

Carl B. Light

F-105 History

22-Dec-67

239

The sixteenth F-105 RTU Class 68ER graduated at the 23 TFW, McConnell AFB KS. The class started on 27 Jul 67 with 26 student pilots but was reduced to 21 prior to graduation.

Capt Thomas J. Coady was the first RTU student to score 100% on all written exams and quizzes. Capt Ronald L. Shepard was the Top Gun and Outstanding pilot. The class also included Lt Col Felix A. "Doc" Blanchard, who made football history as a West Point cadet during the 1944, '45, and '46 seasons.

The class deployed for conventional weapons delivery training to George AFB CA between 1 - 21 Dec 67 with the 560 TFS. During the deployment, on 7 December 1967, Maj Robert F. Delaney successfully ejected from his F-105D while practicing aerial maneuvers and went into a flat spin. During this flight, his instructor pilot was Maj William S. Koenitzer.

The 560 TFS squadron commander was Lt Col Robert L. Fair.

The student pilots and their SEA assignments (where known) were:

Col George J. Nelson	Maj Carl B. Light - 34 TFS
Col Charles T. Watkins, Jr.	Maj Thomas J. Phelan, Jr. - 44 TFS
Lt Col Felix A. "Doc" Blanchard - 388 TFW	Maj Thomas W. Stinson - 354 TFS
Lt Col Francis R. Lawson	Capt Christopher Heath Brown - Korat
Maj Dillard D. Rolls	Capt Thomas J. Coady - 357 TFS
Maj Eugene A. Bonfiglio - 44 TFS	Capt Ben J. Fuhrman - 34 TFS
Maj Robert F. Delaney - 354 TFS	Capt Ronald R. Myers - 469 TFS
Maj James R. Dunbar - 354 TFS	Capt Dan W. Riggs - 333 TFS
Maj William M. Dillion	Capt Douglas A. Roysdon - 34 TFS
Maj Ivor K. Goodrich - 34 TFS	Capt Ronald L. Shepard - 44 TFS
Maj Bryant Heston - 469 TFS	

After completing RTU training, Maj Robert F. Delaney attended Wild Weasel Class 68WW III-19 and Capt Ronald L. Shepard attended Wild Weasel Class 68WW III-20. Both classes began on 9 February 1968 at Nellis AFB, Nevada, but finished on different dates.

23 TFW History, Jul - Dec 67, USAF microfilm MO554, frame 1067.

21-Feb-68

5873

"Gator" Flight from the 34 TFS flew a mission into Laos and North Vietnam. The lineup was:

#1 - Maj Clyde L. Falls, Jr. flying F-105D 59-1760
#2 - Capt John S. Murphy flying 60-0436 on his 3rd combat mission
#3 - Maj Carl B. Light flying 61-0162
#4 - Capt David C. Dickson flying 60-0435 on his 88th combat mission
Spare - 60-5375

Each aircraft carried six 750-lb bombs, two AIM-9s on a dual-mount pylon on one outboard and an ECM pod on the other outboard. Each of the 20-mm cannons had a full load of ammo.

The flight left Korat at 15:30 for a 16:30 TOT. Inbound to the target, they refueled at 16:00 from White Anchor 44 at 16,000 feet, the same tanker they used for post-strike refueling. Their fragged target was the Ban Van NE military complex in Laos but they ended up in North Vietnam strafing trucks in RP-1 near Quang Khe.

Carl B. Light

F-105 History

John Murphy recalled the mission. "The target area was, as was most of Southeast Asia on that day, completely obscured by clouds. We most likely dropped our ordnance via "COMBAT SKY SPOT" (ground controlled/directed radar-guided release), straight and level above the cloud deck, all four aircraft in route formation, and all at the same time. I am sure we did drop while over Laos.

"Following the drop, Lead asked the airborne command post for permission to enter N. Vietnam for armed road recce. Permission was granted, though cloud cover might prevent access. Again, I don't remember who came up on the same radio freq. though most likely it was a "Misty FAC" (F-100 Forward Air Controller), and he told us there were trucks on a road north of Dong Hoi. We continued on in an easterly direction. Cloud cover prevented us from seeing anything below; the terrain was completely blocked from view.

