

Edward C. Jones

F-105 History

17-Jul-61

85

The first eight F-105Ds from the 22 TFS, 36 TFW, arrived at Wheelus AB, Libya, to begin nuclear weapons delivery training. During this first week at Wheelus, ten pilots flew 48 sorties with the 8 aircraft.

The 22 TFS pilots were: Capt Richard Allen Dutton, Capt Dalton W. McCullar, Jr., Capt Walter E. Carson II, 1Lt Robert H. Braden, 1Lt Roger K. Parrish, 1Lt Gary L. Retterbush, 1Lt Richard W. Simons, 1Lt Larry G. Mason, 1Lt Francis L. Mosler, and Lt Col William H. Nelson, 22 TFS commander.

In July 1961, Capt Edward C. Jones arrived at Bitburg from his assignment as an Air Force acceptance test pilot of F-102s and F-106s at the Convair plant in Palmdale, CA. During the Korean war in 1951 and 1952 he had flown 81 combat missions in the F-80 with the 80 TFS, 8 TFW. At Bitburg, he was assigned as a maintenance officer and the wing QC Officer and flew T-33s. Despite being responsible for test flights of the F-105, he had not received F-105 training before his Bitburg assignment. "I was not checked out in the F-105 until 1962 when I was TDY to Wheelus AFB in North Africa. I picked up probably 450 - 500 hours in the F-105 there. I was assigned to the 53 TFS for training purposes." He checked out in the plane during a trip to Wheelus in September 1962. (Ed Jones, phone interviews 26 and 28 Apr 10 and e-mail 27 Apr 10 & Ed Jones letter, 1988 to Bauke Jan Douma.)

History of 36th Tactical Fighter Wing, 1 Jul - 31 Dec 1961, USAF microfilm MO627, frame 0998.

05-Sep-62 14-Sep-62

87

Under "Operation Squadron Exchange", the 36 TFW deployed four F-105Ds from Bitburg AB, Germany, to Rygge AB, Norway, as part of NATO's squadron exchange program. Pilots from the 22 TFS, 23 TFS, and 53 TFS participated in the exchange with the 336 Fighter Squadron of the Royal Norwegian Air Force. "Since (the Norwegians) ... were unable to fly their aircraft to (Bitburg) ... due to other commitments, we brought 3 large groups of them down here in our C-47s as we rotated ground crews."

Seven of the F-105 pilots from Bitburg who went to Norway were from the 23 TFS. They were:

Capt Gene Thomas Pemberton	Capt John A. McCurdy
Capt Joseph R. Steen	1Lt Vernon M. Kulla
Capt Roger A. Nelson	1Lt John Henry Hoskins
Capt Phillip D. Griggs	

The exchange helped the USAF pilots to better understand the defense of Norway and the Norwegian pilots to better understand the offensive capability of the 36 TFW. The aircraft flew low-level radar missions.

On 13 September, F-105D 60-0477 crashed near Mandal, Norway, when its engine flamed out during a low level mission. 1Lt Richard W. Simons from the 22 TFS ejected successfully.

Also held during September 1962 was Operation "NATO Tigers" in England. "All NATO fighter squadrons having a tiger as an insignia were invited to attend. The 53 TFS sent 4 pilots and 4 aircraft and participated in fly-bys, weapons competition and demonstrations with aircraft and crews from several NATO countries."

On 7 September 1962, Capt Edward C. Jones, the Quality Control Officer in the 36 TFW since July 1961, checked out in the F-105 at Wheelus AB, Libya. For flying, he was assigned to the 53 TFS. (Ed Jones, phone interviews 26 and 28 Apr 10 and e-mail 27 Apr 10.)

Edward C. Jones

F-105 History

Jones left Bitburg in 1964 for a staff assignment to Hq TAC.

