

Roger Dean Ingvalson

F-105 History

01-Nov-61

133

The 4 TFW assumed operational control of the 335 TFS from Hq TAC at the completion of the F-105D Cat II testing. On 31 Oct 1961, the final nuclear bombing test sortie in the F-105D Cat II test program was flown by Capt Roger D. Ingvalson, Bombing Team Captain. Over their three-years of F-105B and F-105D Cat II testing at Eglin AFB FL, the squadron flew 8,365.5 hours. They were reassigned to Seymour Johnson AFB NC on 22 Nov 1961.

The squadron commander was Lt Col Paul P. Hoza. Two squadron pilots, Capts Paul G. Underwood and Anthony Gardecki, remained at Eglin until Feb 62 to complete Terrain Avoidance/Contour Mapping Tests. The tests involved fights at 500 feet between 360 to 420 knots under a hood guided by a chase pilot.

History of 4 TFW, Jul - Dec 61, USAF microfilm MO290 & interview with Anthony Gardecki, Ft. Walton Beach, 14 Apr 00.

17-Feb-66

2055

During his second R&R from flying combat missions with the 333 TFS at Takhli, F-105D pilot, Capt Martin H. Mahrt, spent his fourth day at Kadena AB, Okinawa. "Ran around on base. Went to town and ate Mexican food then took cab to say good bye to (Capt) Frank Street and he had already boarded the aircraft. Then took a nap and went to Wayne Fullam's house (Capt Wayne Eugene Fullam, KIA 7 Oct 67) for supper. Rog and Jackie Ingvalson (Maj Roger Dean Ingvalson, POW 28 May 68) and Scheers (Capt Roger P. Scheer) were there. Had a good time. Got to bed at midnight."

Entry from Capt Martin H. Mahrt's 1966 diary.

14-Feb-68

2705

"... Seventh Air Force used the rare day of clear weather to attack Hanoi's canal bridge, one of the targets President Johnson had again released only a week earlier. Since the bridge raids of December, the Canal Bridge (JCS 13) had returned to operation, while the Doumer Bridge over the Red River (JCS 12) was still down."

"Late in the afternoon, strike forces from Takhli and Korat converged on the bridge from opposite directions. Sixteen bomb-laden F-105s from the 355 TFW at Takhli came down Thud Ridge from the west, with eight F-105 escorts to threaten the SAM sites and eight F-4s to guard against the MiGs. A similar force escorted a like number of F-105s from the 388 TFW at Korat as they penetrated North Vietnam from the Gulf of Tonkin. Although the two wings dropped forty-eight 2,000-pound and 3,000-pound bombs, only one hit the bridge, and three days later trains were using it. An escort F-105 from Korat was lost to a SAM and the pilot, ["Pancho 02"] Capt. Robert M. Elliot [from the 34 TFS], was never seen by Americans again." (To Hanoi and Back")

"The two wings expended 22 3,000-pound bombs and 26 2,000-pound bombs in the target area. KA-71 strike photography showed one direct hit on the south end of the bridge and several craters on the southern approach. It was estimated severe damage was inflicted on the bridge." (388 TFW history)

Maj Cecil G. Prentis from the 333 TFS at Takhli received the Distinguished Flying Cross (Second Oak Leaf Cluster) for heroism on this mission. "... Major Prentis led the last of four flights against a heavily defended bridge. After flying through intense barrages of flak and surface-to-air missiles to deliver his ordnance directly on target, he successfully broke up an impending attack by MiG interceptors which allowed the force to egress without loss." (Cecil G. Prentis, DFC (2nd OLC) citation)

Maj Roger D. Ingvalson from the 34 TFS from Korat was awarded the Silver Star for a mission he flew on this day. He was presented the award on 25 July 1968 under SO G-2248. "Major Roger D. Ingvalson distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 14 February 1968. On that date, Major Ingvalson exhibited extraordinary courage as a member of a surface to air missile suppression flight of F-105 Thunderchiefs assigned to protect a large strike force. Despite electronic equipment malfunctions, his aggressiveness and skill enabled him to successfully decoy numerous surface to air missiles as well as intense, accurate antiaircraft fire away from the main force and to his own aircraft. By his gallantry and devotion to duty, Major Ingvalson has reflected great credit upon himself and the United States Air Force." (Citation posted on-line)