"Maj. Falls told the flight he was going to lead us down through the cloud deck and hopefully get under the cloud cover while we were out over the South China Sea. We tucked our aircraft in tight and flew on his wing in close fingertip formation, and started down through the clouds. We finally broke-out, over the sea at ... an altitude of 2000 to 3000 feet above the water, perhaps lower. We turned back to the west and proceeded to cross the NVN shore line. The cloud base was ragged, varying in height above the ground. Lead found the trucks and we all started to take separation on Lead in order to establish our individual gun runs. To me, it seemed as though we were in a very tight opening, almost like being inside an enclosed football field, low clouds with very limited horizontal visibility. The fact that we were traveling at 450 - 500 kts inside a 'mixing bowl' did not help me to acquire the target(s). I was busy keeping Lead and the other flight members in sight, and staying within the limits of the 'bowl'.

"I set up my first firing pass, trying to gain separation from Lead and pick out my target, but not very successfully. I saw Lead get off his first firing pass while I was still fighting to get into a firing position. At that point I made the decision to abandon my pass, stay out of the way of the flight members behind me, and to join on Lead in a fighting wing position. I did not want to screw up this opportunity for the flight, I did not want to get forced back up in to the cloud deck, I did not want to become separated from the flight and become an issue for Lead, so I decided to jump on his wing and hang on. And, to complicate matters, I really didn't know exactly where we were.

"Over the next few minutes, I was not able to look at anything but to keep my Lead's 'light in the star' and say 'Two.' I don't remember how many passes the flight made on the trucks, but I would guess two or three. We were flying in a very tight 'circle' and pulling lots of G's. Lead finally called it off and we headed west, climbing back up through the clouds, and all joining up on top. We proceeded back to the Tanker for a post-strike refuel and then on back to Korat. Maj. Falls complemented me for staying out of the way."

Capt Joseph S. Sechler, also from the 34th, flew his fifth mission over North Vietnam. His flight lineup was:

- #1 - Lt Col Nevin G. Christensen
- #2 - Capt Anthony F. Germann
- #3 - Maj James Hardin Metz
- #4 - Capt Joseph S. Sechler

Capt Sechler logged 3:05 flying hours.

John C. Murphy's mission card and narrative via e-mail 22 Jan 2011 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar band dated 21 Feb 68 & Joe Sechler flight log via e-mail 28 Apr 10.

08-Jun-68

6820

Two pilots from the 34 TFS formed the two-ship "Master" flight whose targets were SAMs on a transporter and a truck park in RP-1. The lineup was:

- #1 - Maj Carl B. Light flying his 61st mission.

Carl B. Light

F-105 History

#2 - Lt Col Rufus Dye, Jr. flying his 82nd mission.

"One SAM destroyed. One probably destroyed. Heavy 37 mm. 'Master 1' hit and downed." Maj Light was recovered on 8 June 1968. Lt Col Dye received a DFC for this mission.

Rufus Dye Mission History log.

08-Jun-68

F-105D 610055 34 TFS 388 TFW Korat Hit by 37-mm AAA while attacking a truck park. Crashed in RP-1, North Vietnam. 17-10N 106-52E Maj Carl B. Light 34 TFS pilot ejected on his 61st mission and was rescued by a USAF helicopter. Call sign: "Master 01". "Maj Carl B. Light, 34 TFS, was rescued from North Vietnam's southern panhandle (five miles north of Finger Lake) after he spent the night on the ground (22 hours), evading hostile forces." It was his 61st combat mission over North Vietnam.

Maj Light was lead of a two-ship flight of F-105s working with "Misty 31". Lt Col Rufus Dye, Jr. was "Master 02". They attacked and destroyed a SAM on a transporter.

On 9 June, he was rescued by a team of three HH-3E Jolly Green Giant helicopters of the 37th Aerospace Rescue and Recovery Squadron, call signs Jolly Green 28, 24, and 31. Supporting the rescue was Misty 41, an F-100F Fast FAC, Covy 265, an O-2 slow FAC, and four A-1Es, Sandy 5 and 6 and Sandy 9 and 10. Maj Light was brought to Da Nang AB, South Vietnam, where the uninjured pilot spent the night at the 366 TFW dispensary before returning to Korat.

A mission report from Crown 4 summarized the first day's attempt at rescuing Maj Light. "At 0910Z 8 June, an F-105, Master Lead, was reported downed by ground fire at 326/22 Ch 109 by Busty 51 (FAC). Good chute - beeper - voice. JG 27-22 and Spad 11-12-13 launched Ch 77. Busty 51 advised wx good, heavy ground fire. Worked 10 flights. Hayfire, Sidewinder, Streetcar, Spuds, Locust, Fresno, Hornet, Tampa, Nash, Bobbin. Busty 51 put in 8 flights in attempt to suppress ground fire. C-4 held Nash & Bobbin for recovery effort. Held JG feet wet and Spads entered area to locate survivor. Spad 11 had to pull out for heavy ground fire and suspected battle damage. Spad 11 advised area too hot for JG and darkness approaching. Blue Chip directed all forces RTB. JG 27-22, Spad 11-12-13 to Ch 77. C-4 to Ch 83." (Mission Narrative in history of 39 Aerospace Rescue & Recovery SQ, 3 Aerospace Rescue & Recovery GP, Jan - Jun 68.)