36 TFW History, 1 Jul - 31 Dec 1962, USAF microfilm MO628 & Ed Jones letter 14 Apr 88 to Bauke Jan Douma.

30-Sep-66

5151

Seven pilots assigned to the 34 TFS, 388 TFW, at Korat, completed flying 100 missions during September 1966. The pilots were in the original group who arrived at Korat in May and June 1966, They were:

Capt Clarence E. Fox
Capt James I. Miholick
Capt Gordon M. Walcott
1Lt Denis D. O'Donoghue
Capt Carl L. Hamby
Capt Douglas G. Lauck
Capt Rex L. Dull

When he left Korat, Lt O'Donoghue was assigned to an F-5 squadron at Williams AF, AZ. He "... delivered an F-5 to Bien Hoa AB during the Tet Offensive and hung around long enough to fly some F-37 missions with an old Willy F-5 instructor." In 1968, he joined the New Jersey ANG at McGuire AFB "... and flew Thud Bs and Ds for another 10 years."

Maj Edward C. Jones was assigned to the 34 TFS in September 1966. He had qualified in the F-105 while stationed with the 36 TFW at Bitburg in 1962. He had left Bitburg in 1964 and spent a year in Hq TAC in the F-105 maintenance shop. He was then assigned to Shaw AFB where he flew Functional Check Flights in RF-4Cs. While at Shaw he volunteered for SEA expecting to fly RF-4s but instead received orders as an F-105 pilot. He went to Nellis AFB for F-105 requalification training, to Fairchild AFB for USAF Survival School, then to PACAF Jungle Survival School at Clark AB, Phillipines, before arriving at Korat. (Ed Jones, phone interviews 26 and 28 April 10 and e-mail 26 Apr 10.)

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Denis O'Donoghue, e-mail 7 Apr 10.

18-Jan-67

1512

Four flights of F-105s from the 388 TFW "... struck the Don Muc Railroad Bridge (21-27-12N 106-14-01E). Especially significant, was the fact that the entire strike force was flown by pilots of the 34 TFS. This was the first time in the history of the 388 TFW that one of its assigned squadrons conducted a complete strike from within its own resources."

"The Force Commander was Lt Col Richard M. Heyman, Jr., and the Deputy Force Commander was Capt David E. Weaver. Flight assignment was as follows:

"Muskrat" - Lt Col Heyman, 1Lt Donald O. Austin, Capt Weaver, 1Lt Catren.

"Rip" - Maj William E. Augsburg, Maj Clarence Kough, Jr., Maj Edward C. Jones, Capt Alan J. Fick.

"Tamale" - Maj McKenzie, Capt Kennedy (two members were forced to air abort).

"Cheetah" - Maj Callahan, Maj Johnston, Capt John W. Swanson, Jr. (one member air aborted)."

"The flights reported heavy AAA in the target area and also 15 NM from the target during ingress and egress. Heavy 85 mm was encountered during the ingress and egress to the target. BDA photos ... substantiated pilot observations as two spans of the bridge were destroyed, leaving it in an unservicable condition."

Edward C. Jones

F-105 History

Maj Augsburger was awarded a Silver Star for galantry for flying this mission. (7th AF SO G374 14 March 1967)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1218 and 1219.

04-Feb-67

1515

F-105s from Korat and Takhli conducted a "... full scale strike ... against (JCS 60), [the] Thai Nguyen Army Supply complex [BE 616-0210 at coordinates 21-38-18N and 105-51-04E]. The 34 TFS [from the 388 TFW] supplied three strike flights and led the entire strike force. Mission Commander was Maj Edward C. Jones. Flight lineup [was] as follows:

"Hotdog" - Maj Edward C. Jones, Capt Donald S. Aunapu, Maj Leo F. Callahan, Maj Clarence Kough, Jr.

"Domino" - Maj William E. Augsburger, Capt Coy W. Gammage, Maj William C. Eagle, Capt William W. Kennedy.

"Acorn" - Lt Col Richard M. Heyman, Jr., 1Lt Donald O. Austin, Maj Homer T. Terry, Maj Harry Pawlik."

Pilots from the 469 TFS also participated in the strike.

"Strike flights were loaded with 3,000-pound GP bombs (M-118s). The strike was most successful and although no BDA is yet available the target was heavily damaged. Strike cameras carried by the second flight recorded the results of the flak suppression attack. The CBU-24s were released on target and gave complete coverage Pilots reported very light inaccurate 37/57/85-MM AAA in the target area. Nine SAMs were observed to airburst within five nautical miles of the strike flights on the inbound run, and four SAMs observed to air-burst within ten nautical miles. During egress from target, 8 MiG aircraft were observed during the attack."