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at <http://www.veterantributes.org/TributeDetail.asp?ID=13>)

Lt Col James B. Ross from the 34 TFS, 388 TFW, led the CBU flight attacking the four corners of Gia Lam airport (JCS 3) in Hanoi to provide cover for 388 TFW flights bombing the Canal bridge. His call sign was "Locust Lead". This was the first attack on this airport. "No AAA fire on mission aircraft! One A/C lost to SAM on egress." Col Ross was awarded the Silver Star for this mission. (Jim Ross, undated note circa May 2001 to Ron Thurlow.)

Capt Lamont H. Pharmer also from the 34 TFS was awarded a Distinguished Flying Cross for extraordinary achievement for supporting this mission. The award citation read, "Capt Pharmer was a member of the flak suppression flight for a force of F-105s assigned the mission of destroying a vital military target in the heavily defended Hanoi area. Despite heavy missile and antiaircraft artillery fire, Captain Pharmer unhesitatingly selected and attacked a lethal antiaircraft artillery site over the one originally assigned him in order to suppress a more potent threat to the strike force. Capt Pharmer displaying outstanding courage and flying skill, delivered his ordnance directly on target, contributing significantly to the safety of the main force on an important and highly dangerous mission." (Lamont H. Pharmer DFC Award Citation.)

Years later, Monty Pharmer still remembered details of this mission. "It was my first Pac 6 mission and it amazed me how much fire power, AAA, SAMs, etc. the NV sent up at us. Before the flight, I rode out to the flight line in the van with Bob Elliott. He was trying to ease the tension for some of us new heads. He said it won't be as bad as some had told us. Unfortunately, he got hit by a SAM that day and his body wasn't recovered until sometime in the 1990s. Sq. CO, L/C Bob Smith was leading the mission and I was Number 4 on (I believe) Jim Ross' wing [Lt Col James B. Ross]. Gary Durkee was on Bob Smith's wing as No. 2." (Monty Pharmer, e-mail 22 Sep 2006)

On his 43rd combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 3" against the Canal bridge. "On target. Heavy 37/57/85 mm/SAMs. Pancho 2." (Rufus Dye Mission History log.)

"To Hanoi and Back", pg 128 & 388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frame 0501.

16-Feb-68

4878

"Pistol" flight from the 34 TFS flew an ineffectual radar bombing mission into North Vietnam and Laos. The flight took off at 0540. Its line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0518
- #2 - Capt William A. Thomas, Jr.
- #3 - Lt Col Nevin G. Christensen
- #4 - Capt Lamont H. Pharmer

This was Maj Armstrong's 68th combat mission. "Today was really a farce. My flight had the radar drop in Pack V, near Phu Tho as a first alternate target since the weather was too bad for visual bombing. We got almost to drop and they lost us on radar so we went down into Laos to an alternate target and tried twice to radar drop down there but again they lost us. We wound up with no fuel and no place to bomb so we dropped our bombs safe at Udorn Range and came home. 3+30 and 24 wasted bombs!"

Today was the first combat mission over North Vietnam for Capt Joseph S. Sechler, also from the 34th. His flight lineup was:

- #1 - Lt Col James B. Ross
- #2 - Capt Joseph S. Sechler
- #3 - Maj Roger Dean Ingvalson
- #4 - Capt John S. Murphy

Capt Sechler logged 2:30 flying hours.

Maj Armstrong's 100-mission combat log, pg 27 & Joe Sechler flight log via email 28 Apr 10.

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15-Mar-68

2249

Capt Bill Harris, 469 TFS, 388 TFW, flew F-105D 61-0092 on his 43rd combat mission from Korat RTAFB, Thailand. It was a FAC-controlled mission in RP-1, North Vietnam. The F-105s dropped CBUs on trucks and encountered heavy 37-mm AAA. Sortie length was 3 hours 10 minutes.

