

Carl William Lasiter

F-105 History

02-Oct-67

4361

Nineteen pilots graduated from F-105 Course number 111509E at Nellis AFB, Nevada. The pilots began training on 24 April 1967 and were assigned to Class 68-B in the 4526 CCTS under the 4520 CCTW.

Seven of the students had come from overseas bases and all received assignments to Korat or Takhli.

The pilots were:

Col James L. Stewart from Laughlin AFB, Texas. He had been commander of the 3645th Student Squadron. He was next assigned as the Assistant DO of the 388 TFW at Korat.

Lt Col James J. Butler, Jr. from Edwards AFB, California. Assigned to the 354 TFS at Takhli for his second F-105 combat tour.

Maj Byron E. Black from Hickam AFB, Hawaii. Assigned to the 333 TFS at Takhli. Completed 100 missions on 19 June 1968.

Maj Gerald C. Ehst from Kadena AFB, Okinawa. Assigned to the 354 TFS at Takhli.

Maj Bendel W. McDonald from Albrook AFB, Canal Zone. Assigned to the 357 TFS at Takhli.

Maj John J. Tobin from Maxwell AFB, Alabama. Assigned to the 469 TFS at Korat.

Maj Charles D. Vittitow from Tachikawa AB, Japan. Assigned to the 333 TFS at Takhli. Completed 100 missions on 10 June 1968.

Capt Thomas H. Edge from Duluth International Airport, Minnesota. Assigned to the 357 TFS at Takhli.

Capt Ralph J. Hornaday, Jr. from Moody AFB, Georgia. Assigned to the 469 TFS at Korat. Died in F-105 accident on 27 March 1968.

Capt William E. Jones from RAF Lakenheath, England. Assigned to the 469 TFS at Korat. KIA in a combat loss on 5 Jan 68.

Capt Harrison H. Klinck from RAF Wethersfield, England. Assigned to the 469 TFS. KIA on 19 November 1967.

Capt Carl W. Lasiter from 3 AF Headquarters, South Ruislip Air Station, England. Assigned to the 34 TFS at Korat. POW on 4 February 1968.

Capt Arthur A. Powell from Vance AFB, Oklahoma. Assigned to the 469 TFS at Korat. Completed 100 missions on 30 June 1968.

Capt Cecil G. Prentis from Craig AFB, Alabama. Arrived in the 333 TFS at Takhli in mid October. Completed 100 missions on 10 May 1968.

Capt William D. Scott, a T-37 and T-41 IP from Webb AFB, Texas. Assigned to the 469 TFS at Korat. Completed 100 missions on 14 May 1968.

Capt George T. A. Tobin, Jr. from Craig AFB, Alabama. Assigned to the 354 TFS at Takhli.

Capt Wayne A. Warner from Naha AB, Okinawa. Assigned to the 357 TFS at Takhli.

Capt Craig M. White from Custer AFS, Michigan. Assigned as a Wild Weasel pilot in the 44 TFS at Korat.

1Lt Dennis W. Jarvi from Fort Lee AFS, Virginia. Assigned to the 469 TFS at Korat. Completed his 100th mission on 14 May 1968.

Before the class started, on 24 April 1967, four pilots originally assigned to this class attended course 111504Z, Familiarization/Currency Training in the T-33 at MacDill AFB under the 4524 CCTS. They were scheduled to reenter F-105 training at Nellis in Class 68-C on 20 July 1967. However, three of the pilots joined McConnell's F-105 RTU Class 68DR that started on 23 June 1967 and graduated on 24 November 1967. These pilots were:

Lt Col Rufus M. "Mike" Monts III from Norton AFB, California.

Lt Col Donald L. Nangle from Space Systems Division, Los Angeles, California.

Capt Lamont H. Pharmer from Albrook AFB, Canal Zone who was assigned to the 34 TFS at Korat after he completed F-105 training. (Monty Pharmer, e-mails 16 and 25 Sep 2006)

Lt Col Vivian S. Van Derhei from Wright-Patterson AFB, Ohio, was the fourth pilot who was dropped from this class at Nellis. He did not complete F-105 training.

This may have been the last F-105 class conducted by the 4526 CCTS. Capt Henry R. Hutson III was an instructor

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pilot in the 4526th. "I was an IP in the 4526 CCTS from March 1967 until about July 1967 when the 4526th closed out and I moved down to the 4523 CCTS as an attached IP. I flew with them until 22 December 1967... The 4526 CCTS used animal call signs, mine was 'Cobra Hippo'. ... We had a lot of famous fighter pilots in the outfit. ... Neil Eddins ... (former Thunderbirds Leader) was 'Cobra Wolf'; Capain (USN) Harley Hall (former Blue Angle leader) was 'Cobra Cat'."

*Hq 4520 Combat Support Group Special Orders MD-17, 25 April 1967 and MD-20, 10 May 1967 & 15 Apr 86
letter from Col Henry R. Hutson III to Bauke Jan Douma.*

01-Nov-67

6710

At 06:35, the 34 TFS, 388 TFW, launched "Crossbow" flight. The lineup was:

- #1 - Maj Dalton L. Leftwich flying 62-4269
- #2 - Capt Carl William Lasiter flying 62-4242
- #3 - Maj Almer L. "Buddy" Barner, Jr. flying 61-0208
- #4 - Capt Jacob C. Shuler flying 62-4221 on his 14th combat mission.

Their targets were:

Primary: Ch 97 280/57
Secondary: 19-20N and 103-50E
Tertiary: 20-10N and 104-15E

The mission lasted 2.6 hours.

Jake Shuler combat mission spreadsheet.

