

# Eben D. "Jonesy" Jones

## F-105 History

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**20-Sep-67**

7999

F-100 pilot Capt Eben D. Jones was the 25th pilot to join the Misty FACs at Phu Cat AB, South Vietnam. He transferred from his previous assignment at Tuy Hoa to Det 1, 416 TFS, 37 TFW at Phu Cat. His tour with the Misty FACs lasted until 10 April 1968 by which time he had flown 102 combat missions.

*"Misty: First Person Stories of the F-100 Misty Fast FACs in the Vietnam War", edited by Maj Gen Don Shepperd, 2002, pp 110 & 582.*

**07-Apr-68**

8000

Misty pilots Capt Eben D. Jones and Maj Thomas F. Tapman flying F-100F 56-3839 were hit by AAA during what was to be Capt Jones' 100th combat mission. Tapman was a 37 TFW operations officer who occasionally flew with the Misty FACs. Their call sign was "Misty 11". They were hit on their fifth pass on a truck park in RP-1 NVN. They ejected and came down in Laos where they were each picked up by Jolly Greens and taken to NKP. After getting a medical check for their injuries, they were flown back to their home base at Phu Cat SVN.

"The Mistys decided Jonesy hadn't truly completed 100 missions. It was more like 99 1/2. Since that didn't seem right, they scheduled one more ride into the Pack for Jonesy. He'd fly the plane, but Don Jones, the commander, would be in the back, making sure it was a dull, uneventful mission. They didn't perform any heroic stunts that day, or set any records for BDA. But they did make a conventional, full-stop landing back at Phu Cat. Jonesy could finally leave."

Eben Jones' next assignment was to fly F-105s.

*CNA Loss/Damage Database, pg J25, USAF loss 874 & "Bury Us Upside Down" by Rick Newman & Don Shepperd, pp 283 - 287, Ballentine Books 2006*

**06-Dec-68**

255

The twenty-fifth F-105 RTU Class 69ER graduated at McConnell AFB KS. The class started on 8 Jul 68. Twelve students graduated: 1 Lt Col, 4 Maj.s., 6 Capt.s., and one 1Lt. The class deployed 21 F-105s for conventional weapons delivery training to George AFB CA between 15 - 27 Nov 68 with the 561 TFS. The squadron commander was Lt Col Harry D. Sultzer.

The initial class roster included:

Lt Col Billy M. Minter  
Maj Cristos Constantine Bogiages, Jr.  
Maj Marvyn Thompson  
Maj Alfred M. Yahanda  
Capt James Anderson  
Capt William C. Erickson  
Capt Eben D. Jones  
Capt James H. Martin  
Capt John F. Schell  
Capt James Tulis  
1Lt Willis "Buster" Boshears  
Maj Walter J. Seaman  
Capt Ron Miller  
Col John Nelson

"Only a few minor problems occurred throughout their training. Several students had a little trouble adjusting to the F-105's speed during Transition. During the Formation phase, most of the training and emphasis had to be placed on tactical formation flying because of student non-experience. The remaining part of the course passed smoothly with only minor problems in air refueling and ground attack. Basic Flight Maneuvers seemed rather questionable as to any benefit gained. Also, the difference between BFM and ACM was so slight that one could hardly tell the difference. Neither phase allowed maximum performance flying which often times will be mandatory in combat."

For later classes, the 561 TFS developed BFM and ACM training "... based on actual mission requirements in Southeast Asia today. Since the F-105 aircraft's mission and flight characteristics preclude effective operations as an

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interceptor, it was decided to stress defensive maneuvering in the BFM and ACM phases. A program was established whereby step by step students were taught to recognize the various attacks employed by enemy aircraft, maneuver only to gain separation angle, judge the most opportune timing, then execute the classical separation maneuver that cannot be matched by other operational aircraft. Student reception to this program was favorable once their natural aggressive spirit was reasoned with mission requirements and aircraft characteristics."

Capt Ron Miller was one of the original students in the class. After starting the class, he "... was not allowed to continue training in the F-105 because he had already completed two combat tours in SEA racking up 800 missions as a FAC and F-100 pilot. Air Force would not approve another tour in SEA as an F-105 pilot." He departed McConnell on 4 September 1968 for a PCS assignment to Torrejon AB, Spain.