Other F-105s from the 388 TFW dropped 24 750-pound bombs on the Pou Nam Kong interdiction point along Route 191 in northwestern North Vietnam. This route "... links China with Dien Bien Phu near the Laotian border, and can be used to transfer troops and supplies into Laos through North Vietnam. While egressing, the flight observed approximately 10 trucks along the highway and reportedly damaged or destroyed four with 20-mm cannon fire."

The F-105s strafing the trucks were in "Scuba" flight from the 34 TFS that left Korat at 1410 for their 3-hour mission. The flight line up was:

- #1 - Maj Roger Dean Ingvalson (POW, 28 May 68)
- #2 - Capt Joseph S. Sechler flying his 15th combat mission
- #3 - Capt William A. Thomas, Jr.
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 60-5381

This was Maj Armstrong's 87th combat mission. "We went as a flight of 4 to our first alternate target which was a road up in Pack V. As a matter of fact, it was in the northwestern part of Pack V, north of Dien Bien Phu. We found the road segment and dropped on it causing land slides in a few places. We then made a reconnaissance of the road and I spotted a vehicle. We went back and made 2 strafing passes apiece. We estimated that we saw 10 - 15 trucks and damaged/destroyed 4 - 5."

In his memoirs, Lt Gen Armstrong elaborated on this mission. "On the 15th of March, we went to an alternate target up in Pack V near the Chinese border. We were to drop our bombs above a road segment and create a slide that would close the road to re-supply from China. On the way up we passed close to Dien Bien Phu where the French had made an unsuccessful stand against the Vietnamese communists in 1954. It was a position surrounded by mountains that seemed to me on first glance that it was a poor place to make a defensive stand. History proved that so I wasn't all that clairvoyant.

"We dropped our bombs above the road for the desired effect. There was no defensive fire that we saw. I was the #4 man and as I pulled off the target, I noticed a couple of trucks just off the road in the lower valley. I called that I was turning around to strafe them and I did and set two of them on fire. The rest of the flight returned and took up the battle. The visibility was so poor that I was worried that we would run into each other as we were starting to make opposite strafing runs down the valley. So I called to knock it off and we headed home. We estimated that there were 10-15 trucks down there and that we had destroyed 4-5.

"When the Intelligence types reviewed our film, they discovered that there were closer to 75 trucks of all sorts either on that road or under the trees. It was obviously a road building crew that we had happened upon. We hadn't bombed up there in my experience so we had apparently caught them unawares. When we reported this on debriefing, the next day's alternate target was back to the same place. This flight didn't see any trucks but did see quite a bit of defensive fire and one aircraft was hit but was able to recover to Korat." (Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 42.)

Capt Sechler, "Scuba 02", logged 2:55 flight time. "Took a small hit in water injection tank."

Bill Harris, letter 19 March 2001 & 388 TFW history, Jan - Mar 68, USAF microfilm NO 584 frame 0506 & Maj Armstrong's 100-mission combat log, pg 33 & Joe Sechler mission log via e-mail 28 Apr 10.

20-Mar-68

4906

The four pilots in "Scuba" flight from the 34 TFS bombed a road in RP-1. They took off at 1355 and returned after 4 hours 10 minutes. Their line up was:

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- #1 - Lt Col James B. Ross
- #2 - Maj Eugene Paul Beresik (KIA, 31 May 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0409
- #4 - Capt Anthony F. Germann

This was Maj Armstrong's 89th combat mission. "We got words at the last minute today to go primary. It looked pretty good for awhile but we started running into clouds right at Tanker drop-off. It was undercast there just short of the coast and we had to weather abort about 25 miles from the target (just abeam Gia Lam Airfield) 2 miles from the heart of Hanoi. We took our bombs out and finally got to the tankers after being given the run-around for 15 minutes by the radar agency. We took our bombs over into Pack I and dropped them on a road and recovered with very little fuel after hitting a tanker in White Anchor."

Lt Gen Armstrong mentioned this mission in his memoirs. "My last Pack VIA mission was my 89th. This was a target close to Gia Lam Airfield in Hanoi and we found the weather completely undercast dropping off the tankers in the Gulf. Lt. Col. Ross was the mission commander and I was his deputy. I concurred when he called the abort and we dropped our bombs in Pack I on our own recognizance."

