

Phillip J. Kelley

F-105 History

02-Nov-65

6226

Nine pilots in F-105 Class 66-C graduated from the 4520 CCTW at Nellis AFB, NV. The class began on 14 May 1965 and was assigned to the 4523 CCTS commanded by Maj Lloyd C. Smith. Capt Buddie R. Reinbold, Capt Richard A. Doucette, and Capt Capt Roger L. Counts were three of the Nellis instructor pilots for this class.

On 7 Sep 1965, one of the students, 2Lt David W. Poyner, was killed in the crash of his aircraft, F-105F 63-8270.

The graduates were:

Capt Peter Potter Pitman
1Lt Roger A. Ayres
1Lt William W. Koelm
1Lt Stephen Whitman Diamond
1Lt James Edwin Ray
1Lt Robert B. Middleton
1Lt James M. Kroyer
1Lt Kenneth J. Kerkering
1Lt Phillip J. Kelley

Capt Pitman was next assigned to the 35 TFS. He was later one of the original Ryan's Raider pilots in the 34 TFS. He was KIA on 12 May 1967.

1Lt Koelm had entered F-105 upgrade as a 2nd Lieutenant directly from undergraduate pilot training at Williams AFB, AZ. His next assignment was to the 12 TFS, 18 TFW, Kadena AB, Okinawa, arriving there on 6 January 1966.

1Lt Ayres was next assigned to the 354 TFS.

1Lt Diamond was assigned to the 354 TFS. He was KIA on 19 July 1966.

1Lt Ray was next assigned to the 469 TFS. He was shot down on 8 May 1966 and became a POW.

1Lt Kelley had graduated from UPT Class 65-G at Moody AFB, GA. His next assignment was to the 35 TFS, 6441 TFW, Yokota AB, Japan. He was one of the original pilots selected to form the 34 TFS. He was shot down and rescued on 15 June 1966.

Bill Koelm, AF Form 11 Officer Military Record and AF Form 475 Training Report, dated 22 Nov 65, signed by Capt Buddie R. Reinbold.

31-Dec-65

5564

Key personnel in the 35 TFS, 6441 TFW, Yokota AB, Japan, were:

Lt Col William R. Peters -- Commander
Maj William D. Lockwood - Operations Officer
Capt Kenneth T. Blank - Asst Operations Officer
Capt Kenneth D. Furth - Echo Flight Commander
Capt Alan K. Rutherford - Foxtrot Flight Commander
Capt Frank J. Hardy - Golf Flight Commander
Capt Warren L. Efting - Hotel Flight Commander

The squadron's attached pilots were:

Col Paul P. Douglas, Jr. - 41 AD Commander
Col Allen K. McDonald - 6441 TFW VC

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Lt Col Edward D. Thomas - 5 AF Chief of Safety
Maj Henry Shudinis - 6441 TFW Ops & Training
Maj Marvin A. Wicks - 6441 TFW Flight Test Officer
Capt Robert B. Bennett - 6441 TFW Flying Safety Officer
Capt Frank A. Buchanan - 5 AF Flying Safety Officer
Capt Bernard G. Lyons - 6441 TFW Ops and Training

The squadron's 30 line pilots were:

Capt William Baechle	Capt Jerry N. Hoblit
Capt William G. Bailey	1Lt Phillip J. Kelley
Capt Robert W. Becker	Capt Wayne R. Kimmell
Capt Orville B. Boone, Jr.	Capt Merrill R. Lewis, Jr.
Capt Edward R. Bracken	Capt John R. Lowry
Capt James T. Brown, Jr.	Maj Bobby J. Mead
Maj Fred V. Cherry	Capt Sam P. Morgan, Jr.
Capt Thomas H. Curtis	1Lt Richard L. Pack
Capt William G. Donovan	Capt Robert R. Reed
Capt Kenneth D. Edwards	1Lt Randolph S. Reynolds III
Capt Thomas W. Gallagher, Jr.	Capt Robert W. Spielman
1Lt Richie W. Graham	Capt Richard A. Treibes
1Lt Richard E. Guild	Capt Ralph D. Watkins
Capt Carl L. Hamby	1Lt Miller F. West
Capt LeRoy Herrman	1Lt Lee B. White