06-Nov-67

3464

Air Force planes bombed targets along the Northeast Rail Line (RR 2). The targets were:

1). F-105s from the 388 TFW hit the Kep railroad yards (BE 616-01371) (ART 1270) at 21-24-57N and 106-17-46E. BDA photos from 7 November showed all rails in Area 2 were cut. "... Three flak suppression and nine strike F-105s from Korat delivered 12 CBU 24s, three CBU-29s and 46 M117s. Twelve freight cars were struck in the trans-shipment yard, with four reported damaged, and three rail cuts reported. Smoke precluded BDA from the forwarding yard." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

The sequence of the call signs of the flights from Korat were: "Hornet", "Locust", "Fresno", "Dallas", and "Ozark".

The primary target of "Locust" flight from the 34 TFS was the Kep Railroad Yard. Their tertiary target was at 21-33N and 105-51E. The flight took off at 13:50. Its lineup was:

- #1 - Lt Col Robert W. Smith flying F-105D 58-1157
- #2 - Capt Carl William Lasiter flying 60-5376
- #3 - 1Lt David B. Waldrop III flying 62-4361
- #4 - Capt Jacob C. Shuler flying 62-4221 on his 16th combat mission. He logged 3.8 hours flying time and received the Air Medal (4th OLC). "Capt Jacob C. Shuler distinguished himself by meritorious achievement while participating in aerial flight over Southeast Asia on 6 November 1967. On that date, he superbly accomplished a highly intricate mission to support Free World forces that were combating aggression. His energetic application of his knowledge and skill were significant factors that contributed greatly to furthering United States goals in Southeast Asia. His professional skill and airmanship reflect great credit upon himself and the United States Air Force." (Jake Shuler mission log spreadsheet and mission card and Award Citation.)

2). The Lang Nac railroad bridge (BE 616-00811) at 21-41-15N and 106-37-20E. BDA photos from 7 November

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revealed the bridge was still serviceable. Another Lang Nac railroad bridge (BE 616-01181) at 21-41-01N and 106-36-50E. BDA photos from 7 November revealed the bridge was still serviceable. "Smoke precluded BDA for 8 TFW strikes against the two Lang Nac Railroad Bridges." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

3). Thirty MK-36 mines were seeded along the Canal des Rapides bridge (JCS 13). "The Hanoi Railroad Bridge over the Canal des Rapides was the target area for 30 MK-36 Destructors seeded in the canal by a flight of Ubon-based F-4s." (7 Air Force Weekly Air Intelligence Summary (WAIS), 67-46 dated 11 Nov 67, for week of 3 - 9 Nov 1967, pg 4.)

Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1757.

08-Nov-67

6570

The morning's flight lineup from Korat was:

"Waco" Iron Hand.

"Laredo"

"Hatchet"

"Vegas"

"Garage"

The four pilots in "Garage" flight were from the 34 TFS, 388 TFW. The flight took off at 06:30 against their secondary target at location 21-13N and 102-55E. The lineup was:

#1 - Maj Clyde L. Falls, Jr. flying F-105D 58-1157

#2 - Capt Carl William Lasiter flying 60-0458

#3 - Maj Almer L. "Buddy" Barner, Jr. flying 61-0068

#4 - Capt Jacob C. "Jake" Shuler flying 61-0208 on his 18th mission. He logged 1.9 hours.

Capt Shuler described this mission. "This was my seventh mission to RP-6. I am pretty sure that this mission was weather aborted as we approached the target, the Hoi Thinh Railroad Yard (Northwest RR), 21-17N and 105-31E. Upon egress from the target area, we were instructed to find and attack targets of opportunity. Clyde (Falls) led Garage Flight to the southwest and Buddy (Barner) achieved separation from the lead element by falling about a half a mile behind Clyde and Carl (Lasiter). I flew a loose formation with Buddy on his right wing relying on him to find us a target. He called rolling in for a road cut and I followed. As we were about half way down the chute, I saw what looked like a SAM coming up towards Buddy from his left and called, 'Garage 3, SAM your 10 o'clock, low'. He acknowledged, but did not have to take evasive action as it was not tracking and went well above his aircraft. During debriefing, I told the intel guy that it definitely was not an SA-2. It was much smaller. Don't know if he believed me or not. Buddy saw it and thanked me for the call."

Also on this day Maj George G. Clausen, 34 TFS commander, nominated Capt Shuler to fill a vacancy on the 7th Air Force Staff starting in February 1968. This action was in response to a 20 October 1967 letter from 7th Air Force (and subsequent letters down the chain of command) directing specific nominations be forwarded to 7th AF.

For family reasons, Capt Shuler volunteered for this reassignment despite the fact that it would keep him in South East Asia for a full year. Since June 1967, his older brother Capt E. G. "Buck" Shuler had been assigned to the 68 TFS in the F-4C RTU at George AFB, CA, with a follow-on assignment to SEA. Jake Shuler recalled that "... [since] it was evident that there would be a significant overlap of our flying combat, Mom simply asked us if there was a way to avoid the situation. [Due to] the fact that Buck was career and I was not, I told Buck that I would mention it to George Clausen, which I did." (Jake Shuler, e-mail 12 May 2010.)

Clausen remembered "... his mentioning his mother's wishes. I asked him what he wanted to do. Our manning was such that we could let him go. He decided to take the assignment so I approved it. To me it was in the best interest of all concerned." (George Clausen, e-mail 21 May 2010.)

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Jake Shuler described his mother's concerns. "... Mom had endured 26 months alone with two small sons while Dad was in the Pacific with the 100th Sea Bee Battalion during World War II and was not too keen on having both sons in harm's way at the same time." (Jake Shuler, e-mail 17 May 2010.)

In March 1968, Buck Shuler was assigned to the 558 TFS, Cam Ranh Bay AB, South Vietnam, as an F-4C aircraft commander. (USAF Biography, Lt Gen E.G. "Buck" Shuler, Jr.)