Col John Nelson was also one of the students in this class. On 30 September he departed for George AFB, California, "to checkout in the F-4. ... Col Nelson had to get dual currency for his new post as vice wing commander at Korat RTAFB, Thailand."

After graduation, Capt Eben Jones was assigned to the 34 TFS at Korat.

Student Capt James H. Martin ejected safely from F-105D 61-0151 during take off from McConnell on 9 August 1968.

At George AFB, the class flew 234 sorties and 324 hours during which they fired 12 AIM-9Bs, 30 AGM-12Bs, and fired on 23 dart air-to-air targets.

"Except for three, the class graduated on 5 December. Capt John Schell, Capt William C. Erickson, and 1Lt Buster Boshears remained to accomplish additional flights that were mandatory for Undergraduate Pilot trainees."

The Outstanding Graduate was Maj Christos C. Bogiages, Jr. who was KIA in Laos on 2 March 1969.

*23 TFW History, Jul - Dec 68, USAF microfilm MO555, frames 0118 and 0123 and 0515 - 0516.*

**25-Jan-69**

**04-Mar-69**

344

The runway at Korat RTAFB was closed for repairs. During the last months of 1968, "preliminary surveys showed [the need for] replacement for approximately 64 top slabs of the eight-inch overlay, replacement for some 50 bottom slabs, repair of 220 slabs with broken corners, repair of some 500 spalled (chipped) areas on the runway and probable repair to some of the foundation structure." Significant runway deterioration had been noticed since March 1966. Some of the runway concrete "was initially laid down during the Imperial Japanese forces occupation in World War II."

Fighter squadrons of the 388 TFW deployed to and operated from two other bases during the period. Forty-four F-105s and 1,068 personnel of the 34 TFS and 44 TFS operated from Takhli RTAFB, Thailand, while the F-4Es of the 469 TFS deployed to Ubon RTAFB, Thailand. The 388 TFW retained operational control over their deployed squadrons and maintained their level of combat sorties from the deployed locations. The 388 TFW's F-105s "enjoyed a higher mission effectiveness" while TDY to Takhli. The F-105s flew 901 sorties, of which 848 were combat missions with an operationally ready rate of 78.4 percent.

Lt Col Jack Sherrill was the commander of the 44 TFS when the squadron operated from Takhli. "Excellent flight line facilities but hooches and O Club were not nearly up to par as Korat. Such perks assumed more importance than justified when we were no longer 'at war' after the Nov 1 halt."

The 56 pilots and EWOs from the 44 TFS who flew from Takhli included Maj William H. Talley, Maj Ronald L. Shepard, Lt Col Richard A. "Dick" Haggren, Maj Richard P. Cisco, Capt Thomas P. Doubek, Maj Thomas J. Phelan, Jr.

Thirty-four pilots from the 34 TFS deployed to Takhli. They were: Lt Col Harvey W. Prosser, Jr., Lt Col Isaac M. Glass, Maj David J. Carroll, Maj Paul F. Swanson, Maj Manford C. Holly, Jr, Maj Sheldon H. Cooper, Maj Harold Kahler, Maj William R. McDaniel, Maj Guy E. Pulliam, Capt Oral L. Bell, Capt James V. Barr, Capt Darrell J.

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Ahrens, Capt Robert M. Howard, Jr., Capt Richard E. Tracey, Capt Ralphe E. Durnbaugh, Capt Douglas R. Young, Capt Kenneth G. Lindell, Capt Charles J. Ferrari, Capt Clayton B. Lyle III, Capt Eugene G. Lamothe, Capt John F. Schell, Capt Eben D. Jones, 1Lt David S. Hartman, Jr., 1Lt Ronald A. Hoffmeyer, 1Lt Marshall D. Tilley, 1Lt Ronald D. Stafford, 1Lt Robert E. Bryan, 1Lt Robert J. Zukowski, 1Lt David T. Dinan, 1Lt John W. Crotty, 1Lt Alan B. Reiter, 1Lt Daniel P. Seals, 1Lt Joseph W. Widhalm, and 1Lt Edward L. Sykes,

The runway repairs at Korat required 2,416 cubic meters of concrete and was done under contract to Gerson and Sons from Bangkok who employed 600 Thai workers. The work was completed on time despite a 100-percent increase in the amount of repair required.