As Hotdog 1, mission commander Maj Edward C. Jones received the Silver Star for leading this mission. (Ed Jones letter to Ron Thurlow, 25 March 01.) His citation read, in part, "... Maj Jones was the mission commander in the lead of 40 aircraft directed to attack and destroy a complex Army supply depot. With a complete disregard for his personal safety, he successfully led his strike force through intense AAA, SAM launches, and hostile aircraft to accomplish the assigned mission. ..." (Ed Jones e-mail 26 Apr 2010.)

As Acorn 3, Maj Homer T. Terry received the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot over North Vietnam on 4 February 1967. On that date, Maj Terry attacked a high priority target at Thai Nguyen, North Vietnam. Despite intense and accurate hostile ground fire, continuous surface-to-air missile warnings and numerous launches, he delivered his ordnance with unerring accuracy on the target, causing extensive damage. ..." (Homer Terry, letter to Ron Thurlow, undated.)

Maj Ralph Laurence Carlock from the 357 TFS, 355 TFW, was awarded the Silver Star for gallantry for flying on this mission. The award was made posthumously after he died in combat in Laos on 4 March 1967. (Hq 7th AF SO G-453 dated 29 March 1967.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1221 and 1222.

10-Mar-67

880

On 10 and 11 March 1967, seventy-eight F-105s from Korat and Takhli and 22 F-4Cs from Ubon bombed the Thai Nguyen Iron and Steel plant, JCS 76, BE 616-00214, at location 21-33-29N and 105-52-08E in RP-6A. The Air Force had scheduled missions against this target twice each day since 24 February, when the target was first added to Rolling Thunder 54, but all missions up to

Edward C. Jones

F-105 History

today's had been diverted due to bad weather over RP-6A. (PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967.)

"The Thai Nguyen Iron and Steel Combine, located approximately three miles southeast of Thai Nguyen, was the first large plant of its kind built in NVN. According to official estimates by the NVN government, the complex would satisfy 20 percent of the country's iron and steel requirements when it was in full production. Important products produced at this plant in early 1967 included steel barges, POL tanks, and bridge trusses." (Project CHECO, Rolling Thunder, 17 November 1967, pg 7.)

"This showpiece of North Vietnamese industrialization was located thirty-five miles due north of Hanoi and about three miles south of the small city of Thai Nguyen. The Chinese began construction of the plant in 1958 to take advantage of iron ore deposits on the northern edge of the delta. Pig Iron production began in 1963, and by 1967 the plant made barges and fuel drums out of imported steel. The plant's own steel mill was nearly ready to begin operation. There were only two other ironworks in the country, both of them much smaller. While they produced perhaps fifteen thousand metric tons a year, the Thai Nguyen works were designed to produce three hundred thousand of pig iron and two hundred thousand of steel. The complex, including its power plant, occupied two square miles along the railroad that connected it with Hanoi. About ten thousand people worked at this, the largest industrial facility in North Vietnam." ("To Hanoi and Back", pg 57).

F-105 pilots from the 388 TFW flew the first wave in the attack.

The 469 TFS was fragged to form a flight without bombs to provide weather reconnaissance and MiG CAP to precede Korat's main strike force. The flight lineup was:

- #1 - Maj John M. Rowan, 469th Operations Officer
- #2 - Maj Ray H. Bryant, 469th Assistant Ops Officer
- #3 - Lt Col Gordon Albert "Swede" Larson, 469th commander
- #4 - Maj Roy S. Dickey flying his 48th mission into NVN.

Maj Dickey described his mission. "The weather reconnaissance flight trolled the area for over 30 minutes and received no enemy fire whatsoever. As it turned out, the weather over target was CAVU, we saw no MiGs, and had no bombs with which to kill, maim women and children, or blow up the steel mill. It was a perfect day for putting the bombs down the stack. ... I did wish that we had bombs aboard that day." (Roy Dickey, "The Saga of the Thai Nguyen Iron and Steel Works", in his scrapbook.)