Jake Shuler combat log spreadsheet, mission card, and mission description via e-mail 11 Jan 2011 & letters, "Rotation of Rated Officers" from Hq 7 AF dated 20 Oct 67; 388 TFW/DP, dated 23 Oct 67; & 388 TFW/DO, dated 27 Oct 67.

09-Nov-67

4836

Two days after returning from his first R&R in Japan, Maj Spence M. "Sam" Armstrong from the 34 TFS flew his 17th combat mission over North Vietnam.

His flight's call sign was "Fresno" that took off at 0645. The mission length was 2+00. Their lineup was:

- #1 - Maj Larry R. Klinestiver
- #2 - Maj Armstrong flying F-105D 60-0445
- #3 - Capt Robert M. Crane
- #4 - Maj William J. King

"We went to our 2nd alternate target over in Pack I for some reason. The weather in Pack VI was forecast to be fairly good. We refueled, went directly east and got a CSS from Bravo to the target. The target was a truck park 5 miles inland from Ron Ferry. The target was in the clear but we took a Sky Spot drop and surprisingly enough, covered the target completely. Afterwards, we flew around over there and made a strafing pass on what looked like a truck just off a main road."

Capt Jacob C. Shuler, also from the 34th, flew his 19th mission this day. His mission card shows his flight's call sign was also "Fresno". The takeoff time was 0755 and TOT was 0900. This flight's lineup was:

- #1 - Capt Erving E. LeVine flying F-105D 62-4387
- #2 - Capt Jacob C. Shuler flying 60-0435
- #3 - Capt Clyde L. Falls, Jr. flying 61-0161
- #4 - Capt Carl William Lasiter flying 61-0124

"I do not recall any specific details of this mission. The target coordinates, 17-38N and 106-31E, suggests a recce mission in RP-1 near Dong Hoi."

Maj Sam Armstrong's 100 mission combat log, pg 7 & Jake Shuler's mission card and narrative via e-mail 11 Jan 2011.

11-Nov-67

3470

During the period 11 through 15 November, weather was below minimums for strikes in RP-5 and RP-6 with ceilings running from 1,000 to 2,000 feet and one mile visibility with widespread rain.

In RP-1, the emphasis continued to be against truck parks, ferries, fords, and interdiction points. Moving targets were continually being sought out by armed reconnaissance aircraft.

"Locust" flight from the 34 TFS, 388 TFW, used the newly operational Commando Club radar to guide them to their tertiary target at location 21-02N and 105-30E. Their takeoff time was 14:10. The lineup was:

- #1 - Maj Almer L. "Buddy" Barner, Jr. flying F-105D 59-1750
- #2 - Capt Carl William Lasiter flying 60-0445
- #3 - Capt Irving E. LeVine flying 60-0458
- #4 - Capt Jacob C. Shuler flying 62-4221 on his 20th combat mission. He logged 3.1 hours.

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Spare - F-105D 62-4248

"Although I do not recall any specific details of this mission, it was apparently a Commando Club mission, target coordinates 21-02N and 105-30E, which is the Hoa Loc Airfield (noted on chart as 'Under Construction'), about 15 miles due west of Hanoi."

Rolling Thunder briefing to CINCPAC for period 1 - 15 November 1967 & Jake Shuler mission log spreadsheet & e-mail 11 Jan 2011.

29-Nov-67

4845

"Hatchet" flight from the 34 TFS took off at 07:55. They refueled with Tan 23 going to the target and post-strike refueled with Tan 66. Their lineup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1759
- #2 - Capt Jacob C. Shuler flying 61-0072 on his 25th combat mission.
- #3 - Capt Carl William Lasiter flying 62-4359
- #4 - Capt Irving E. LeVine flying 61-0132

The flight worked with the FAC "Nail 70" against a target at location 21-36N and 106-32E. "75% coverage. 100% on target." Their mission lasted 4.3 hours.

At 14:10, four pilots from the 34 TFS comprising "Scuba" flight took off from Korat on a mission to Laos. The mission lasted 2 hours 50 minutes. The flight line up was:

- #1 - Maj Donald W. Hodge
- #2 - Lt Col Nevin G. Christensen
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0445.
- #4 - Capt Hugh W. Davis

It was Maj Armstrong's 28th combat mission. "The regular afternoon strike was cancelled and we were fortunate to get an add-on flight of four. We went up into Laos just above the Thailand border where we worked with an O-1E FAC. The clouds were thick all about but we were able to roll in on a shallow pass and drop. All of our bombs were on target and the FAC said we destroyed 12 buildings and an area where 200 enemy troops had been reported. After that, we swung into North Vietnam for a road check and counter. It was the first time that my tape recorder worked properly and I was really pleased."

Jake Shuler's mission log spreadsheet & Maj Sam Armstrong's 100 mission combat log, pg 12.

02-Dec-67

4793

"Pilots from the 388 TFW participated in strikes against resupply routes and lines of communication along Mu Gia Pass and in the southern panhandle [of NVN] Dec. 2." (Sawadee Flyer, Vol I, No. 11, Friday, Dec 15, 1967, pg 1.)

The Wild Weasel crew of Capt Robert E. Dorrrough, Jr. from the 44 TFS and EWO Maj Clarence S. "Bud" Summers flew their 78th combat mission over North Vietnam.

"Sat - Finally flew mission #78. We flew with a four-ship strike flight on a radar drop in Pack 6. The weather was really bad, a real MiG day even though we were supported by two F-4 flights. However, the WX must have been too bad for the MiGs; they never took off. Really got painted by the Firecan radars at Yen Bai, and my flight had quite a few 85-mm shells thrown at it. Capt Jim Wright got #100 today [Capt James H. Wright, Jr., 44 TFS]."