"Pancho" was another 34th flight on a mission to RP-6 but was diverted due to weather. Its lineup was:

- #1 - Maj Roger D. Ingvalson
- #2 - Maj Billy R. Givens
- #3 - Maj William P. Shunney
- #4 - Capt Joseph S. Sechler flying his 19th mission. He logged 3:50 flying time. "RP 6 (Wx abort 10 mi N of Hung Yen)"

Maj Armstrong's 100-mission combat log, pg 34 & Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished memoir in chapter titled "Southeast Asia October 1967 - May 1968", pg 42 & Joe Sechler, mission log via e-mail 28 Apr 10.

01-Apr-68

4104

"On 1 April 68, Maj Roger D. Ingvalson succeeded Maj James E. Daniel as 34 TFS Operations Officer. Major Daniel completed a one year SEA tour in both the F-105 and O-1E aircraft. Major Ingvalson was an assigned flight leader in the 34 TFS prior to becoming Operations officer."

During the month of April 1968, four squadron pilots completed 100 missions over North Vietnam. They were: squadron commander Lt Col Robert W. Smith, Maj Spence M. "Sam" Armstrong, Maj Donald W. Hodge, and Maj David D. Igelman.

Maj Igelman flew his 100th on 1 April 1968. He led "Bass" flight whose lineup was:

- #1 - Maj David D. Igelman
- #2 - Capt Lamont H. Pharmer
- #3 - Capt Gary G. Durkee
- #4 - Capt Joseph S. Sechler flying his 26th mission into North Vietnam.

Their mission lasted 2 hours 55 minutes.

Igelman remained at Korat until mid-May. "After completing my 100, I was held for awhile by the Wing DO who thought we would be in jeopardy of returning if we didn't stay a full overseas tour of 9 months. ... During that period, I was sorta in limbo. I was given the task of devising a monthly 'Ops Report' for the 388th."

After Igelman left Korat, he was assigned to the Air Staff, Studies & Analyses in the Pentagon.

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By the end of April, the squadron had 29 combat pilots authorized and 26 available. They were authorized 18 F-105Ds with 21 assigned and 18 available.

388 TFW History, Apr - Jun 68, USAF microfilm NO584, frames 1385 - 1386 & 34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Dave Igelman, e-mail 4 Apr 10 & Joe Sechler's flight log spreadsheet.

04-Apr-68

4910

"Pistol" flight from the 34 TFS flew a non-counter mission into Laos. The flight took off at 0725 and returned after flying for 3 hours 10 minutes. The line up was:

- #1 - Maj Roger Dean Ingvalson (POW, 28 May 68)
- #2 - Maj Seymour R. Bass (died in mid-air with flight lead, 14 May 68)
- #3 - Col James L. Stewart, 388 TFW DO
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0206

Maj Armstrong recorded in his logbook his second non-counter combat mission. "We were sent to an O-1 FAC down in southern Laos to cut a road. We made good passes although the visibility was less than 2 miles down low. We all hit real well and caused a dirt slide onto the road. Afterwards we swung up north and asked Cricket for clearance into Pack I. They would not clear us so we came home with a non-counter. Don't know if this has to do with LBJ's announced bombing pause."

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

10-Apr-68

4914

"Pistol" flight from the 34 TFS hit a road in South Vietnam and some long boats in North Vietnam. The flight took off at 0730 and returned after flying for 2 hours 30 minutes. The line up was:

- #1 - Lt Col Robert W. Smith, 34 TFS commander
- #2 - Olin K. Everett
- #3 - Maj Roger Dean Ingvalson (POW, 28 May 68, in F-105D 61-0194)
- #4 - Maj Spence M. "Sam" Armstrong flying F-105D 61-0194

This was Maj Armstrong's 96th combat mission. "We hit a road segment in South Vietnam very close to the position we bombed yesterday. This time our hits were right on the road. Afterwards, we went up north of the DMZ and found some long boats underway south of Dong Hoi. Rog Ingvalson and myself made one strafing pass apiece on one each."

Maj Armstrong's 100-mission combat log, pp 36 - 37.