The 8 TFW from Ubon contributed F-4Cs to the mission as "Strike-Cap" flights in which the F-4s carried bombs as well as air-to-air missiles. The F-4s were assigned to strike the target but were to jettison their bombs and protect F-105s if MiGs became a clear threat on ingress. To continue their protection against MiGs, the F-4s were to follow F-105s out of the target.

The 388 TFW provided four F-105 strike flights. Korat's "... mission commander and the first three strike flights were provided by the 34 TFS." The 34th's flight lineup was:

"Chevrolet"

- #1 - Lt Col Joseph C. Austin, Mission Commander
- #2 - Capt Jack A. Phillips flying his 16th combat mission. Awarded the DFC.
- #3 - Maj Edward C. Jones flying his 95th combat mission. He was awarded the DFC*.
- #4 - Maj Harry Pawlik, awarded DFC 1st OLC*.

Edward C. Jones

F-105 History

"Possum"

- #1 - Maj Homer T. Terry, awarded Silver Star
- #2 - Maj Dewey Lee Smith
- #3 - Maj William C. Eagle
- #4 - Capt Jackie R. Youngblood.

"Random"

- #1 - Maj Robert W. Johnson
- #2 - Maj Charles E. Irwin, awarded DFC*
- #3 - Maj William W. Augsburg, awarded DFC 5th OLC*
- #4 - Maj Robert G. Miner, awarded DFC*

(* DFCs awarded under Hq 7 AF Special Order # G-1093)

The 469 TFS provided Korat's fourth strike flight, "Harpoon", led by Capt Charles C. "Clint" Murphy.

Unlike the earlier weather reconnaissance flight, most of these strike flights encountered enemy MiGs, AAA, and SAMs. "Enemy defense reaction was withheld until just prior to CBU release at which time the area erupted with heavy, accurate 37/57/85/100-mm. A layered barrage of light AAA formed an almost continuous carpet at 5 - 6 M. This barrage was largely suppressed when the CBUs impacted. 85 & 100-mm continued to burst at higher altitudes in the target area and up to 10 NM out along the egress route. ..." (388 TFW OPREP 3, TWX 101254Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

On the day he flew as Korat's mission commander, Lt Col Joseph C. Austin assumed command of the 34 TFS replacing Lt Col Richard M. Heyman, Jr. Austin, "Chevrolet 1", "... led the force with a flak suppression flight being first on target. Ingress to target was conducted in defensive box formation at 16,000 feet. Low ceilings prevailed over the entire route, breaking up short of the target area. Preselected flak sites were struck by the CBU flight and strike flights struck assigned targets within the complex. Heavy 37/57-mm fire was encountered as strike aircraft initiated their roll-in and the flak suppression flight dropped a portion directly on the target complex, thus silencing many of the gun emplacements. Bomb damage was extensive, ... although a blast furnace area escaped damage completely. As aircraft egressed the target area, they encountered moderate to heavy 85-mm fire within five miles of the target. This barrage necessitated continuous jinking to slip through the barrage." (388 TFW history)

As "Chevrolet 3", Maj Edward C. Jones from the 34th received the Distinguished Flying Cross. "At this time pilots weren't required to fly into Route Pack VI (Hanoi) after the 95th mission. This was my 95th. Shortly after, the criteria was changed to 90 missions. I would have really been upset if I got nailed on that mission." (Ed Jones, letter to Ron Thurlow, 25 March 2001.) His award citation read, in part, "... Maj Jones delivered his ordnance with precise accuracy on the Thai Nguyen Iron and Steel complex through one of the heaviest concentrations of AAA fire ever encountered over NVN. Major Jones's task was compounded by the attack of hostile aircraft and SAMs upon his formation. ..." (Ed Jones, e-mail 26 April 2010.)

As "Possum Lead", Maj Homer T. Terry received the Silver Star for gallantry. "... Major Terry led the first attack upon the Thai Nguyen Iron and Steel Works which is in one of the most heavily defended areas known to modern aerial warfare. Major Terry's conduct during this mission displayed his total disregard for his own personal safety while under continuous and extremely heavy fire. ..." (Homer Terry, letter to Ron Thurlow, undated.)