Four pilots from the 34 TFS flew a mission controlled by the Commando Club radar. The radar site use the call sign "Wager" at the primary frequency of 396.2 MHz. "Pistol" flight took off at 06:55 for a TOT of 08:07. They pre-strike and post-strike refueled from Red Anchor 20. Their lineup was:

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- #1 - Maj Almer L. "Buddy" Barner, Jr. flying F-105D 60-0462
- #2 - Capt Carl William Lasiter flying 60-0445
- #3 - Maj Donald W. Revers flying 62-4248
- #4 - Capt Jacob C. Shuler flying 61-0132 on his 26th combat mission
- Spare - Capt Irving E. LeVine in 61-0194

Bob Dorrrough's Combat diary & Jake Shuler mission card and e-mail 11 Jan 2011.

11-Dec-67

4852

At 14:25, four 388 TFW pilots of "Scuba" flight from the 34 TFS took off from Korat on a mission to bomb a target in Laos. The mission lasted 2 hours 5 minutes. The flight line up was:

- #1 - Capt Sam P. Morgan
- #2 - Capt Carl William Lasiter (POW 4 Feb 68)
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 58-1152
- #4 - Capt Lawrence G. Hoppe flying his 98th mission. He logged 2.1 hours.

It was Maj Armstrong's 33rd combat mission. "This was another Laos mission. We went to an F-100 FAC who was operating in an area just south of Mu Gia Pass. The area to the east of this particular location was completely covered with clouds. Our target was a rock and gravel ford across a river. Carl hit right in the center and the other three of us hit just on the west bank. There was quite a tailwind at release altitude. We weather reced all of the way over to the coast afterwards."

Maj David C. Dickson, Jr., also from the 34 TFS, was in another flight from Korat that attacked targets in southern Laos. It was his 46th combat mission and he struck guns and POL supplies.

Lt Col Rufus Dye, Jr., 34 TFS, flew his 19th mission as "Gator 04" against a target in southern Laos. "Ban Senkua ford. 100%/heavy damage/light 37 mm. " He also flew armed recce in RP-1. "No significant sightings." (Rufus Dye Mission History log.)

Maj Sam Armstrong's 100 mission combat log, pp 13 - 14 & Larry Hoppe AF Form 5 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 11 Dec 67.

20-Dec-67

6714

The four pilots of "Locust" flight from the 34 TFS left Korat at 14:20 for a TOT of 15:30. They refueled from Red Anchor 43 going to and returning from the target. Their flight linup was:

- #1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1743
- #2 - Capt Jacob C. Shuler flying 61-0072 on his 31st combat mission.
- #3 - Maj William M. Blakeslee flying 60-0462
- #4 - Capt Carl William Lasiter flying 60-0428

After studying his mission card many years later, Jake Shuler wrote, "This mission apparently was a Commando Club strike on a target in northeast Laos in the Phou Louang area, 20- 22N and 104-18E. Directions received from Lima Site 85, Channel 97."

Lt Col Rufus Dye, Jr., also from the 34 TFS, flew his 21st mission as "Bass 01" against a target in northern Laos. It was a Commando Club mission against the Ban Hat Heng barracks. "100 % in target area. Entered RP-3 on egress."

Jake Shuler 20 Dec 67 mission card and e-mail 11 Jan 2011 & Rufus Dye Mission History log.

26-Dec-67

5853

"Locust" flight from the 34 TFS, 388 TFW, attacked targets at Quang Khe in RP-1 at location 17-43N and 106-26E northe east of Dong Hoi. The flight took off at 13:50 for a TOT of 15:38. Their mission lasted 2.5 hours. Their lineup was:

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- #1 - Maj William M. Blakeslee flying F-105D 60-0530
- #2 - Capt Jacob C. Shuler flying 61-0092 on his 36th counter
- #3 - Capt Carl William Lasiter flying 58-1157
- #4 - Maj Donald W. Hodge flying 60-0428

The flight encountered three firing AA gun sites.

Maj David C. Dickson, Jr. from the 34 TFS, 388 TFW, flew his 52nd combat mission into North Vietnam. His target was the Ron Ferry complex near Dong Hoi in RP-1.

On his 26th mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Gator 2" against gun bunkers in RP-1. "100%. Two bunkers destroyed."

Capt Earl J. Henderson, 469 TFS, 388 TFW, also hit a target in RP-1. It was his 55th combat mission into North Vietnam.

"Target: Truck park in pack I.
"Armament: 6x750

"Combat Skyspot mission. After drop, we looked for moving equipment on road. Nothing. Came home."

Jake Shuler's combat mission spreadsheet & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 26 Dec 67 & Earl Henderson, combat diary & Rufus Dye Mission History log.

04-Jan-68

3497

Four flights of F-105s from the 388 TFW struck the Lang Son railroad and highway bridge (JCS 18) interdicting both the north and south approaches. The planes dropped 72 750-pound bombs cutting the north and south approaches.

"The flak suppression aircraft expended 12 CBU-24s, one CBU-29 and 61 M-117s on four active flak sites near the bridge. Pilots estimated all four sites were silenced." (388 TFW History)

Strike activities against the Lang Son railroad bridge complex on 4 and 5 January were partially successful. The main bridge was attacked on 4 January. "Prestrike coverage of one of the bypasses on 5 January showed 3 moveable spans adjacent to the rail lines. Post-strike coverage of the same bridge on 6 January revealed that strikes on 5 January had destroyed one of the supporting piers, thus rendering the bridge unserviceable.