03-May-68

3966

In the early afternoon, two flights from the 388 TFW, each with two F-105Ds, struck three targets in RP-1, North Vietnam.

At 0650Z, "Gator" flight, two F-105Ds from the 34 TFS, working with the F-100F Fast FAC "Misty 41" dropped 12 M-117s on three trucks on Route 1011 at coordinates 17-52-10N and 105-51-10E. The FAC "... reported no BDA possible due to dust and smoke in target area. No defenses."

Ten minutes later, at 0900Z, "Gator" flight strafed with 20-mm ammunition over 800 barrels of POL the FAC found stacked in drums along a road northeast of Mu Gia Pass at 18-04-20N and 105-50-15E. "... 'Misty 41' reported 12 secondary explosions, huge fires, plenty of billowing black smoke. No defenses." (JOPREP JIFFY DOI 031130Z May 68 388 TFW/OPREP-4/Rolling Thunder 025/SEASIA AIROPS 3 May 1968 in USAF microfilm NO584, frame 1230.)

At 0915Z, fifteen minutes after "Gator" flight had left the area, "Locust" flight checked in with "Misty 41" and dropped their 12 M-117s on a road segment of Route 15 at 18-04-22N and 105-50-10E, a short distance away from the POL

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storage area strafed by "Gator" flight. The FAC reported 100 percent of the bombs were in the target area with 50 percent coverage. The road was cut and the flight encountered no defenses.

Ten minutes later, at 0920Z, "Misty 41" directed "Locust" flight in strafing the drums of POL previously stuck by "Gator" flight. "Misty 41" had to leave the area before reporting "Locust's" BDA but the F-105 pilots reported several more secondary explosions and fires. They, too, encountered no enemy defenses. (JOPREP JIFFY DOI 031135Z May 68 388 TFW/OPREP-4/Rolling Thunder 201/SEASIA AIROPS 14 Jun 1968 in USAF microfilm NO584, frame 1231.)

In a publicity announcement, the 388 TFW described the attack on the POL storage area. "The F-105 pilots found hundreds of drums of POL along a small road. One of the pilots, Maj. Roger D. Ingvalson, 34 TFS, said, 'There were actually piles of them (POL drums) along a tall hedgerow on one side of the road and in and among the trees on the other side. I made four strafing passes on the area. On two of them I saw one secondary (explosion) each, and on two others I saw two more secondaries each.' Ingvalson added, 'There were huge red fireballs with billowing black smoke. I think we got all the drums. It was the most beautiful sight I've ever seen.'

"The FAC gave the F-105 pilots credit for destroying 800 barrels of POL and causing 12 secondary explosions. 'The barrels kept exploding for about 10 minutes after we had left the area,' the major concluded." (388 TFW history, Apr - Jun 68, Vol I, USAF microfilm NO584, frames 0686 and 0727 - 0730.)

388 TFW history, Apr - Jun 68, Vol I, USAF microfilm NO584, frames 0686 and 0727 - 0730, and 1391.

28-May-68

F-105D 610194 34 TFS 388 TFW Korat Hit by automatic AAA while strafing troops and trucks. Crashed in RP-1, North Vietnam. 17-31N 106-34E Maj Roger Dean Ingvalson 34 TFS pilot ejected and became a POW. Released 14 Mar 73. Call sign: "Gator 01." "Maj Roger D. Ingvalson, Operations Officer of the 34 TFS, was shot down 28 May, about five miles west of Dong Hoi, while on an armed reconnaissance mission. His aircraft was downed by automatic weapons fire. He has been declared a prisoner of war."

On his 87th combat mission over North Vietnam, Major Roger D. Ingvalson was lead of a flight of two, on a strike mission in North Vietnam at location 17-30N and 106-33E. The other member of the flight was Capt Gary G. Durkee, Gator 02. The flight took off from Korat at 06:49 and Maj Ingvalson was shot down at 09:30.