35 TFS history, 1 July - 31 Dec 65, AFHRA Call # K-SQ-FI--35-HI, IRIS # 419883.

18-Apr-66

5176

The 6441 TFW selected the pilots for the squadron that became the 34 TFS to deploy to Korat. Most would come from the 36 TFS; consequently, the 36 TFS was slated to disband.

Bob Pielin from the 36 TFS, who had already flown 87 combat missions during temporary duty tours to Korat and Takhli, remembered how he helped select the pilots for the new squadron. "Fitz [Maj Richard P. Fitzgerald, the squadron's Operations Officer] and I initially made out a list of 25 pilots from the Wing resources to go as 34th members. The list was bounced back from HHQ as being too overloaded in pilots with over 50 missions. They recommended 6 guys in the 0 to 20 mission category, 6 in the 21 to 40, 6 in the 41 to 60, 6 in the 61 to 80, and anyone with over 80 to go TDY." This distribution was to spread out their eventual departures from Korat as each pilot completed his 100-mission tour. Capt Pielin and Maj Fitzgerald reworked the list "... with some pronounced disapproval from those that were removed from the [original]. ... A 1.5 aircrew/aircraft ratio was authorized for 27 pilots plus Commander and Operations Officer. ... Bob Jones [Capt Robert H. Jones] was removed from the first list since he had his papers in to be discharged. When he found out about the 34th going PCS to Korat, he volunteered to go with [them] and get 100 missions before he got out. Red Dog [Lt Col Howard F. 'Red Dog' Hendricks the squadron commander] worked a 'deal', and he went TDY." (Bob Pielin e-mails, 23 Sep 2006 and 7 April 2007.)

The following list contains the positions and names of the initial twenty-nine pilots assigned to the 34 TFS. This is the revised list after Capt Pielin and Maj Fitzgerald reworked their original to provide a broader base of experience. One of the pilots, Gordon Walcott, annotated his copy of the printed list, dated 18 April 1966, with this comment: "This was the original 34th TFS crew roster when formed as an all-volunteer squadron from the 35 TFS, 36 TFS, and 80 TFS (Yokota AB, Japan)"

Commander - Lt Col Howard F. "Red Dog" Hendricks who had been commander of the 36 TFS.
Operations Officer - Maj Richard P. Fitzgerald

India Flight

Lima Flight

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Flight Commander - Maj Wayne N. Whatley
 Capt Robin K. Nierste
 Capt James I. Miholick
 Capt Douglas G. Lauck
 Capt Robert H. Jones
 Capt Robert R. Reed

Flight Commander - Capt James E. Hayes
 Capt Merrill R. Lewis, Jr.
 Capt Gordon M. Walcott
 Capt Stanley S. Gunnersen
 1Lt John Bernard Sullivan III

Juliet Flight
 Flight Commander - Maj Kenneth T. Blank
 Capt Carl L. Hamby
 Capt Thomas H. Curtis
 Capt David H. Groark
 1Lt Phillip J. Kelley

Metro Flight
 Flight Commander - Capt Robert D. Pielin
 Capt Alan K. Rutherford
 Capt Ralph D. Watkins
 Capt Wayne D. Hauth
 Capt Rainford "Ray" McMaster Tiffin

Kilo Flight
 Flight Commander - Maj Jack R. Stresing
 Capt William O. Lessard
 Capt John R. Layman
 Capt Rex L. Dull
 Capt Clarence E. Fox
 1Lt Denis D. O'Donoghue

E-mail from Monty Pharmer, 22 Sep 2006 forwarding letter to him from Lt Col (Ret) Gordon Walcott dated, 29 July 1988, which included a roster of 36 TFS pilots, dated 18 April 1966.

