

Clayton Bane Lyle III

F-105 History

04-Nov-68

254

The twenty-fourth F-105 RTU Class 69DR graduated at the 23 TFW, McConnell AFB KS. The class started on 11 Jun 68 with 16 students. Fourteen graduated: 1 Lt Col, 4 Maj's., 8 Capt's., and 1 1Lt.

On 10 Jul 1968, student Maj Robert S. Schaumberg successfully ejected from F-105D 60-0534 after a mid-air collision with F-105D 60-0448 piloted by student Lt Col Thomas M. Bowe who did not complete F-105 training.

The class deployed 20 F-105s for conventional weapons delivery training to George AFB CA between 1 - 17 Oct 68 with the 563 TFS. The squadron commander was Lt Col William N. Dillard.

While at George AFB, on 14 October 1968, student Maj David G. Steinke successfully ejected from F-105D 60-0532 when it experienced engine failure.

The Outstanding Graduate was Capt Harold G. Hermes.

The graduates were:

Lt Col Jasper C. Brown	Capt Harold G. Hermes
Maj Harold Kahler	Capt Thomas H. Krach
Maj William R. McDaniel	Capt Eugene G. Lamothe
Capt Robert S. Schaumberg	Capt Clayton Bane Lyle III
Maj George B. Wallace	1Lt Alan B. Reiter
Capt James D. Cottingham	Maj David G. Steinke
Capt Charles J. Ferrari	Capt James D. Cox

Capt Lyle attended Jungle Survival School in the Phillipines between 10 - 15 December and arrived at Korat RTAFB, Thailand, on 17 December 1968, where he was assigned to the 34 TFS, 388 TFW.

23 TFW History, Jul - Dec 68, USAF microfilm MO555 & Bane Lyle, e-mail 20 Aug 2010.

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

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guys switch to 105s as I wanted. All the 34th young guys and the old F-4 pilot Gibs much preferred the Thud. We put up a big sign at the entrance to the O Club stating 'Tiny Tim flies F-4s'. The new F-4 guys refused to take it down and it stayed up for at least a month when the Wing Commander commanded the 34th pilots to remove it because it hurt the F-4 pilots' feelings. Also, the nickname for the F-4 at Korat at that time was Mini-Buff. Again, at the Wing Commander's order, we desisted." (Harvey Prosser, e-mail 2 Feb 10)

During the time the 34th flew F-105s, the squadron received three Outstanding Unit Awards and a Presidential Unit Citation. After it began flying F-4Es, the squadron received its fourth Outstanding Unit Award for the period 1 July 1968 to 15 September 1969 as well as the Republic of Vietnam Gallantry Cross With Palm for the period 15 May 1966 to 29 January 1973. (James Geer, "The Republic F-105 Thunderchief Wing and Squadron Histories", Schiffer, 2002, pg 241.)

However, in its 3 years of flying the F-105, the 34 TFS paid a high price. Pilots assigned or attached to the squadron lost 39 planes to combat and accidents -- 37 "D" models and two "F" models -- enough to equip the squadron more than twice over. Thirteen squadron pilots died in combat (KIA), three more in accidents. Four pilots survived accidental crashes, ten were rescued, and 11 more became POWs, one of whom died in captivity. The following recaps each of the squadron's 39 losses, the pilots involved, and their fate:

	Date	F-105	Last Name	Fate
1.	03 Jun 66	58-1171	Pielin	Rescued
2.	15 Jun 66	62-4377	Kelley	Rescued
3.	21 Jun 66	62-4358	Sullivan	KIA
4.	30 Jun 66	62-4224	Nierste	Rescued
5.	15 Jul 66	59-1761	Hamby	Rescued
6.	20 Jul 66	62-4308	Lewis	KIA
7.	21 Jul 66	62-4227	Tiffin	KIA
8.	06 Aug 66	62-4315	Rutherford	Rescued
9.	17 Sep 66	61-0191	Rutherford	Rescued
10.	10 Oct 66	62-4300	Bullock	Died
11.	10 Jan 67	62-4265	Gauley	KIA
12.	19 Mar 67	61-0123	Austin	KIA
13.	05 Apr 67	62-4395	Youngblood	Survived
14.	12 May 67	63-8269 (F)	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

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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

10-Oct-69

415

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

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

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

Capt Clayton Bane Lyle III was one of the pilots in the 44th who moved to Takhli with the squadron.