"Waco" flight from the 34 TFS was one of Korat's four strike flights today. The flight left Korat at 1335. The flight line up was:

- #1 - Capt Vernon D. Ellis, Mission Commander
- #2 - Capt Carl William Lasiter, POW 4 Feb 68
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0462.
- #4 - Lt Col James B. Ross

This was Maj Armstrong's 47th combat mission. "We went to the 2nd alternate target which was the Lang Son Railroad Bridge up right close to the Chicom border. We went in via the water route. We anticipated poor visibility because of the haze we had yesterday. We also anticipated a heavy MiG reaction. We were pleasantly surprised on both counts. There wasn't a cloud in the sky from the coast inland. There was some haze but we were able to pick up the target about 15 miles out. There was some light 37/57-mm flak as we rolled in and some 85-mm when the trailing flights started down. We were a little bit shallow on our dive angle and had a strong headwind for bombing. Consequently we seemed to hit a little short of the bridge. There were many MiG calls but no engagements. Vern Ellis took a minor hit but nobody else got hit." The mission lasted for 3 hours 40 minutes. (Maj Sam Armstrong's 100 mission combat log, pg 20.)

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Having graduated from McConnell's F-105 RTU on 24 November 1967, Capt William A. Thomas, Jr. arrived at Korat and was assigned to the 34 TFS. En route, he had attended the TAC SEA Survival School (5 days) and the PACAF Jungle Survival School (5 days).

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0459 and 0495 & Rolling Thunder briefing to CINCPAC for period 1 - 15 January 1968 & Bill Thomas, AF Form 11.

05-Jan-68

3840

F-105s from the 388 TFW, struck the Yen Bai airfield on a Commando Club mission.

Additional F-105s struck the Thai Nguyen Railyard (JCS 21.11).

Twelve other F-105s from the 388 TFW struck the Lang Son railroad bridge bypass. Strike pilots dropped 72 M-117s on the 400' x 10' bridge. Post-strike BDA revealed one pier destroyed and one pier probably damaged. The approaches to the bridge remained serviceable. Flak suppression aircraft dropped 13 CBU-24s and four CBU-29s on firing flak sites. Pilots estimated four AAA sites destroyed or severely damaged.

A successful visual attack was also made on the Kep airfield (JCS 9.1) at location 21-23-37N and 106-16-05E in RP-6A. Korat's flights attacking the airfield were: "Pistol", "Hatchet", "Simmer", and "Crossbow". "Bobbin" was the Iron Hand flight. (Jake Shuler's mission data card.)

The strike force commander was Capt Sam P. Morgan from the 34 TFS flying as "Pistol 01".

"While attempting to suppress air defenses along the ingress route, Iron Hand F-105s launched four AGM-45s at a SAM site near Hanoi. Pilots estimated they destroyed a Fansong radar and a van. At the airfield, Iron Hand aircraft expended two CBU-24s and reported heavy damage to an AAA site. They observed two secondaries near the site. The follow-on strike force, consisting of three flights of F-105Ds, struck the airfield and reported several interdictions on the southwest and center sections of the runway. The crews expended 72 750-pound bombs over the target area. One F-105 was downed by AAA fire as it was pulling off the target. Post-strike BDA revealed the runway was cratered in these areas, rendering it unserviceable and non-operational." (388 TFW history.)

Capt William E. Jones from the 469 TFS, flying as "Crossbow 03", was shot down by AAA on the mission.

Capt Robert W. Ferrel from the 44 TFS was "Bobbin 02" in the Iron Hand flight. "... I was wingman on the Iron Hand flight going to Kep airfield. Bill Jones was knocked down on that mission and we heard his beacon but never heard from him again. That strike was from the Gulf and he went down north of Haiphong. Our Iron Hand flight successfully destroyed a SAM site while evading MiGs and we were awarded a Silver Star." Ferrel had to land at Da Nang when his refueling door failed to open and he couldn't post-strike refuel. (Bob Ferrel, e-mails 14 & 15 July 2009.)

"Simmer" was Korat's third flight striking Kep Airfield. The flight from the 34 TFS left Korat at 06:00. The flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4248
- #2 - Capt Douglas A. Beyer
- #3 - Maj David C. Dickson, Jr. flying mission # 60
- #4 - Capt Carl William Lasiter (POW 4 Feb 68)

This was Maj Armstrong's 48th combat mission. "We had a last minute target change and went to Kep A.F. We went in the water route and had no threat from the MiGs. The visibility was good and we had no problem picking up the field on approach. They started filling the air with 85-mm bursts right in our flight path about 15 miles before we rolled in. We had to climb above the flak and consequently were high at roll-in and fast at release. I saw three strings of bombs hit as I rolled in; one on either side of the runway and one in the middle of the runway. The AAA was still

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heavy pulling off the target. Several aircraft took hits. Crossbow #3 [Capt William Eugene Jones, 469 TFS, KIA] was hit on pull off and had locked the slab when he lost #1 & 2 flight control pressure. He flew it for about 30 seconds that way and finally had to get out when it went into a steep spiral. He got out safely and landed on the west end of Little 'Thud' Ridge. I think rescap was possible but it was poorly handled and was finally called off." The mission lasted for 3 hours 35 minutes. (Maj Sam Armstrong's 100 mission combat log, pg 20.)

Lt Gen Armstrong elaborated on this mission in his memoirs. "Kep was primarily at this time a MiG-17 base and had been hit before, but not recently. I was leading Simmer, the #3 flight and Sam Morgan was the mission commander. We came in from the east and started picking up 85-mm flak well before roll-in. As the 85-mm shells exploded in an orange burst before becoming the black smoke that gave flak its name many years before, Sam began a shallow climb. Consequently we stayed just above the burst until roll-in. We got some good hits on the airfield with our 750# bombs but the flak was very intense all the way. Several aircraft got hit. Bill Jones of the 469th, flying that morning as Crossbow #3, took a pretty bad hit and lost his #1 and #2 flight control hydraulic pressure and had to bail out close to the point where Bob Barnett [on 3 October 1967 also from the 469 TFS] landed some months earlier. I thought that rescue could have been possible but it was not attempted for some reason ... " (Lt Gen USAF (Ret) Spence M. "Sam" Armstrong, unpublished manuscript, chapter titled "Southeast Asia October 1967 - May 1968", pg 26.)