25-May-66

4957

On Wednesday morning, twenty F-105Ds (18 aircraft and 2 spares) now assigned to the 34 TFS left the 6441 TFW at Yokota for Kadena on the first leg of their movement to the 388 TFW at Korat. The aircraft took off in flights of four using call signs "Yule". Each flight departed Yokota at half-hour intervals beginning at 0800. The deployment's flight line-up consisted of:

Pilot	Call Sign	Acft Tail No	Yokota TO Time	Kadena Arr Time	Acft Maint Status at Kadena
Lt Col Howard F. Hendricks	Yule 01	62-4361	0800	0955	Tacan/Doppler probs
Capt Robin K. Nierste	Yule 02	62-4288	0800	0955	O/R
Capt James I. Miholick	Yule 03	62-4336	0800	0955	O/R
Capt Wayne D. Hauth	Yule 04	62-4303	0800	0955	Gnd blower inop
Maj Wayne N. Whatley	Yule 11	62-4306	0830	1025	O/R
Capt Robert H. Jones	Yule 12	62-4318	0830	1025	O/R
Capt Robert R. Reed	Yule 13	62-4308	0830	1025	Autopilot
Capt Douglas G. Lauck	Yule 14	62-4358	0830	1025	O/R
Maj Kenneth T. Blank	Yule 21	62-4370	0901	1058	O/R
Capt Thomas H. Curtis	Yule 22	62-4380	0901	1058	O/R
Capt Carl L. Hamby	Yule 23	62-4364	0901	1058	O/R
1Lt Phillip J. Kelley	Yule 24	62-4277	0901	1058	O/R
Capt Alan K. Rutherford	Yule 31	62-4270	0930	1134	Autopilot
Capt Rex L. Dull	Yule 32	62-4312	0930	1134	O/R
Capt Ralph D. Watkins	Yule 33	62-4378	0930	1134	CIN
1Lt John B. Sullivan III	Yule 34	62-4356	0930	1134	Fire Ctrl/Elec

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Capt James E. Hayes	Yule 41 62-4352	1000	1200	Fire Ctrl
Maj Jack R. Stresing	Yule 42 61-0132	1000	1200	O/R
Capt Andy Olman	Yule 43 62-4379	1000	1200	Fuel Leak
Capt Robert D. Reichardt	Yule 44 62-4354	1000	1200	O/R

(History of the 6441 TFW, 1 Apr 65 to 15 Nov 66, Supporting Documents, Mobility Control Center Log, pg 6, in AFHRA folder K-WG-6441-HI, IRIS# 0462464.)

Capt Alan K. Rutherford was one of the pilots on the deployment. "I recall so well how we formed up with 16 Thuds and midst many tears (from wives) and go get um's from the troops we launched to the war. We were going to 'kill the Cong'. We intended to overnight at Kadena, and then launch the next day with the squadron to Korat. Needless to say it got drunk and rowdy that night ...". (Al Rutherford, e-mail, 21 Sep 2006.)

Capt Douglas G. Lauck was another of the 34 TFS pilots moving to Korat. "We packed our household goods [at Yokota] and sent them along with our cars back to the States. Our wives and dependents had flights booked back to the States." (Doug Lauck, e-mail 21 Sep 2006.)

The pilots from the 34 TFS were to join with pilots from the 13 TFS at Kadena on 25 May and deploy to Korat. Unfortunately, circumstances required the 34th pilots at Kadena to return to Yokota on 26 May.

In the 13 TFS, "the squadron was cocked to move as planned on the 25th of May, but a staying order was received, delaying departure for thirty days. Rumors were rife that perhaps the move would not be made at all. Unfortunately, on the basis of the rumors and the lack of further communications, after numerous inquires to higher headquarters on the subject, many members of the new squadron cancelled proceedings to return their dependents to the United States. As a result, when the order to deploy on 23 June was received with a week's advance notice, many dependents were left to arrange their own moves. Much help was rendered by friends and Wing personnel, of course, to facilitate these peoples' departure. On 23 June, support personnel departed for Korat via C-130. Aircrews departed the following day."