*388 TFW History, Oct - Dec 68, USAF microfilm NO585, frame 1106 and Jan - Mar 69 & Jack Sherril, e-mail, 14 May 2003 & Hq 388 Cmbt Spt Gp SO TA-375 dated 22 Jan 69 from Al Reiter, e-mail 19 Feb 15*

### 17-Mar-69

F-105D 610104 34 TFS 388 TFW Korat Hit by AAA while strafing a target in Laos. Crashed in Laos. 19-23N 103-37E 1Lt David Thomas Dinan III 34 TFS pilot ejected but was KIA. A rescue attempt confirmed his death but did not retrieve his body. Remains discovered in 2016. Call sign: "Simmer 02". His flight lead was Capt Eben D. Jones. "... First Lieutenant Dinan was the pilot of an F-105, one of two aircraft in a flight on a strike mission over Xieng Khouang Province in northern Laos. On his second strafing run over the target, Lieutenant Dinan radioed he believed he was hit and his cockpit was filling with smoke. He was able to eject from his aircraft and the crewman of another aircraft on the scene reported Lieutenant Dinan had waved to him from his parachute. A forward air controller observed his parachute enter the jungle and heard a beeper but was unable to establish either voice contact or a visual sighting of him once he had landed. Approximately one hour later his parachute was located in tall trees. A pararescue specialist was lowered and reported Lieutenant Dinan was killed; the parachute had shredded when it went into the tall trees on a hillside slope and the pilot's body had been dismembered. Lieutenant Dinan's body could not be recovered due to darkness and the hazardous location of his landing area. In March 1969 Lieutenant Dinan was declared dead/body not recovered. ... "

The PJ who went down to find Lt Dinan was A1C Leland Sorensen. "I began to notice drops of blood here and there," Sorensen said. "I didn't see him until I was right on him." Lt. Dinan was dead. During his descent after ejecting from his F-105, the pilot had landed hard in the trees and tumbled down the hill with his ejection seat pack. Dinan was face-down and wedged into the bottom of a tree with his parachute straps tangled in the foliage above. His leg was snapped with bone showing through his thigh and his flight helmet was missing. Sorensen said he knew it would be a long, arduous task to free Dinan's body from the tangled cords and tree. He radioed his helicopter pilot that the downed jet pilot was dead. Another voice came over Sorensen's radio from the pilot of a Skyraider aircraft flying overhead saying, 'Then get the hell out of there.' Sorensen scrambled down the hill, hooked himself to the hoist cable and was lifted from the area. ([http://www.idahostatejournal.com/members/seeking-a-man-left-behind-aberdeen-war-hero-enlisted-to/article\\_205d5198-96ea-11e3-9ab3-0019bb2963f4.html#user-comment-area](http://www.idahostatejournal.com/members/seeking-a-man-left-behind-aberdeen-war-hero-enlisted-to/article_205d5198-96ea-11e3-9ab3-0019bb2963f4.html#user-comment-area))

1Lt Dinan was born 26 January 1944. He entered the service from Nutley, New Jersey. His name appears on the Vietnam War Memorial Wall on panel 29W line 62.

*Ed Sykes, e-mail 8 Sept 2010 & Report of the Select Committee on POW/MIA Affairs, United States Senate, Jan 13, 1993*

### 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.

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(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 and Capt Eben D. Jones were two other 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)

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)	Pitman	KIA
		Stewart	KIA

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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
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-Sep-69

7436

The 44 TFS at Korat published an order designating squadron individuals for specific positions.

a. Force Commander (Includes flight and element lead).

Lt Col Herbert L. Sherrill  
 Lt Col Harley N. Wills  
 Maj Larry W. Crotts  
 Maj Gordon E. Lewis

b. Flight Leader (Includes element lead). (\*Flight leader for strike flights only.)