"The following is an extract from the statement of Captain Gary G. Durkee: 'While on a strafing pass against some trucks I observed Major Ingvalson's aircraft hit just as he pulled off the target. His acft immediately caught fire and began to burn intensely. After three attempts, I made voice contact with Major Ingvalson, and told him he was hit. I then asked, 'Are you all right?' He replied, 'Roger, I'm heading for the water', and began a turn to the sea. During this turn, I lost sight momentarily of his aircraft. The next time I saw it (5 seconds later) it was engulfed in flames and rolling out of control. I was circling the aircraft and after seeing it hit the ground, I heard a strong beeper. About 10 seconds later, I spotted his chute and as I flew by him I thought I saw him wave both arms at me. From the time he was hit to his ejection was only about 45 seconds. I remained over him along with Misty II for the next 15 minutes, while the rescue effort began. During this time, Misty II told me that they observed Major Ingvalson run into a wooded area. I do not believe he was observed after this. I remained in the area until fuel requirements dictated that I leave.' SAR was conducted for approximately one hour and thirty minutes. No contact was made with Major Ingvalson. Two photographs of Major Ingvalson have been released and on 27 December 1968 a Hanoi radio broadcast stated that he had been captured." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 4-087, AFHRA Call # K717.6031-3.)

"... Maj Ingvalson was the lead aircraft in a flight of two F-105s on a GAM launch mission. ... Gator flight had completed its launch, had refueled and been directed to return ... for a strafing run (against a truck marked by a Misty FAC). Maj Ingvalson was hit in the belly fuel tank and began streaming fire. Gator 2 called to him that he was hit and he called back that he was OK and heading for the water. 45 to 50 seconds later the aircraft began to roll and pilot was forced to eject. Gator 2 observed him descending in chute to ground. FACs Misty 11 and 12, were in the immediate area and had downed crewmember's location in sight through field glasses. FACs saw pilot leave chute and run into a wooded area. They also observed two individuals immediately appearing to inspect the chute. Prior to hit, no ground

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fire had been observed but after crew member was downed, FACs reported they were receiving moderate amounts of automatic weapon fire. Weather was broken with holes and starting to close in. SAR was conducted. SAR was terminated due to weather at 1056 hours. ... Electronic search was conducted the following day with no results."

On Robert W. Smith's autobiography web site, Ingvalson described his shoot-down. "My mission was to lead a flight of two to knock a bridge down in North Vietnam. We both had an air to ground missile hung under each wing. It was a fun assignment-no defenses-so I thought. We were successful, on this, my 87th mission.

"A Misty, F-100, forward air controller, requested that we hit an enemy convoy of trucks. Having a full load of 20 mike-mike cannon shells available, I jumped at the chance to attack and destroy the enemy. I believed in high speed, low altitude engagement to assure accuracy. I rolled in above 500 knots, waiting to below 50 feet before pulling the trigger.

"Surprise! Heavy defenses were in the area. Explosion! My cockpit filled with smoke immediately. I hit the afterburner to gain some valuable altitude, pulled the canopy ejection handle to get rid of some of the smoke, and shot up to about 600 feet when all hell broke loose. My aircraft went into an uncontrollable roll. The problem was that now I no longer was ascending but I was heading down.

"Urgent! Ignoring any ejection procedures but rather by reflex, I pulled the ejection seat handle and squeezed the trigger. That's the last thing that I remembered until I regained consciousness just before hitting the ground. Now, I realized that I was doomed to capture. My freedom was about to go! Dozens of little brown people were racing toward me, yelling in an angry foreign tongue.

"As I hit the ground my first reaction was to feel for broken bones because with 15 years of experience, I was fully aware of the chance of multiple fractures in such a high- speed bailout. To my amazement I had none, not even bruises." (http://www.nf104.com/ab/ch_5/vi.html)

One of the Misty FACs on this mission was Capt P. K. Robinson who was shot down by a SAM over four years later, on 1 July 1972, while flying an F-4E from the 469 TFS at Korat. He, too, became a POW who was released after 9 months in captivity. ("Misty", pgs 471 and 476.) On Capt Robinson's search for Maj Ingvalson, Capt Dick Rutan was in the back seat of their F-100F.

388 TFW History, Apr - Jun 68, USAF microfilm NO584 & <http://www.pownetwork.org/bios/ii004.htm>

29-May-68

4112

Maj Clarence E. Langford replaced Maj Roger Dean Ingvalson as the 34 TFS operations officer after Maj Ingvalson was shot down and captured on 28 May 1968.