388 TFW History, Jul - Dec 66, USAF microfilm NO583 frame 1742 & 44 TFS history, 1 Jan 65 - 30 June 1967, pp 4 - 5.

10-Jun-66

5192

(Approximate date). Six F-105 pilots assigned to the 34 TFS at Yokota, flew in a C-130 to Takhli to partially satisfy a PACAF levy on 5th Air Force units to provide pilots on temporary duty to fill shortages in the F-105 squadrons in the 355 TFW at Takhli. The pilots were:

Maj Kenneth T. Blank
Capt Carl L. Hamby
Capt Thomas H. Curtis
Capt David H. Groark
1Lt Phillip J. Kelley
Capt Douglas G. Lauck

In their time at Takhli, some of these pilots would fly combat missions with 355 TFW squadrons. While he was at Takhli, 1Lt Kelley flew two combat missions with the 333 TFS. On his second mission on 15 June 1966, he was shot down and rescued.

Others on TDY at Takhli did not fly missions before they transferred to Korat. Doug Lauck recalled that he "... went through orientation there but did not fly any sorties." (Doug Lauck, e-mail 11 April 2007.)

The pilots stayed at Takhli until approximately 15 June 1966 when they rejoined the 34 TFS that finally arrived at Korat.

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Over the next few days, other pilots assigned to the 34 TFS flew on C-130s from Yokota to Korat to join the four advance-party pilots who were already there. During this TDY, they flew combat missions with the 388 TFW's squadrons and airplanes until the 34th's F-105s could be delivered to Korat. For example, Capt Robert D. Pielin, one of the advance party pilots who had arrived at Korat on 21 May 1966, flew two missions with the 421 TFS.

Capt Robert H. Jones was another 34 TFS pilot who deployed from Yokota to Korat.

Tom Curtis, e-mail 3 Apr 2007 and Bob Pielin, e-mail 1 Apr 2007 & Phil Kelley, e-mail 7 May 2012.

14-Jun-66

1841

Capt Paul H. Dwyer led another flight of 333 TFS pilots on a bombing mission in RP-1, North Vietnam. Each plane carried two 2,000-pound bombs. Capt Robert D. Gobble was #4 flying his 127th combat mission (98 counters). "We bombed a bridge on the coast up almost to the point above Dong Hoi. Recced a little afterwards but saw nothing."

1Lt Phillip J. Kelley, on TDY to the 333 TFS from the 34 TFS, flew his first combat mission.

F-105D Combat Diary of Capt. Robert D. Gobble & Phil Kelley, e-mail 7 May 2012.

15-Jun-66

F-105D 624377 34 TFS 333 TFS 355 TFW Takhli Hit in the right wing by heavy 57-mm AAA. Crashed near Dong Hoi in RP-1, North Vietnam. 17-23N 106-23E 1Lt Phillip J. Kelley 34 TFS pilot flying with the 333 TFS ejected. Rescued by a USAF HH-3 helicopter. Call sign: "Packard 02". The aircraft was assigned to the 333 TFS. The pilot was TDY to the 333 TFS from the 34 TFS at Yokota while the 34th was awaiting clearance to move to Korat RTAFB, Thailand. Ironically, the 18 F-105s from Yokota for the 34 TFS were flying into Korat on the same day that Lt Kelley was shot down.

"Packard" flight from the 333 TFS briefed at 11:45 for their armed reconnaissance mission into North Vietnam. The pilots were:

- #1 - Capt Calvin T. Broadaway
- #2 - 1Lt Phillip J. Kelly flying F-105D 62-4377 on his 2nd combat mission
- #3- Capt John H. Wendell, Jr.
- #4 - Capt George W. Acree II in F-105D 61-0173 on his 119th combat mission (93 counters).