Col John A. Nelson	Maj William W. Rowley, Jr.
Lt Col Edward D. Moriarty	Maj Raymond G. Schwartz
Maj Kirby Collins, Jr.	Maj William H. Stockton
Maj Thomas J. Dodd	Maj William H. Talley
Maj Billy G. Dornberger	Maj Joseph Reynes
Maj Fred S. Hudson	Capt Thomas J. Doubek
Maj Edwin C. Johnson	*Capt Charles J. Ferrari
*Maj William R. McDaniel	*Capt Eben D. Jones
*Maj Guy E. Pulliam	Capt Robert L. Nesbitt

c. Element Leader (Strike flights only).

Capt Clayton B. Lyle III  
 1Lt Alan B. Reiter

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1Lt Edward L. Sykes  
1Lt Joseph W. Widhalm

d. Standardization Flight Examiner (AFM 60-1 & PACAFM 60-2) (Includes IP)

Maj William H. Talley  
Capt Eben D. Jones  
Maj Larry W. Crotts

e. Stan/Eval Flight Examiner, EWO.

Maj Jerry W. Hargis  
Capt William M. Chynoweth  
Capt Troice G. Cline

f. Instructor Pilot, F-105D & F-105F (PACAFM 60-5)

Lt Col Herbert L. Sherrill  
Lt Col Harley N. Wills  
Maj Kirby Collins, Jr.  
Maj Billy G. Dornberger  
Maj Fred S. Hudson  
Maj Richard E. Kennedy  
Maj Gordon E. Lewis

g. F-105 EWO Instructor

Maj Richard C. Carver  
Maj John W. Sims, Jr.  
Capt Donald L. Brown  
Capt George A. LaFrance  
Capt Gerald J. Stiles

h. FCF Pilot, F-105D/F

Lt Col Herbert L. Sherrill  
Lt Col Harley N. Wills  
Maj Kirby Collins, Jr.  
Maj Larry W. Crotts  
Maj Gordon E. Lewis  
Capt Charles J. Ferrari

i. FCF EWO, F-105F

Capt Donald L. Brown  
Maj William M. Chynoweth  
Capt Troice G. Cline  
Capt George W. Mickey  
Capt Henry C. Robert, Jr.

j. AGM-12 Pilots

Maj Gordon E. Lewis  
Maj Thomas J. Dodd

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Maj William H. Stockton  
Capt Eben D. Jones

In November 1969, Maj Talley was reassigned from the 44 TFS at Korat to McConnell AFB "... as an F-105 instructor pilot from November 1969 to March 1970, and then as an F-105G pilot with the 561st Tactical Fighter Squadron at McConnell [beginning] March 1970. ..." (<http://veterantributes.org/TributeDetail.php?recordID=823>)

*44 TFS Special Order No. 48, dated 6 September 1969, signed by Lt Col Harley N. Wills, Operations Officer.*

**10-Oct-69**

415

F-105s of the 44 TFS transferred from the 388 TFW, Korat RTAFB, Thailand, where the squadron had flown Wild Weasel missions, to the 355 TFW, Takhli RTAFB. For the first time since its organization at Korat on 8 April 1966 the 388 TFW had no assigned F-105s. The 388th wing commander was Col John A. Nelson. The squadron commander was Lt Col Herbert L. Sherrill who was replaced on this date by Lt Col Harley N. Wills.

The 44 TFS's twenty-one F-105s (11 F-105Fs and 10 F-105Ds) were launched from Korat on 10 October 1969 with some fraged for combat missions that recovered at Takhli. Others flew local sorties to Takhli. The advance party moved in two elements, the first on 25 September 1969 and the second on 3 and 5 October 1969.

The relocation involved 459 personnel and used twenty C-130 sorties to move over 400 people and 156,108 pounds of cargo. The official transfer date of the squadron was 15 October 1969.