*388 TFW History, Jul - Sep, Vol III, USAF microfilm NO587 &
<http://www.afhra.af.mil/factsheets/factsheet.asp?id=10609> & Bane Lyle, e-mail 20 Aug 2010.*

05-Nov-69

6646

Capt Clayton Bane Lyle III was reassigned from the 44 TFS at Takhli to the 12 TFS at Kadena AB, Okinawa. He went "... TDY to ... attend a TAC orientation course at Nellis and move my family to Kadena. I reported to the 12 TFS (18 TFW) on 4 Jan 1970. ..."

During his one-year F-105 combat tour split between the 34 TFS at Korat and the 44 TFS at Takhli, he had flown 123 combat sorties and 294.4 hours.

Bane Lyle, e-mail 20 August 2010.

12-Feb-71

5596

At the 4520 CCTW, Nellis AFB, NV, Wild Weasel class 71-GWW graduated five pilots and four EWOs. The class started on 5 January 1971 and was assigned to the 66 FWS. They trained in F-105Gs. The graduates were:

Pilots

Maj Willard F. Millner (WW # 944)

Maj Kenneth J. Mason (WW # 945)

Capt Clayton Bane Lyle III (WW # 948). From the 12 TFS, 18 TFW.

Capt James P. Verstrete (WW # 949).

Capt Martin A. Noel (WW # 950)

Capt Kevin G. Stogsdill (WW # 947)

EWOs

Capt Vilius Ramunas (WW # 890)

Maj Robert L. Henry (WW # 946)

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Capt Warren E. Thurn (WW # 951)
1Lt Howard E. Marsh (WW # 953)
Capt Richard C. Larson (WW# 952)

During his training, Capt Lyle flew 14 sorties and had two air aborts. "... The initial WW school was extensive as we had SAC EWOs that had never been in a fighter."

Wild Weasel Class Roster and database & Bane Lyle, e-mails 9 Oct 08, 17 and 20 August 2010.

26-Feb-71 01-Mar-71 6641

Capt Clayton B. Lyle III and Capt William A. Thomas, Jr. from the 12 TFS flew cross country from Kadena AB, Okinawa to Clark AB, Phillipines. "... Due to our low flying time for the year, we ... were given 2 aircraft with 3 bags of gas and told to go XC and build flying time. We flew to Clark and then flew local there from 26 Feb - 1 Mar 71."

Bane Lyle, e-mail 17 Aug 2010.

12-Apr-71 08-Jun-71 6645

Capt Clayton Bane Lyle III, a Wild Weasel pilot from the 12 TFS, 18 TFW, went TDY from Kadena to Korat RTAFB, Thailand, to support the 6010 WWS. During his TDY, he flew 40 combat sorties and 120.2 hours between his first mission on 19 April and his last on 5 June 1971.

Also sometime in 1971, Wild Weasel pilot Maj William H. Talley from the 561 TFS, 23 TFW, went on TDY to the 6010th. During his tour at Korat, he "... flew 20 combat missions before returning back to the 561st TFS at McConnell."

Bane Lyle, e-mails 17 and 20 Aug 2010 & Bill Talley letter dated 4 Jun 1988 to Bauke Jan Douma.

24-Nov-71 6627

Two F-105 pilots and one EWO from Kadena AB, Okinawa, were ordered on TDY to Nellis AFB to attend Wild Weasel training and return to Kadena. The orders were signed by Col Hershel E. Galyon, 18 TFW/DO. "Officers must be in place NLT 2 Dec 71."