Each plane carried four canisters of napalm B. The pilots found a ferry boat at the mouth of a river 30 miles north of Dong Hoi.

However, during his napalm drop, 1Lt Kelly was hit by AAA. He flew his plane 30 miles to the west hills and ejected. The other pilots in the flight jettisoned all external stores and flew rescap. 1Lt Kelly was picked up in approximately an hour with no injuries. The flight returned to Takhli after flying for 2 hours and 35 minutes. "Wx - good. Flak - heavy 57/37 AW over ferry." (F-105D Combat Diary of Capt. George W. Acree II.)

The 355 TFW history described Lt Kelley's shoot-down. "While recovering from a napalm attack, a wingman was hit by suspected 57-mm flak. He immediately departed the target area and climbed to approximately 7,000 feet. During his turn he noted a drop in hydraulic pressure and lost all controls except the rudder. The pilot managed to control the aircraft with the rudder until wing surface began to separate and oscillations began. At this point he ejected and was picked up by air rescue with minor injuries." (355 TFW History, Jan - Jun 66, USAF microfilm NO461)

"I managed to exit the target area but was forced to eject about 20 miles away after all hydraulics were lost. I was picked up by a Jolly Green after a couple of hours and flown to Udorn where I spent the night. The following morning I was flown by DC-3 to Takhli where I learned that the 34th had completed their deployment and I got back on the DC-3 and was flown to Korat." (Phil Kelley, e-mail 7 May 2012.)

The HH-3 helicopter crew who rescued Lt. Kelley were pilot Maj Ealum L. Stearman, copilot 1Lt William W. Gunnin,

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flight engineer SSgt Michael R. Holloway and PJ A1C Robert J. Ward. ("PJs in Vietnam", by Robert L. LaPointe, pg 422.)

SSgt Aaron D. Farrior was a PJ with the Jolly Greens from NKP. He recorded his comments about this rescue in his diary. "Maj Stearman, Lt Gunin, Sgt Holloway, Amn Ward made pick-up of F-105 pilot 100 miles out. Easy pick-up, no shots fired. ... "

Maj Ealum, the helicopter pilot rescuing Lt Kelly, described the pickup in his mission report.

"1. Notification and Launch. Jolly Green and Sandy aircraft were scrambled from Nakhon Phanom by Compress at 0826Z, 15 June 1966 to recover a 105 pilot that bailed out over North Vietnam. The Jolly Greens were airborne at 0930Z, four minutes after scramble notification.

"2. Location. The pilot was picked up at 17-28N and 106-17E.

"3. Recovered pilot. The recovered pilot was 1st Lt Phillip J. Kelley, 105 pilot, Packard 2, 34th Tactical Fighter Squadron, Korat Air Base, Thailand.

"4. En Route Conditions

"a. Weather during launch from Channel 31 was broken with scattered cumulus, bases about 3,000 ft MSL, visibility 10 miles. The weather gradually improved en route to a clear sky with 20 miles visibility at the pickup site.

"b. We avoided all known AAA gun positions and received no ground fire en route to and from the site of the downed pilot. However, as we approached the area, we tried to use the UHF DF on Guard channel to home in on the Sandys that were circling over the downed pilot but were unable to because of a strong noise transmission from the Mu Gia Pass area. Since the Sandy pilots are very familiar with the area, the Sandy pilots holding over the man described that area well enough that our escort Sandys led us to them without difficulty.

"5. Recovery Area. We received no ground fire that we know of in the area of the downed pilot, which was very fortunate. Locating the downed pilot's exact position for the pickup did give us a small problem. The pilot was below a heavy canopy of trees that blocked visual contact, and he had no smoke flares, he lost them during bail out. By use of his pen flare gun, he guided us to a hover almost over him, but we still could not see him to determine the proper place to lower the tree penetrator. Since he was on a steep slope with undergrowth, we felt sure he would not be able to get the penetrator unless we were directly over him. Also as we came to a hover, we could no longer understand him on his emergency radio; however, he continued to give us instruction which were relayed by one of the Sandy pilots and quickly brought us into proper position. The flight mechanic finally saw the pilot as the tree penetrator went through the trees and was able to see when he was ready to be brought up.