Maj Gene Schwartz was one of the 44 TFS pilots who moved from Korat to Takhli. "When we flew in to Takhli we did it in style. I was in the slot as our four ship flew over the Takhli runway and then lead [Gordy Lewis] pulled up and we all followed into the pattern to land. ... When we moved to Takhli [we] had to live in the swamp outside the O'club until they had decent quarters for us. ... Robert Austin was Chief of OPs and Heath Bottomly was the Wing Cc." (Gene Schwartz e-mails 21 Oct 17)

Maj William R. McDaniel, Capt Clayton Bane Lyle III, and 1Lt Joseph W. Widhalm were three other pilots in the 44th who moved to Takhli with the squadron. Joe Widhalm recalled that, "... I didn't fly any missions from Takhli after the move because some of us were sent TDY to Korea to pull Command Post duty until December 1969. ... I went to Osan with Ed Sykes and Paul O'Connell I think. Once we got there, we were sent on to Taegu AB where we spent the two months. Others from Takhli may have been involved in this, too. My understanding is that due to the decreasing F-105 sortie requirements in late 1969 the squadrons were over manned, so PACAF decided to use some of us in manning assistance programs elsewhere in the theater. ... I left Osan in late December 1969 to become a T-38 IP at Webb AFB."

Lt Widhalm last flew the F-105 on a combat mission on 6 October 1969 from Korat by which time he had accumulated 403.1 hours in the aircraft. (Joe Widhalm e-mail 8 May 2012 & F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma.)

Capt Eben D. Jones was probably one of the 44 TFS pilots who transferred to Takhli.

*388 TFW History, Jul - Sep, Vol III, USAF microfilm NO587 & <http://www.afhra.af.mil/factsheets/factsheet.asp?id=10609> & Bane Lyle, e-mail 20 Aug 2010 & Joe Widhalm, e-mails 7 and 8 May 2012 and 5 Apr 2013.*

**17-Oct-69**

7240

Maj William R. McDaniel from the 44 TFS completed his combat tour flying the F-105 from Korat and then Takhli. He was presented a certificate acknowledging his 127 combat missions between 7 December 1968 when he joined the 44 TFS and 17 October 1969. The certificate was signed by the 44th squadron commander Lt Col Harley N. "Chilly" Wills.

Other signatures on the certificate were:

Capt William M. "Mike" Chynoweth  
Maj Richard E. "Bud" Kennedy  
Maj John W. Sims, Jr. (EWO)

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Maj Jerry W. "Red" Hagis (EWO)

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Capt Eben D. Jones

Maj Fred S. "Sid" Hudson

Lt Col Edward D. Moriarty

Maj Joseph Reynes

\*Vincent D. Vampire

Capt Charles J. Ferrari

Capt Gilbert L. Henry

Maj William W. "Bill" Rowley, Jr.

Capt Robert L. "Bob" Nesbitt

Ed Johnson

Capt Gerald J. "Jerry" Stiles (EWO)

Capt Donald S. Brown II

Rick Morgan

Maj Rowland G. "Gene" Lucas

\*Barbara Beaver

Maj Raymond Gene Schwartz

Maj William Hansen "Bill" Talley

Maj Larry W. Crotts

Capt Thomas J. Doubek

Capt Edward L. "Ed" Sykes

Maj Thomas J. "Tom" Dodd

1Lt Joseph W. Widhalm

Capt Eugene G. Lamothe

Maj Gordon E. Lewis

\*Two names on the list were not real people. Bane Lyle explained: "Tom Doubek made up a fake pilot, Maj Vincent D. Vampire, with a SSN that was in Batavia, Maryland and included him on our roster. He logged a combat mission every time one of the Combat Martins flew. When he had 20 missions O-1Bs (Laos Missions) he was submitted for an Air Medal. A real order was published by HQ with his name along with several real crewmembers included on it. The squadron had it framed and hung it in ops. When we moved to Takhli, VD was still on the roster and was issued a room. I remember there was some confusion by the billeting office over where was Maj Vampire. As far as Betty Beaver, she did not exist and someone in the squadron would always include her. It looks like probably Chuck Ferrari did it on Bob McDaniel's certificate." (Bane Lyle, e-mail 7 Apr 2013.)