388 TFW history, Apr - Jun 68, 34 TFS history June 1968, USAF microfilm NO584, frame 1397.

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.)

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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)

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

Roger Dean Ingvalson

F-105 History

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
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

14-Mar-73

1251

The fourth set of POWs was released from North Vietnam during "Operation Homecoming". Among the 107 military prisoners released on this Wednesday, were 26 F-105 pilots and EWOs who had been shot down between 3 August 1967 (Capt Wallace Grant Newcomb) and 9 August 1968 (Col David William Winn).

Col Roger Dean Ingvalson was one of the F-105 pilots released today. He had been Operations Officer of the 34 TFS and was downed by AAA on 28 May 1968.

Col James E. Bean was released in this group. He had been the 388 TFW Deputy Commander for Operations. He was shot down on 3 January 1968 while flying with the 469 TFS.

"He was briefly hospitalized to recover from his injuries, and then attended the Industrial College of the Armed Forces before retiring from the Air Force on September 18, 1974."

"Honor Bound" by Stuart I. Rochester and Frederick Kiley, pg 585 & <http://www.veterantributes.org/TributeDetail.asp?ID=1030>.

22-Jul-74

3951

Former POWs Col Roger D. Ingvalson, who had been shot down in his F-105D on 28 May 1968, and Lt Col David Everson, a Wild Weasel pilot shot down in his F-105F on 10 March 1967, were the thirty-ninth and fortieth F-105 pilots to begin re-qualification flight training when they flew their T-38 "Champagne Flights" at Randolph AFB TX.

Lt Col Everson's Instructor Pilot from the 560 FTS was Capt Mike Fleming and their call sign was "Freedom 119". Everson received a follow-on assignment to F-111s at Nellis AFB, Nevada.

Col Ingvalson's 560 FTS IP was Lt Col Al li Boos and their call sign was "Freedom 118". Ingvalson received a follow-on assignment to A-7s at England AFB, Louisiana. Maj Ingvalson had been flying F-105s since April 1959. He had participated in early F-105 test programs at Eglin AFB FL. ("Home With Honor")

"I was born in Austin, Minnesota 20 June 1928. I attended Austin Junior College and the University of Minnesota. I entered the U.S. Air Force 3 August 1950 and received my wings from the Aviation Cadet program in April 1953. My entire military career was spent in operational organization flying jet fighter aircraft with overseas assignments in Iceland and Okinawa. I was operations officer of the 34th Tactical Fighter Squadron at Korat Royal Air Force Base, Thailand, when I was shot down on 28 May 1968.

"My late wife, Jacqueline, and I were married in 1959. Jackie passed away on 24 June 1971 from multiple sclerosis

Roger Dean Ingvalson

F-105 History

complicated by pneumonia. My 13 year old son, Craig, was cared for by my in-laws, Mr. and Mrs. Robert Legere, in Sanford, Maine. Craig and I plan to vacation in Europe with my mother, Mrs. Ida Ingvalson, this summer (1973) prior to attending the Air War College at Maxwell AFB, Alabama next fall. ...

"Update - 1997

Roger Ingvalson was shot down on his 87 mission over North Vietnam. He was the pilot in a single seat F-105D when he was captured 05/28/68. He endured 20 months in solitary, and torture that included ropes and leg irons. After his release, he was awarded the Silver Star, the Bronze Star, the Purple Heart with Oak Leaf Cluster, the Legion of Merit, the DFC with 2 Oak Leaf Clusters, the Air Medal with 6 Oak Leaf Clusters, and the POW medal. Roger Ingvalson retired from the United States Air Force as a Colonel in January of 1976. He has remarried and he and his wife Booncy reside in Tennessee. Since his retirement, the Colonel has spent 15 years operating a prison ministry that he founded. He enjoys golf, and continues his mission work. His ministry has recently taken him to the Ukraine. Roger and Bouncy now have 4 sons and four grandsons." (<http://www.pownetwork.org/bios/i/i004.htm>)

"Home With Honor", Commemorative book by the 560th Flying Training Squadron, July, 1976, pp 92 - 93.