Later, Maj Terry described what happened to him during this mission. "We came upon some pretty

Edward C. Jones

F-105 History

fierce defenders, but again we got all 16 aircraft on and off the target without anyone being hit, although I got the scare of my life when I thought I was hit. Fuel from our droppable fuel tanks was fed into the main fuel supply by compressed air from the engine compressor. When the droppable tanks are empty, air gets into the main fuel system and causes a hammering effect just like when air gets into your water pipes at home. To avoid air getting into your main fuel supply, we had a 'saber drain' relief near the rear of the aircraft and some fuel is ejected with the air. Fuel released from the drain pipe causes a visible vapor that can be seen by ground defenses, ergo, we had a checklist item to turn off the external fuel flow before entering the target area. On this day, I forgot to follow the check list! As I was pulling off the target, a greater than normal hammering noise started and simultaneously, #2 called and said 'lead you are hit and on fire'. I almost swallowed my tongue. The best way to extinguish a fire is to climb as rapidly as possible and starve the fire of oxygen, so I maintained the afterburner climb and shortly thereafter my wingman called that my fire was out. My engine instruments never gave any indication of a problem. When we got into a safe area, my wingman carefully checked me over and there was no apparent damage. An after landing check confirmed 'no damage'. My wingman said that just before the fire began a cluster of AAA rounds had been tracking right up to my tailpipe. We surmised that they ignited the fuel from my saber drain." (Homer Terry, "Destroying the Steel Making Capability of the NVN", via e-mail 27 Mar 2010.)

On egress, "... fifty miles from the target, a MiG-21 engaged 'Random' flight [led by Maj Robert W. Johnson] just after they had recovered from a SAM attack. The MiG launched one air-to-air missile at the flight, but evasive action caused the missile to burn out short of its intended target and the MiG-21 broke off his attack. No aircraft were lost or damaged during this strike." (388 TFW history)

A 388 TFW OPREP 3 described this MiG encounter in more detail. "Random 1 - 4 was on egress route heading 270, location 21-55/104-55, altitude 20,000, speed 500 knots, time 0753Z. Flight observed a MiG-21 approaching them from 6 o'clock position heading 270, altitude 18,000 ft. When MiG-21 was approximately 5 miles away, he fired a missile at the flight. Missile appeared to have a white streamer trailing behind it. Flight took evasive tactics by turning approximately 45 degrees, climbing toward the sun. Flight observed missile to approach about 2 miles behind flight, then began to lose momentum and arch toward the ground. Missile impact not observed. MiG did not pursue attack and broke away after missile launch. Flight then continued on egress route." (388 TFW OPREP 3, TWX 101139Z Mar 67, in PACAF DO Read File folder, 9 - 11 March 1967, AFHRA Call # K717.312, IRIS # 898698.)

Four of Ubon's F-4Cs in a "CAP-Strike" flight that followed Random flight were involved in this MiG 21 encounter. "They first met up with the F-105s over northern Laos inbound to the target and maintained position above and behind the last F-105 flight for ingress and egress. After the MiG-21 fired its missile at Random flight, number 3 in the F-4C flight rolled inverted, nose down, and fired a Sparrow missile without a radar lockon in an attempt to divert the MiG. His missile followed a ballistic path and missed the MiG by about 1/2 mile. Later, at a point on the Red River just below Yen Bai, with the flight of F-4Cs trailing the last flight of F-105s by 3 to 4 miles, at 14,000 feet altitude, the flight spotted four MiG-21s closing in on the F-105s from 5 o'clock at the same altitude. The F-4Cs turned toward the MiGs who did a hard turn away and escaped." (Red Baron Report)

Red Baron Event III-87, pgs 97 - 98 & 388 TFW history Jan - Dec 67, AFHRA microfilm NO 583, frame 1226 & "100 Missions North", pgs 193 - 199.