"Crossbow" was Korat's fourth flight in the attack on Kep Airfield. It's lineup was:

- #1 - Maj Robert F. Grubb from the 469 TFS flying F-105D 60-0464
- #2 - Maj David D. Igelman from the 34 TFS flying 61-0206
- #3 - Capt William E. Jones from the 469 TFS flying 61-0068
- #4 - Capt Jacob C. Shuler from the 34 TFS flying 60-0511 on his 42nd mission.

The flight left Korat at 05:50 and refueled from Brown Anchor 24 at 07:00 at 16,000 feet for a TOT of 07:48.

Forty-two and a half years later, Jake Shuler recalled details of the mission. "On the morning of 5 January 1968, Dave Igelman and I were scheduled to fly with the 469th TFS, a first for me. I was pleased to see that Bob Grubb was to lead our flight. Bob had been a B-52 co-pilot with my brother [Buck Shuler] at Carswell AFB, TX. Then both were transferred to Dyess AFB, TX where they upgraded to Aircraft Commanders. Dave was to fly as Crossbow 2 and I was to fly as Crossbow 4 on Bill Jones' wing. I had never met Bill before but instantly found him to be easy going and very likeable. The Strike Force Commander was Sam Morgan, Pistol 1. The second flight was Hatchet Flight and Sam Armstrong was leading Simmer Flight, the third flight. Our flight, Crossbow, was the fourth flight of four.

"The Wing mission briefing revealed that we would be going to the primary target, Kep Airfield. Intelligence had briefed us to expect heavy AAA which turned out to be an understatement

"The Kep runway headings are 070 degrees & 250 degrees. The Strike Force final heading to the target was 283 degrees which gave us a 33-degree angle with Runway 25. Sam Morgan skillfully positioned the Strike Force just north of Kep so with a 20-degree left turn during roll-in, we would only have about a 13-degree angle with the runway. A small angle enhanced the likelihood of getting more of your string of bombs on the runway.

"Sam Morgan rolled Pistol Flight in closely followed by Hatchet Flight. Moments later, Sam Armstrong rolled in with Simmer Flight and then it was Crossbow Flight's turn. Bob and Dave rolled in immediately followed by Bill. I rolled inverted with Bill but instinctively saw that we were going to have less than a 60-degree dive angle so I held my pull for a moment. I do not know the reason for the shallow dive angle, perhaps the fact that Crossbow Flight was the back right flight and we were rolling in to the left. A shallow dive angle increases the time from roll-in to bomb release thus providing the AAA gunners more time to track you. Plus the fact that Bill and I were the 15th & 16th aircraft down the chute didn't increase our odds of remaining unscathed.

"When I rolled out in the dive, I had to sit up straight and lean forward to keep Bill in sight just below and to the left of my nose. As soon as I saw him pick his bombs and begin his pull up and hard left turn, I took my eyes off him and put my sight mid-way down the runway, my assigned aiming point. I pickled my bombs at 7,500' and started my pull

Carl William Lasiter

F-105 History

up and hard left turn to follow Bill. I did not see Bill get hit but heard his call just prior to my weapons release. I initiated my pull up and turn to our egress heading of 100 degrees, varying my backpressure in an attempt to spoil AAA tracking. I did not pick Bill up visually during the turn because, unbeknownst to me, he had rolled wings level when hit and was headed approximately 134 degrees. (The direction from Kep Airfield to where Bill ejected, 106-28N and 21-12E, was a distance of 16 NM.) I had turned past him. Bob called and asked if I had Crossbow 3 in sight and I said 'negative.' To this very day, I question whether I was the wingman I should have been.

"Bob and Dave were ahead of Bill but got a visual on him after making a 360-degree turn ending up behind him. I do recall Bill's transmission indicating that he had locked the slab but had lost oil pressure. Very shortly thereafter Bob was telling Bill to 'get out'. By this time I had turned back to the right and, although I did not see the ejection, I immediately heard his beeper and picked him up in his chute. Moments later I saw the fireball when his aircraft impacted the ground. The time between Bill calling being hit and his ejection was a blur to me then and is certainly not clear in my memory now. Assuming Bill averaged a groundspeed of 550 KTS and traveled 16 NMs, the elapsed time would have been approximately 1 minute 40 seconds. As Sam Armstrong mentioned in his combat log, Bill flew the aircraft on slab lock for about 30 seconds, so he was apparently nursing the aircraft for just over a minute before engaging the slab lock configuration.

"I began circling Bill at a safe distance so as not to draw AAA in his vicinity. Due to that distance, I could not tell what kind of shape he was in. Bob tried several times to raise him on his survival radio without success. On one circle going through a northwest direction, I picked up two aircraft approaching almost head on. I leveled my wings in preparation for a head-on attack and was greatly relieved to find that they were two Thuds and not MiGs. I think [they were] an Iron Hand element. Eventually, I rejoined with Bob and Dave and we remained in the area for about 15 minutes then went to the tanker to top off and wait for a possible rescue effort, which, regrettably never materialized.

"The flight back to Korat was somber. In honor of Bill, I flew initial in the number 4 position."

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0459 and 0495 - 0497 & Carolyn Dickson, 20 Apr 09 letter giving annotation on Dave Dickson's cigar band dated 5 Jan 68 & Jake Shuler, "42nd Mission Narrative" via e-mail, 28 July 2010.

09-Jan-68

4861

Due to a weather diversion, "Waco" flight from the 34 TFS flew a mission in northern Laos instead of North Vietnam. The flight took off at 1430. Its lineup was:

- #1 - Capt Sam P. Morgan
- #2 - Lt Col Nevin G. Christensen
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4270 on his 50th mission.
- #4 - Capt Carl William Lasiter (POW 4 Feb 68)

Maj Armstrong described the mission in his 100-mission log. "Sam Morgan was Mission Commander and I was the Deputy for the primary target. However, weather was bad and we went North Star. We hit a troop concentration in middle upper Laos with an A-1E FAC. We got our bombs right on target and got 2 secondary explosions. We made a recon of Rt 7 on the way back for a counter. Cricket has changed its policy apparently on clearing people into the Packs." They returned to Korat after flying for 2 hours 20 minutes.