"6. Recovery Time. We reached the area of the downed pilot at 0930Z, were in a hover over his position at 0935Z, and departed at 0942Z. We were in a hover seven minutes.

"7. Condition of the Pilot. The pilot was bruised from the opening shock of his chute and from his entry into the trees, but he received no broken bones. He appeared calm and did an excellent job of directing us into position over him for the hoist pickup.

"8. Support. Coordination of the escort, rescap, and on-scene coordinator was very good. Two Gombey aircraft that were in the area also joined the rescue effort and did an outstanding job in locating the downed pilot's position and directing us to him.

"9. Radio Discipline. Radio discipline in general was good and was very fine during the pickup.

"10. Aircraft Problems. The UHF DR homer on the low Jolly Green was inoperative, and parts are on order. This is

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the most valuable piece of navigation equipment on the aircraft and no Jolly Green should be released for a mission without it, if it can possibly be avoided. Also, I strongly recommend that necessary action be taken to obtain enough spares to insure that the UHF DFs can always be repaired as they become inoperative.

"11. Jolly Greens and Crews

Low Bird Jolly Green 52

High Bird Jolly Green 55

RCC Major Ealum L. Stearman

RCC Capt William E. Cowell

CP 1st Lt William W. Gunnin

CP 2nd Lt Elmer C. Lavender

HM SSgt Michael R. Holloway

HM SSgt William R. Gladish

PJ A2C Robert J. Ward

PJ A2C Malcolm C. Hassler

355 TFW History, Jan - Jun 66, USAF microfilm NO461 & "PJs in Vietnam", by Robert L. LaPointe, pg 422 & Mission Narrative Report 15 June 1966 Msn-2-3-79, written by Maj Ealum L. Stearman, Rescue Crew Commander Jolly 52.

18-Jun-66

5200

Three days after their arrival at Korat, the 34 TFS flew its first combat missions. Capt Robert D. Pielin was one of the four flight leaders for these missions "... since we already had a 'local area checkout'". Pielin, who had arrived in the squadron's advance party on 21 May 1966, had flown 89 missions by the time the rest of his squadron got to Korat.

"I was in that flight with Rick Laymen [Capt John R. Layman], and two other 34th pilots (unknown names)." (Bob Pielin, e-mail 2 Apr 07.)

"My last 11 missions with the 34th were not too exciting compared to some of the previous 89. The first two days of flying, 18 and 19 June 1966, I checked out pilots that had not been in-theater during the previous six months. Their previous missions were flown TDY with their own squadrons, and things [had] changed considerably with [7th Air Force in] Saigon now running the show. Even to the ridiculous situation of fragging our ingress to and our egress from Pac #6 targets. Red Dog didn't hold us to that. We planned our own missions, and let him know our route, in case something happened. Anyway, I did.

"The 18th would be my first mission after [my] shoot-down [on 3 June 1966]. I was fragged to a Pak #1 on a typical 'suspected truck park'. I know Fitz [Maj Richard P. Fitzgerald, the squadron's DO] had something to do with that, to see how 'shaky' I would be. I wasn't about to drop short of the target, so pressed in to make sure. I pressed in so far that my bombs dropped at least 1,000 feet long at 12 o'clock." (Bob Pielin, e-mails 25 Sept 2006 and 7 April 2007.)

Around this date, 1Lt Phillip J. Kelley, who had been shot down and rescued while flying his second combat mission with the 333 TFS from Takhli on 15 June 1966, flew his third combat mission, this one with Maj Kenneth T. Blank as flight lead of the 34 TFS's Juliet Flight. "Following this 3rd mission, I was sent to Clark AB for a medical evaluation of neck and back injuries I had received in the ejection. Here I was placed on DNIF status and subsequently reassigned from the 34 TFS to a ground job in Wing Ops (Command Post) at Korat."