31-Mar-67

5156

Six pilots assigned to the 34 TFS at Korat completed flying 100 missions during March 1967. They were:

Capt Alan J. Fick

Edward C. Jones

F-105 History

Maj Leo F. Callahan
Capt Coy W. Gammage
Lt Col Richard M. "Dick" Heyman, Jr.
Capt Donald J. Hankins
Maj Edward C. Jones

After Maj Jones had flown his 100th mission, he volunteered to remain at Korat as a Functional Check Flight (FCF) pilot for an additional three months to allow his reassignment to the States in June 1967, after his children had finished their school year. The 388 TFW commander, Col Chairsell, agreed with his request and allowed him to fly one combat mission each month to qualify for combat pay. By the time he left Korat, he had flown 103 counters over North Vietnam and 27 other combat missions to Laos.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Ed Jones, phone interview, 26 April 2010.

22-May-67

103

Starting in the afternoon, the 388 TFW, Korat RTAFB, Thailand, hosted the first Red River Valley Fighter Pilot's Tactics Conference. The conference was initiated by the 388 TFW Director of Operations, Col Howard C. "Scrappy" Johnson and sanctioned by the 388 TFW commander BG William S. Chairsell, so that "... Fighter, Bomber, Escort and Tanker folks could talk it over face-to-face." The project officer was Maj Alfred J. "Lash" Lagrou from the 13 TFS. Col Robin Olds, commander of the 8 TFW, and his vice commander, Col Chappie James, attended the conference as did Brigadier General William D. Dunham, 7th AF Deputy Chief of Staff.

Maj Frank L. Yow, Jr., the 388 TFW Weapons Officer who was assigned to the 469 TFS, attended the tactics conference. "Representatives from all the outfits that flew up 'North' and the supporting tankers, ECM, etc. along with several VIPs from Saigon came. We met for a few hours. This is where the 'Snoopy' message originated. This was a message the designated Mission Commander sent to the other outfits each night telling them how he wanted them to ingress and at what time, etc.

"Then we started partying!!! And what a party!!!! It was formal. Everyone had to wear dark trousers and a light colored shirt. 'Chappie' James made a speech and sang some songs after dinner and then it was fun and games for the rest of the night. A few digits and a couple of ankles got broken, but nothing serious. The next morning we had the two Korat Goonie Birds, 'Grunt 1' and 'Grunt2' shuttle us all down to Bangkok where we had reservations at the Siam Intercontinental, a pretty nice hotel where the party continued. This is where Robin Olds suggested we organize and proposed the name of 'River Rats'. We did and the official title became 'The Red River Valley Fighter Pilots Association'." (Frank L. Yow letter dated September 1, 1986 to Bauke Jan Douma.)

Lt Col Richard F. B. Gimmi, Jr. from the 13 TFS was also at the conference. ("Airman. The Life of Richard F. B. Gimmi", by Russell M. Gimmi, iUniverse, Inc., pp 255 - 257.)

Maj Edward C. Jones from the 34 TFS also attended. (Ed Jones, phone interview 29 Apr 10)

Maj Kenneth H. Bell and Lt Col Nelson McDonald were the only representatives from the 355 TFW. The other wing officers remained at Takhli for the 100-mission party for Lt Col Phil Gast, the only one of the last three 354 TFS commanders to have survived his combat tour.

Scrappy Johnson recalled the activities. "... Robin and Chappie were elevated to the tops of the first two elephants and led the parade. If the six elephants weren't impressive enough, we had the Royal Thai Provincial Police Band from Korat following to firm up attention. We stopped off at

Edward C. Jones

F-105 History

Wing Headquarters and held the tactics meeting for two hours. The most productive thing to come from that was "Snoopy" report. It was the one exchanged by Wings regarding their targets for the day. We had been flying up north hitting targets and not knowing what the other wings were hitting. We passed this report back and forth ourselves. We didn't have to depend on the Seventh Air Force -- we sent it to each other on our own. After the meeting we headed back to the elephants ready for phase two." (Scrappy Johnson, e-mail to CASBAR via Dave Brog, January 21, 2005.)

In addition to producing the "Snoopy Report" that dealt with "the monumental task of getting the 'ALPHA' task force in and out", the conference held a parade and a party. The parade from the flight line to the Officer's Club featured six elephants. "Chappy" James was the guest speaker at the dinner party with "... fun and games administered by 'Mo' Seaver." Col Robin Olds introduced the "River Rat Mig Sweep".