Maj Armstrong's 100-mission combat log, pg 21

15-Jan-68

3865

F-105s from the 388 TFW bombed the Thai Nguyen iron and steel complex (JCS 76) using Commando Club radar. There was no BDA due to weather.

"Pistol" flight from the 34 TFS attacked the Thai Nguyen Army Barracks (JCS 60) in Route Pack 6A. The flight took off at 0630. Its flight line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 62-4248

Carl William Lasiter

F-105 History

- #2 - Capt Carl William Lasiter (POW 4 Feb 68)
- #3 - Maj James E. Daniel, Jr., 34 TFS Ops Officer
- #4 - Lt Col Robert W. Smith, 34 TFS Commander

This was Maj Armstrong's 55th combat mission. "I was Mission Commander again today but the weather in VI was bad so we went first alternate. Our flight, along with 8 F-4s and an Iron Hand flight, went Commando Club to Thai Nguyen Army Barracks. We went in and dropped with no MiG or SAM reaction. An easy red mark." Their mission lasted 2 hours 45 minutes.

388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frames 0460 and 0497 & Maj Armstrong's 100-mission combat log, pp 22 - 23.

17-Jan-68

4867

Maj Spence M. "Sam" Armstrong from the 34 TFS flew his 57th combat mission. He was a ground running spare in F-105D 61-0092 and became "Goose 1" when he replaced an aircraft that air aborted. He took off at 0650 and joined Maj Billy R. Givens (killed in accident 25 Apr 68) who flew as "Goose 2".

"I was again super spare and sat out on the end of the runway while 22 aircraft took off with no sweat. Everybody was going to first alternate targets. Finally I gave up and taxied back in and shut down. Just then, a maintenance sergeant came running up and told me that one aircraft had experienced AC generator failure and was air aborting. I took off and joined the other spare and (I replaced Carl Lasiter [Capt Carl William Lasiter, POW, 4 Feb 68] who was originally the #1 airborne spare) we did a Combat Sky Spot in Pack I. Uneventful once I got airborne." He flew for 2 hours 20 minutes on this mission.

Maj Armstrong's 100-mission combat log, pg 23

04-Feb-68

F-105D 605384 34 TFS 388 TFW Korat Hit by a MiG-21 AAM while en route to the Thai Nguyen Barracks (JCS 60). Crashed in RP-5, North Vietnam. 21-37N 105-17E Capt Carl William Lasiter 34 TFS pilot ejected and became a POW. Released 14 Mar 73. Call sign: "Pistol 04". "... A small strike force (from the 388 TFW) attacked a target in the Thai Nguyen area. The force consisted of one F-105 Iron Hand flight, one F-105 strike flight, and two F-4D MIGCAP flights. ... Inbound to the target, the strike force had received MIG warnings ... indicating two MIG-21's headed northwest out of Phuc Yen While the (F-4D) flight turned left to attack, the flight members lost sight of the MIG-21, and an F-105 was destroyed by his air-to-air missile. The American pilot safely ejected moments before his aircraft rolled over and disappeared into the undercast."

Capt Carl W. Lasiter flew as Pistol 04, in a flight of four, on a strike mission to Thai Nguyen Barracks. Other members of Pistol flight were:

- #1 Lt Col Nevin G. Christensen
- #2 Maj Carl E. Light
- #3 Maj James E. Daniel, Jr.

The flight took off from Korat at 06:25. Maj Lasiter was shot down at 07:52.

"Major Carl B. Light, Pistol 2, described the incident involving Capt Lasiter as follows: '... As we approached a point about 30 miles west of the target, I saw Pistol Four burst into flames and immediately afterward a MIG-21 approached from his six o'clock position and pulled up and to the left of Pistol Flight (Pistol 4 was on the left and Pistol 2 on the right). I called that Pistol Four was hit and called the MIG-21 when I saw it. Another MIG-21 then crossed over the flight from right to left. I heard Pistol 4 make no calls. His wings rocked once and he went into a right descending turn, burning from the fuselage and right wing. I saw the pilot eject and separate from his seat, but due to watching the MIG's I did not see his chute open.' Lt Col Nevin G. Christensen, Pistol 1, confirmed a good chute: '... Downed member was hit by AIM/MIG-21 at 0725L in the vicinity of 2137/10517. I last saw him in the vicinity of 2137/10517. I did not see him eject. I did see man-seat separation. I did see a good chute. I did not hear a beeper. Weather in the area where member is down was overcast about 6000. Type of terrain is mts. and lightly populated.

Carl William Lasiter

F-105 History

Received a call that #4 was hit by a MIG-21. Observed #4 on fire. A/C rolled inverted and pilot ejected at about 12 to 14,000'. No beeper was heard, but pilot was observed in chute. MIG observed in very nose high climbing turn.' Search and rescue operations were not conducted due to location." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 4-025, AFHRA Call # K717.6031-3.)

On Robert W. Smith's autobiography web site, Capt Monty Pharmer described Lasiter's loss.

"My special friend Gary Durkee and I were in separate flights. I was with Bill Thomas [Capt William A. Thomas, Jr.] and two others. Gary's flight included Carl Lassiter. Carl had more missions and we respected him as one of the 'Old Heads'. We all had breakfast together.....it was raining and still dark when we got to our planes. The mission was uneventful into Laos. We crossed into North Vietnam in the vicinity of Dien Bien Phu, the battlefield of the French downfall. The weather ahead looked bad with a solid overcast and a lower cloud deck that could preclude us from descending into the target area. About that time our F-4 flight cover started calling out Migs at our rear. No sooner had they called than Carl reported that he had been hit by an air-to-air missile.... he was ejecting. He had a good chute as he drifted down into NVN. The F-4s pursued the Migs and got a hit on one.