Maj Dick Durant, "Misty 53", and Capt Chuck Shaheen, "Misty 52", from Phu Cat AB, South Vietnam, were one of the F-100F Misty FAC crews who participated in this SAR effort. "'Master 01, Carl Light, an F-105 pilot was shot down at 1708, 8 June 1968. Chuck Shaheen and I put him in on a SAM site, which he killed with MK 117s. We then put him in on four trucks, and he was hit by 37mm and punched out right into the biggest mess of guns south of Hanoi. Chuck and I marked guns until we ran out of rockets, and then, had to mark with 20mm. We were able to keep the NVA off Carl by buzzing them. We didn't want to strafe because it looked for sure like Carl would be caught, and we didn't want the bad guys to be any more pissed at him than they already were. A Misty on the way home came back to the area, and we were able to kill guns and hold 'em off Carl until dark. Our tanker stayed until minimum fuel and just did make it into Da Nang. The next day the greatest rescue effort of the war was mounted. It was conducted under an overcast, and everything from 23mm to 100mm was coming up. An F-4 was shot down, but Mamlock [Misty commander, Lt Col Stan Mamlock "Misty 42"] talked them into staying with the bird (which was torching badly) until they were over the Jollys holding off shore, and they ejected and were both picked up from the water."

"We got Carl out at 2:30 that afternoon, after many, many guns had been killed, and they all finally quit shooting. The rest of the day was somewhat of an anti-climax." Dick Durrant died in 1996. ("Misty", pgs 274 - 275)

The crew of the HH-3 helicopter from the 37 ARRS who rescued Maj Light on the second day were Maj Olsen, pilot;

Carl B. Light

F-105 History

Lt Col Klinkert, copilot; SSgt Bowers, flight engineer; and PJ TSgt Smith. (Bob LaPointe, e-mail 16 Jan 04.)

Maj Olsen's rescue report describes what happened during the rescue. "This narrative is presented in sections based upon the individual call sign of the Jolly Greens as there were many aircraft involved in the mission.

JG 22 & JG 27:

"JG 22 and JG 27 were scrambled from Quang Tri at 0915Z 8 June to participate in the recovery of a downed F-105 pilot (Master Lead) at 327/25/CH 109. Both aircraft were directed to hold feet wet because of the extreme hostile activity in the vicinity of the survivor. Numerous air strikes were called in to suppress the heavy ground fire. Spads 11 & 12 experienced intense automatic weapons and 37-mm fire which could not be suppressed. Misty 31 (FAC) notified Crown 4 that the 37-mm sites could not be located and until such time as they were, and destroyed, the Spads and Jolly Greens had little chance of surviving in the area. At 1100Z, Blue Chip RTBd all forces. JG 22 & 27 returned to CH 77.

JG 07, JG 28, & JG 29:

"JG 07 and JG 28 were scrambled from Quang Tri at 0055Z 9 June to participate in the recovery of Master Lead who was downed the previous day. Both aircraft held in orbit feet wet. Spads 11 & 12, Sandys 05 & 06 were scrambled to provide support. Misty 11 was the On-Scene Control for high performance aircraft that were to destroy the enemy gun positions around the downed pilot. At 0255Z JG 28 experienced a primary servo failure and returned to Quang Tri for maintenance, and subsequently was assigned to Mission 1-3-63. He was replaced by JG 29, who was diverted from the morning orbit. At 0322Z Hudson 2, an F-4C was hit and caught fire. Both pilots remained with the aircraft until over the water and then ejected. JG 07 & JG 29 had visual contact with the F-4C from the time it was hit until the pilots bailed out. Both pilots were picked up immediately by JG 07 two miles off the coast. The PJ used the boat hook supplied by the Coast Guard in recovering the survivors. This technique proved very effective in that there was no problem of equipment becoming tangled with either the pilots or the helicopter. At 0330Z, both pilots were flown to Quang Tri after which JG 07 assumed the low position and JG 29 the high position for the Master Lead SAR effort. JG 31 was diverted from the afternoon orbit to back up the other two aircraft. At 0515Z, Sandy 5 recommended JG 07 attempt a pickup. JG 07 & JG 29 penetrated the North Vietnamese Coast at 6000' between Pork Chop and Butterfly Lakes on a heading of 270-degrees. Very heavy 37-mm fire was encountered while crossing Route 1 with a heavy concentration of fire from several positions primarily directed toward JG 29. Both helicopters immediately turned to the east and still flying through heavy gun fire proceeded to the orbit position over the water. High performance aircraft were again called into the area to try and suppress the enemy gun fire. JG 07 and JG 09 proceeded to the destroyer about 20 NM out to take on fuel.