"The RRVPA gathering was dubbed a practice reunion in honor of all prisoners of war being held in North Vietnam. The group adopted the nickname "River Rats" during its second practice reunion (at Ubon on 18 August 1967). A contest was held to select the group emblem and nickname and the pilots of the 469 TFS submitted the winning entry."
(<http://www.wpafb.af.mil/museum/history/vietnam/469th/p49.htm>)

The "River Rats" became dedicated to providing college scholarships for children of aircrew members who died in the Vietnam war.

History of the 388 TFW, Apr - Dec 1967, USAF microfilm NO583 & "100 Missions North", pgs 239 - 242 & "River Rat History" by Col Howard C. Johnson, printed in 27th Anniversary Reunion program booklet, 27 Apr - 1 May 1994 & MiG Sweep #42, summer 1983.

15-Feb-68

2354

(Approximate date) "At a special presentation ceremony last month at McConnell Air Force Base in Kansas, 55 Thunderchief pilots were awarded special certificates by Republic for completing 100 missions over North Vietnam."

"Air Force Cross Awarded To Thunderchief Pilot -- The Air Force's highest award for heroism was recently awarded to Lieutenant Colonel Harry Schurr, a 100-mission F-105 pilot who is now stationed at McConnell Air Force Base. The decoration was presented to the pilot by Lieutenant General Albert P. Clark, vice commander of the Tactical Air Command. Lt Col Schurr was cited for extraordinary heroism while leading a strike force of 20 Thunderchiefs over North Vietnam. Although his aircraft had been heavily damaged by enemy anti-aircraft fire, Schurr successfully destroyed a key railroad and highway bridge. He is now assigned to the Kansas base as commander of the 4519th Combat Crew Training Squadron." He previously commanded the 469 TFS at Korat. He was one of three F-105 pilots and one Wild Weasel EWO, along with F-4C pilot Col Robin Olds, who received the Air Force Cross for the successful attack on Hanoi's Paul Doumer Bridge on 11 August 1967.

Capt Bruce J. Lotzbire, an F-105 instructor pilot at McConnell, was among those who received Republic Aviation's 100-mission certificates. He had flown 100 missions while assigned to the 357 TFS at Takhli between April and October 1967. He remained as an instructor pilot at McConnell until December 1971. After 33 years in the Air Force, he retired as a Major General on 1 June 1995.

Capt Howard L. Bodenhamer, also assigned to McConnell, was one of the pilots who received a certificate. He had completed 100 missions in August 1967 while flying with the 354 TFS at Takhli.

Lt Col Gerald F. "Jerry" Fitzgerald, was one of the 55 pilots who received his 100-mission

Edward C. Jones

F-105 History

certificate. Previously he had commanded the 13 TFS at Korat, RTAFB, Thailand.

Capt Donald O. Austin was one of the pilots who received a 100-mission certificate. He was a former 34 TFS pilot who had flown from Korat but was now assigned to the 561 TFS as an F-105 RTU instructor pilot.

Maj Edward C. Jones, who had flown with the 34 TFS, received a 100-mission certificate.

Capt Steven J. Savonen, an instructor pilot in the 562 TFS, also received his 100-mission certificate. He had been assigned to the 469 TFS at Korat.

Capt Richard L. O'Connor was one of the pilots receiving a 100-mission certificate.

Lt Col William E. Augsburg was a former 34 TFS pilot who received a 100-mission certificate.

Maj Bobby L. Martin, the first Wild Weasel pilot to have flown 100 missions, received a 100-mission certificate. He had been assigned to the 354 TFS at Takhli but had flown missions with the 13 TFS from Korat.

Capt Jack A. Phillips, an IP with the 560 TFS, flew his 100th mission with the 34 TFS on 2 August 1967.

Capt Robert L. Martin, who flew his 100th with the 34 TFS, received his Republic 100-mission Certificate at McConnell.

Maj Paul F. Koeltzow received his 100-mission certificate.

Capt Jackie R. Youngblood was a former 34 TFS pilot who received his Republic 100-mission Certificate at McConnell.

Thunderchief World Wide Report, Vol III, No 7, March, 1968 & Gen Lotzbire's biography on www.af.mil/news/biographies/lotzbire_bj.html.

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

Edward C. Jones

F-105 History

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 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. Pharmer 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.