Gene Schwartz also commented on "Maj Vincent D. Vampire". "He was always on the schedule board for missions and he accumulated combat time as all other members did. We put Maj. Vampire in for an Air Medal after his obligatory 20 missions and we received orders that he had received the medal. One day an evaluation team was on the base and one of the team thought he knew Maj. Vampire. We told him that he was on a mission and not available. The bottom line is that the Vampire was our squadron emblem and Major VD Vampire was a figment of our good imagination in those days. Later as the squadron moved to Okinawa, I believe, they received a young son of Major Vampire. Just another story of guys who got bored and invented crazy things to do." (Gene Schwartz, e-mail 21 Oct 17.)

Maj McDaniel last flew the F-105 on 5 October 1969. He had accumulated 400.9 hours in the airplane. His next assignment was to Otis AFB to fly the F-101 in ADC.

*Certificate scan provided by W. Paul Waits, Bob McDaniel's neighbor and friend, e-mail 4 Apr 2013 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma & Bane Lyle e-mail 5 Apr 2013.*

**15-Dec-69**

7998

Maj Eben D. Jones flew the F-105 for the last time. Since his first flight from McConnell on 1 June 1968, he had



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accumulated 467.2 hours in the aircraft.

*F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.*

**30-Jun-70**

1986

The 355 TFW history listed the 44 TFS officers who received awards between April - June 1970.

Lt Col Ronald J. Crozier - DFC (1st OLC) on 30 Jun 70.  
Lt Col William D. Lockwood - DFC (2nd OLC) on 5 Mar 70.  
Lt Col Harley N. "Chilly" Wills - DFC on 21 Apr 70 and AM (1st - 8th OLC) on 10 Mar 70.  
Maj Larry W. Crotts - DFC on 19 Mar 70.  
Maj Raymond Gene Schwartz - DFC on 21 Apr 70 and AM (1st - 6th OLC) on 10 Mar 70.  
Capt Charles J. Ferrari - DFC on 19 Mar 70.  
Capt Eben D. Jones - DFC on 18 Mar 70.  
Capt Henry C. Robert, Jr. - DFC on 21 Apr 70.  
1Lt Joseph W. Widhalm - DFC on 21 Apr 70.

Lt Col David B. Hubbard, Jr. - AM on 1 Apr 70.  
Lt Col William D. Lockwood - AM (4th OLC) on 8 Apr 70.  
Maj Daniel P. Barry - AM on 12 Apr 70.  
Maj James T. Brown, Jr. - AM (2nd OLC) on 1 Apr 70 and AM (3rd OLC) on 27 May 70.  
Maj Paul S. Lasen - AM on 12 Apr 70.  
Maj Donald L. Scott - AM (1st OLC) on 5 Mar 70 and AM (3rd OLC) on 30 Jun 70.  
Maj Richard W. Simons - AM on 1 Apr 70.  
Capt John R. Casper - AM (4th OLC) on 30 Jun 70.  
Capt Thomas J. Doubek - AM (7th OLC) on 6 Mar 70.  
Capt John C. Giffen - AM (2nd OLC) on 27 May 70.  
Capt Gilbert L. Henry - AM (1st - 7th OLC) on 21 May 70.  
Capt Clarence T. "Ted" Lowry - EWO awarded AM on 12 Apr 70.  
Capt John W. Newhouse - AM (10th OLC) on 27 May 70.  
Capt Michael B. O'Brien - EWO awarded AM on 1 Apr 70.  
Capt Mercer B. Richardson - AM on 30 Jun 70.  
Capt Henry C. Robert, Jr. - AM (7th - 12th OLC) on 10 Mar 70.  
Capt William "Toby" Tyler - AM (6th - 12th OLC) on 29 Jun 70.  
1Lt Michael E. Chervenka, Jr. - AM on 1 Apr 70.  
1Lt Joseph S. Henderson - AM on 30 Jun 70.  
1Lt James B. Libertore - AM (1st OLC) on 27 May 70 and named "Thundergun" for May 1970.  
1Lt Robert G. Ludwig - AM (1st OLC) on 8 Apr 70.  
1Lt Thomas G. Ryan - AM (2nd OLC) on 30 Jun 70.

1Lt Michael H. Davis - Named "Thundergun" for April 1970.  
Capt Donald W. Kilgus - Named "Thundergun" for June 1970.

*355 TFW History, 1 Apr - 30 Jun 70, USAF microfilm NO471, frame 0869.*