"The mission was cancelled due to weather and we weren't too disappointed about that. It was a shame that Carl was down and the mission was never accomplished. The one good bit of news we received almost immediately from our excellent intelligence was that the Mig that shot Carl down had been hit and had crashed on landing at Yen Bai-the pilot was killed-he had been one of the NVN 'aces'-their best. Carl was captured and spent the next 5½ years as a P.O.W." (Robert W. Smith's autobiography web site at http://www.nf104.com/ab/ch_5/iv.html)

Carl Lasiter was born in Indianapolis, Indiana.

Aces & Aerial Victories, pg 76 & U.S. Navy CNA Loss/Damage Data Base

11-Mar-68

187

F-105s from the 355 TFW and the 388 TFW had to discontinue "Commando Club" radar-guided missions over North Vietnam and Laos when the radar site in Laos was overrun by enemy forces. After restrictions on flying into high-threat areas of North Vietnam were placed on the Ryan's Raider F-105F aircraft in the summer of 1967, this was a second major blow to PACAF's efforts in striking targets during bad weather over North Vietnam.

In the early morning of 11 March 68, a sapper unit of 27 North Vietnamese soldiers, led by Lt Truong Muc, attacked LS-85, the location of the TSQ-81 radar on top of Phou Pha Thi mountain in northeastern Laos. The attack killed eleven of the "Heavy Green" technicians who operated the site. The site's radar had guided F-105s over targets in North Vietnam for only 18 weeks and had been the primary means of conducting air strikes during bad weather. The site's destruction also knocked out its Channel 97 TACAN signals.

The 354 TFS at Takhli was one of the F-105 squadrons effected by the loss of this radar site. "During the first portion of the month before the loss of this valuable site, many Commando Club missions were flown in northern Laos in support of the Royal Laotian Forces. Afterwards, the weather forced 354th pilots to restrict their attacks to targets in Laos and the lower route packages of North Vietnam."

In one of the last Commando Club missions flown, F-105s from the 388 TFW struck Yen Bai airfield using Commando Club signals.

Between 1 January and 11 March 1968, the 388 TFW flew 109 Commando Club missions using a total of 430 aircraft sorties. "Of the missions, 104 were considered successful. A total of 861 tons of ordnance was expended and one aircraft was lost." The lost aircraft was probably F-105D 60-5384 from the 34 TFS. It was shot down on 4 February 1968 by a MiG-21 and its pilot, Capt Lasiter, became a POW.

"A summary of [388 TFW] Commando Club activity showed the following:

MISSIONS	ORD. EXPENDED	ACFT.	SUCC.	UNSUC.	LOSS
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Carl William Lasiter

F-105 History

	(RP-VI	RP-V	BR)	(750-lb.	500-lb.)				
Jan.	3	8	13	474	12	95	22	2	0
Feb.	2	11	43	1218	0	225	53	3	1
Mar.	0	0	29	592	6	110	29	0	0
Total	5	19	85	2284	18	430	104	5	1"

"The Air Force never took full advantage of Commando Club. As a result of the shock of the [North] Vietnamese success against the large Command Club strike ... [on 18] November [1967] and because the growing threat of a ground attack on the radar site diverted bombing missions to the defense of the site, between 1 December 1967 and 11 March 1968, only three hundred Commando Club strike sorties were flown against North Vietnam." ("The -Ology War: Technology and Ideology in the Vietnamese Defense of Hanoi", 1967, Merle L. Pribbenow II, in The Journal of Military History, Jan 2003, pg 199.)

388 TFW History, Jan - Mar 68, USAF microfilm NO584, frames 0462 and 0525 & "One Day Too Long", by Timothy Castle, pgs 121 - 123 & 355 TFW history, Oct 67 - Mar 68, USAF microfilm NO463, frame 1822.

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.)

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 Gibbs 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

Carl William Lasiter F-105 History

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
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.

Carl William Lasiter

F-105 History

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."

Col John P. Flynn was in the group of POWs. He had been the 388 TFW Wing Vice Commander when he was shot down on 27 October 1967. He flew with the 34 TFS.

Maj Raymond Walter Vissotzky from the 34 TFS, shot down and captured on 19 November 1967, was another F-105 pilot released today.

Capt Anthony Charles Andrews from the 34 TFS, shot down on 17 October 1967, was one of the 26 F-105 pilots released today. "My home town is Chico, California, where I was born and remained until after finishing two years of college. Next I attended the University of California at Berkeley where I finished as an Electrical Engineer in 1963. My Air Force career started that Fall. "Anthony Andrews left the Air Force after his return home. He now works for a major airline." (<http://www.pownetwork.org/bios/a/a041.htm>)

Maj Dwight E. Sullivan from the 34 TFS who was shot down on the same mission as Capt Andrews was also released from Hanoi today. "... He was briefly hospitalized to recover from his injuries at March AFB, California, and then attended Air War College at Maxwell AFB, Alabama, from August 1973 to August 1974. His final assignment was as Assistant Deputy Commander for Logistics and then Deputy Commander for Maintenance with the 47th Flying Training Wing at Laughlin AFB, Texas, from August 1974 until his retirement from the Air Force on June 1, 1978." (<http://www.veterantributes.org/TributeDetail.asp?ID=1085>)

Also released was Capt Thomas E. Norris from the 469 TFS shot down on 12 Aug 1967.

Capt Carl William Lasiter was released today. He was from the 34 TFS and had been shot down by a MiG-21 on 4 February 1979.

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