JG 31:

"Jolly Green 31 was scheduled for the afternoon orbit which take-off time was 0330Z. Prior to rotor engagement, JG 31 was notified by Pot Belly that the orbit mission was cancelled. Queen subsequently directed JG 31 to participate in the recovery of Master Lead. JG 31 proceeded feet wet to the rendezvous area at 350/25/109, arriving at 0425Z. Visibility was 40 NM with clear skies. Sandy 05 was on-scene commander, Sandy 06, Spad 11, and Spad 12 were Rescort. JG 07 who was scrambled from CH 103, was low position, JG 29 was high position, and JG 31 was backup. The 3 Jolly Greens held feet wet thereafter, while Misty 31 directed strikes into the area.

"Some of the call signs of the high-performance aircraft were Gunfighter, Tico, Ring Neck, Pancho, Ozark, and War Hawk flights. These aircraft laid CBU-24 into gun positions spotted by Misty 31.

"At 0530Z, JG 29 departed the rendezvous area to refuel. JG 31 assumed high position. At 0550Z, JG 07 proceeded to the destroyer for fuel. JG 31 assumed low position. At 0605Z, JG 29 returned to the rendezvous area and

Carl B. Light

F-105 History

assumed high position.

"At 0610Z, Sandy 05 proposed that another attempt at rescue be made. JG 31 penetrated the coast just North of Butterfly Lake at 2000'. After continuing inland for approximately 4 NM, JG 31 turned left to a southeasterly heading for another 4 NM to reach the survivor. The RCCP dumped fuel to 800 per tank as JG 31 closed on the survivor's area. JG 31 took heading directions from Sandy 05, Spad 12, and the survivor. JG 31 did not see the smoke from 2 day flares; however, as JG 31 passed over the survivor and executed a 360-degree right turn, the RCC of JG 31 saw the white smoke of the night end of one of the flares. A final approach to the North toward the flare was established. On final, the survivor was spotted waving his arms in 8- to 9-foot bush growth. A low hover was established over the pilot. As the aircraft came to a hover, the survivor mounted the forest penetrator. The survivor was in the cabin within 30 seconds. While in the hover, the RCCP fired his M-16 at armed enemy forces located approximately 75 yards from the helicopter. As climb-out was begun, the FE fired the right-hand M-60 at a suspected enemy location while the PJ cared for the survivor.

"JG 31 proceeded to feet wet, retracing the inbound route. JG 31, 29, & 07 proceeded to CH 103 landing at 0715Z, where Master Lead was transferred to JG 07 for transport to CH 77. JG 31 & 29 assumed alert at CH 103. At CH 103, battle damage assessment of JG 31 revealed one hit in the Doppler antenna area.

"The survivor's location was YD030954. His left arm and back were sore. He was extremely well controlled and helpful during the pick up using good voice, smoke, and penetrator procedures.

Aircraft Involved:

"MISTY 31 - F-100, SANDY 05 & 06 - A-1E, SPAD 11 & 12 - A-1E, GUNFIGHTER FLTS - F-4D, OZARK FLT - F-105, TICO FLT -F-4D, PANCHO FLT, WAR HAWK FLT, RING NECK FLT.

SURVIVORS:

"JG 07 - Maj William H. Bergman, 8 TFW (AC), 1Lt David A. Willett, 8 TFW (Nav)

"JG 31 - Maj Carl B. Light, 34 TFS, Box 656, APO S.F. 96288

CREW LIST

JG	RCC	RCCP	FE	RS
22	Maj Dander	Capt Wiegard	SSgt Bowers	Sgt Casbeer
27	1Lt Eagan	Capt Greer	SSgt Dodgen	Sgt Walker
28	Capt Griggs	Capt Hagen	Sgt Carter	SSgt Cassidy
07	Maj Simpson	Capt Hannan	Sgt Honer	SSgt Spears
29	Capt Oliver	Maj Wester	A1C Sykes	Sgt Gallasch
31	Maj Olsen	Lt Col Klinkert	SSgt Bowers	TSgt Smith

(Mission Narrative Report (1-3-61, 9 June 68) written by Maj Don P. Olsen, Rescue Crew Commander Jolly 31. AFHRA Call # K318.2411-5, IRIS # 911127.)