Bob Pielin, e-mails 25 Sept 2006, 2 April 2007, and 7 April 2007 & Phil Kelley, e-mail 7 May 2012.

31-Oct-66

5152

Six pilots assigned to the 34 TFS in the 388 TFW at Korat completed flying 100 missions during October 1966. They were:

Maj Wayne N. Whatley

Maj Jack R. Stresing

Maj James E. Hayes

Capt Alan K. Rutherford

Capt Thomas H. Curtis

Phillip J. Kelley

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Capt Robert R. Reed

Capt Reed was next assigned to the Armament Development Test Center (AFSC) at Eglin AFB, FL. "For the next five years, I had the best flying assignment in the USAF -- flying two and three different kinds of aircraft -- dropping all the new experimental conventional ordnance, and no one was shooting back! Indeed happiness! ... While at Eglin, I had the unique pleasure of flying the Thud concurrently with the F-100 D/F, A-37B and the F-4 C/D/E model. This enabled me to, somewhat objectively, compare the qualities of the aircraft The F-105 is still the finest weapon system I have flown, It carried me home from some 1500 of my 4500 total hours, virtually without any problem --- that I did not cause.

"My last flight in the Thud was in December 1971, just prior to my posting to an 'exchange tour' with the RAF at Manby, Lincolnshire, England -- another hardship tour to be sure, but someone has to do it !!!!!" Bob Reed accumulated 1187.4 flying hours in the F-105.

Tom Curtis provided an overview of his Air Force and retired USAF career. " I graduated from the Air Force Cadets, Williams AFB, AZ; class 56G on Jan. of 1956. Went across town to Luke AFB (big move), F-84G's. Then to Germany and France in Photo Recce Flying RF-84F and RF 101C. Back to the states to Shaw AFB, for a while. Then to Nellis AFB to check out in the F-105D.

"I spent 3 years in Japan, Itazuki and Yakota. From there Korat, Thailand 34th TFS, where I flew my 100 missions in the F-105D.

"Went from PACAF to ADC F-106s, Kincheloe and Malmstrom AFB and back to TAC in F-4Es. Did another tour in SEA (F-4E) 34th TFS again. Back to the States, Colorado Springs NORAD. Then back in F-106s Langley AFB for awhile. About 1975 or so I PCSed to RAF Alconbury F-5Es, Aggressors and finally back to the Springs, NORAD, and retired from the Air Force in 1979.

"After retiring from the AF, I went to work for Flying Safety, Cessna Citation simulator instructor and IP, Wichita KS for awhile. I then hired on with Horizon Airlines. I flew with them out of Portland OR and stayed with them for about nine years. Capt. in SA227s, Metro Liner & Dash-8. In 1992 I had to give up Airline flying (age 60).

"I worked part time for CSSI, INC as technician doing RVSM monitoring and flew my last flight at age 77 in 2009. After over 18,000 hours of flying and gobs of airborne monitoring time I hung up my wings. I moved into the AF Village Dec 2005. I have been married to Bonnie for 26 years." (John Revak interview with Tom Curtis via e-mail October 20, 2011.) Tom Curtis accumulated 366.6 hours in the F-105.

1Lt Phillip J. Kelley was reassigned as an instructor pilot to the base where he had earned his wings. He was a former 34 TFS pilot who had been working in the 388 TFW Command Post due to injuries from his ejection from an F-105D on 15 June 1966. "In October 1966, I received assignment to the 3552 PTS, Moody AFB as a T-38 IP. After reporting to Moody and after a period of therapy and rehabilitation, I regained flight status and attended T-38 PIT at Randolph. I remained at Moody as an IP until April 70 when my active duty commitment was fulfilled and I was honorably discharged."

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us/34tfs/scarf.htm> & Bob Reed letter dated March 28, 1988 to Bauke Jan Douma & Phil Kelley, e-mail 7 May 12.