees at four (4) knots with a pressure altitude of 260 feet. This produces a line speed of 111K at 2000 feet, 176K nose wheel lift off and 125 takeoff speed at 5,1000 feet with no water injection, the condition under which all takeoff data is computed. The addition of water would provide 120 K at 2,000 feet with a takeoff roll of 4900 feet.

"3. Lt Col Hendricks conducted the individual briefing for Essex flight. This briefing was in accordance with the 2nd Air Division checklist. Upon completion of the briefing, the flight proceeded to their aircraft. Normal preflight was made, as were pre-start and start checks. Lt Col Hendricks checked all the systems in accordance with the pilot's check list and found doppler and radar to be completely inoperative. Since the mission did not require their use, he continued. All other systems, including auto pilot and flight control were checked with no discrepancies noted.

"4. The flight then taxied to the arming area, completed the procedures there, and took the active runway 18, lining up in left echelon. As Lt Col Hendricks taxied into position, he once more hit the takeoff trim button, got a light and released the button. When the light failed to go out, he noted the button cocked, jiggled it, and the light went out. In addition, the bomb bay fuel gauge was cycling through 360 degrees. Run-up signal was given, with aircraft 355 stabilizing at 104% EPR and EGT in limits. Lt Col Hendricks then released brakes and got normal afterburning and water injection. His right hand was on the control stick, his left on the throttle.

"5. Acceleration was normal, since line speed was exceeded at 2000 feet. At slightly less than 175 KCAS, Lt Col Hendricks attempted to start back on the stick, but found that he couldn't move it. With a firm grip on the stick grip, he tried to move it aft, but it was solidly frozen. He then took his left hand from the throttle, and with both hands tried to pull the stick aft, but without success. He then tried to break the lock by moving the stick forward, left and right, but was unable. At this point, he terminated afterburning, retarded the throttle to idle, called aborting, and deployed the drag chute. Airspeed at this time was probably in excess of 200 knots.

"6. The drag chute deployed normally, and immediately the canopy failed, going to the stream position. (A loud 'pop' was heard by several witnesses, who also testify to normal deployment and chute blossom prior to canopy rupture.) With about 4000 ft of runway remaining, Lt Col Hendricks began to apply maximum braking, and attempted to lower the arresting hook for a barrier engagement. He was unable to break the safety wire, so he removed his right hand from the control stick, placed both thumbs on the tail hook switch and exerted every effort possible to actuate the switch, unsuccessfully. As he passed over the BAK-12, he knew he would be unable to stop on the runway and overrun remaining. He did not jettison stores because of his concern over the M-117 fuse configuration and the slim possibility of being stopped by the MA-1 barrier. (No tail hook capability.) He engaged the MA-1 barrier at approximately 160 knots, dragged 40 feet of chain, at which time the cable sheared. The aircraft continued down the overrun.

"7. At the end of the overrun, a large ditch exists. It is about five (5) feet deep and fifty (50) feet wide. The ditch slopes rapidly down on the runway side and gradually up on the opposite side. Aircraft 355 left the ground and impacted on the far side of the ditch in soft mud. All three gear sheared, and both 450 gal tanks ignited on impact. The aircraft slid to a stop 460 feet beyond the overrun, in an area cleared of jungle. The aircraft was completely enveloped in flame. The flame then receded to aft of the cockpit area. At this time, Lt Col Hendricks disconnected his oxygen hose, released the survival kit straps from his chute manually, and jettisoned the canopy with the alternate jettison handle.

"8. At initial aircraft impact he experienced a very severe back pain. However, he was able to stand up, with the canopy gone, and abandon the aircraft. He was able to run from the now intensely burning aircraft for 20 or so feet, with his parachute still on. At this point he fell ground, merely, in the pilot's words, from being 'give out'.

"9. He rolled onto his back, looked up, and saw the HH-43B landing near him. He started to crawl towards the helicopter. At this point, the medic got to him. summoned a stretcher and got him on the stretcher and aboard the helicopter.

# Howard F. "Red Dog" Hendricks

## F-105 History

---

"10. Essex 2 instituted abort procedures on hearing lead call 'Lead aborting, taking the barrier'. Number 2 was able to stop well short of the barrier. Essex 3 and 4 had not released brakes and returned to the parking area."

"Primary cause was ruled as materiel failure." (Frame 0806)

*"Takhli August to December 1965", Air Force Museum Friends Journal, Winter 94 & 355 TFW History, 1 Jul - Dec 65, NO461 & AF Form 711 USAF Accident/ Incident Report 65-8-30-1 dated 23 Sep 65, Signed by Col Evans G. Stephens, President, Accident Bd.*

**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." 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. Gunnerson  
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

### Kilo Flight

Flight Commander - Maj Jack R. Stresing  
Capt William O. Lessard

# Howard F. "Red Dog" Hendricks

## F-105 History

---

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
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. Kelly	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 Andy Olman	Yule 43	62-4379	1000	1200	Fuel Leak
Capt Robert D. Reichardt	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

# Howard F. "Red Dog" Hendricks

## F-105 History

---

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 inquiries 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.*

### 15-Nov-66

2096

Lt Col Alan G. Nelson replaced Lt Col Howard F. Hendricks as commander of the 34 TFS, 388 TFW, at Korat RTAFB, Thailand.

*E-mail, 26 Feb 2002, from Lt Col Donald T. Bolling, 34 FS Commander, Hill AFB.*

### 07-Jun-69

4268

At McConnell AFB, Kansas, Col Wesley D. Kimball replaced Col Howard F. Hendricks as the 23 TFW Director of Operations. Col Hendricks was reassigned as assistant chief of staff, Operations Division, in Ismir, Turkey.

*23 TFW History, Jan - Jun 1969, USAF microfilm MO555, frame 0403.*