The F-4D lost on 9 June 1968 during the SAR for Maj Light was 66-8746. Its crew, call sign Hudson 82, Maj William H. Bergman and 1Lt David A. Willett, were from the 497 TFS, 8 TFW, Ubon. They were picked up from the ocean at coordinates 17-20N and 107-00E. (CNA Loss/Damage Database, Pg D26, USAF loss 929.)

After his safe return, the 388 TFW released a publicity photo of Maj Light with the caption, "Tired but Happy --

Carl B. Light

F-105 History

Major Carl B. Light, 36, Beaumont, Tex., is tired but happy at Da Nang Air Base after being rescued by the HH-3E Jolly Green Giant helicopter of the 23rd Aerospace Rescue and Recovery Squadron. He spent nearly 24 hours in enemy territory after his F-105 Thunderchief was shot down over North Vietnam. Uninjured, the pilot was hospitalized for one night at the USAF Dispensary of the 366th Tactical Fighter Wing and then returned to the 388th Tactical Fighter Wing."

Maj Light was awarded the Purple Heart on 25 July 1968 under 7th Air Force SO G-2240.

388 TFW History, Apr - Jun 68, USAF microfilm NO584, frames 0689 and 0765 - 0768 and 1396.

09-Jun-68

3766

In RP-1, between 0400Z and 0535Z, six EB-66B/Es supported eight strike sorties, three F-105F Iron Hand aircraft, and one "Bumby Action" photo drone. "Although three aircraft were lost to AAA fire during this day, operational reports indicated that none of the AAA fire was radar-directed."

The three aircraft lost were a Marine A-4E from Chu Lai hit by 50-caliber ground fire, an HH-3E Jolly Green helicopter trying to pick up the Marine A-4E pilot, and an F-4D supporting the rescue of a pilot of an F-105D downed the previous day, on 8 June. The crew of the F-4D, call sign Hudson 82, Maj William Bergman and 1Lt David Willett, were rescued.

The rescued F-105 pilot was Maj Carl B. Light from the 34 TFS who had been shot down yesterday by 37-mm AAA while attacking a truck park. Maj Light was Capt Lamont H. Pharmer's flight commander. While supporting Maj Light's rescue, Capt Pharmer received his third Distinguished Flying Cross, this one for heroism. His award citation read, in part, "... Capt Pharmer purposely exposed himself to intense hostile antiaircraft fire from some well camouflaged gun positions in close proximity to a downed pilot in order that his wingman might pinpoint their exact location from the muzzle flashes and attack them. Captain Pharmer then attacked a firing gun position, pressing a shallow dive through intense fire to low level to deliver his ordnance precisely on target. By his courageous and selfless actions, Capt Pharmer made a significant contribution to a search and rescue operation which succeeded against great odds." (Award Citation DFC (2 OLC) to Lamont H. Pharmer.)

"A lot of us rescaped for Carl Light. ... Gary Durkee and I were having a great time flying just out of range of the AAA and watching where it was coming from and then bombing the hell out of them. We were both put in for Silver Stars for this mission but some 'weenie' in Saigon must have thought there were already too many of them for that month." (Monty Pharmer, e-mail 22 Sep 2006.)

"Crossbow" was one of the RESCAP flights from the 34 TFS. The pilots were:

- #1 - Capt James V. Barr
- #2 - Lt Col Nevin G. Christensen
- #3 - Capt Joseph S. Sechler flying his 11th non-counter (52 counters).
- #4 - Capt John E. Hartman

Capt Sechler logged 3:10 hours. "I aborted into Ubon (RON) for malfunction. Carl Light recovered."

355 TFW history Apr - Jun 68, USAF microfilm NO464, frames 0629 - 0631 & "Vietnam Air Losses", pgs 151 - 1.

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

Carl B. Light

F-105 History

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 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 (1 Mar - 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 (9 Jun 68)

Maj Clarence E. Langford DFC SO G-2797 11 Sep 68 (25 May 68)

Lt Col James B. Ross AM (14 OLC) SO G-2732 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)

Carl B. Light

F-105 History

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.