The men were:

Capt William A. Thomas, Jr. - 18 TFW
Capt Clayton B. Lyle III - 12 TFS
Capt James E. Weaver (EWO) - 12 TFS

Capt Thomas was the wing Stan/Eval Flight Examiner but flew with the 12 TFS.

All three men attended Wild Weasel Class 72-FWW.

"Request and Authorizaton for Temporary Duty - Military", AF Form 626, 824 CSGp SO TD-2973 dated 24 November 1971 & Nellis Wild Weasel class rosters.

15-Dec-71 6640

(Approximate date) In the 4520 CCTW, Nellis AFB, NV, Wild Weasel class 72-FWW graduated four pilots and two EWOs. It was a two-week refresher class for experienced Wild Weasel crew members. They were assigned to the 66 FWS and trained in the F-105G. Their flying began on 6 December. The graduates were:

Pilots
Maj Monte D. Lillard (WW # 316)
Maj Porter Thompson (WW # 342)
Capt Clayton B. Lyle III (WW # 948)
Capt William A. Thomas, Jr. (WW # 907)

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EWOs

Lt Col William M. Milstead (WW # 149)

Capt James E. Weaver (WW # 962)

Captains Thomas, Lyle, and Weaver were all from the 12 TFS, 18 TFW, Kadena. During the class, Capt Lyle flew 14 training sorties between 6 and 15 December 1972. All three men returned to Kadena after their refresher training.

Wild Weasel class roster and database & Bane Lyle, e-mail 17 Aug 2010.

01-Jun-72

6647

Capt Clayton Bane Lyle III was reassigned from the 12 TFS at Kadena AB, Okinawa, to the 66 FWS, 57 FWW, Nellis AFB, NV.

Bane Lyle, e-mail 20 August 2010.

28-Oct-72

17-Dec-72

6648

Wild Weasel pilot Capt Clayton Bane Lyle III from the 66 FWS, 57 FWW, at Nellis went on TDY to Korat RTAFB, Thailand, to support the 17 WWS during Linebacker II. While there, he flew 18 combat sorties and 52.7 hours.

After his combat tour, he returned to Nellis.

Bane Lyle, e-mail 20 August 2010.

08-Aug-76

F-105B 575840 466 TFS Hill AFB Operational loss. The front landing gear collapsed. Crashed on landing at Hill AFB, Utah. Maj Clayton Bane Lyle III 466 TFS pilot survived collapsed nose gear at Hill AFB. Call sign: "Raid 92". "A local Air Force reservist major escaped injury Sunday when his F-105 jet fighter crash-landed on the base runway. Maj. Clayton B. Lyle of 1630 Navajo, South Ogden, was in the process of landing his jet when a front landing gear collapsed. A base spokesman said the aircraft skidded along the runway for some distance before stopping. The pilot walked away unhurt. Maj. Lyle was on a training exercise with the 508th Tactical Fighter Group, a reserve unit stationed at Hill Air Force Base. The aircraft has been impounded and is being examined by a team of inspectors. The spokesman said the aircraft will be put into use again once repairs are completed by 508th mechanics." (Later, it was found to be not cost effective to repair this aircraft and it was scrapped.)

Factual Summary of Circumstances

"Raid 92 was number two in a flight of two F-105Bs returning to Hill AFB, UT from Nellis AFB, NV. The aircrew had attended a Red Flag SII briefing at Nellis AFB in the morning. Preflight, engine start, takeoff, and low-level procedures were normal. Raid 91 flight was vectored to a VFR initial for low approach. After the low approach, both Raid 91 and Raid 92 requested a closed pattern to a full stop landing. Raid 91 called his gear check and landed normally. Raid 92 called his gear check. Raid 92's aircraft touched down on runway 14 on his lower speed brake pedal, 450 gallon wing fuel tanks and centerline multiweapon pylon. The aircraft caught on fire and came to rest after 7,200 feet of skid at the 4,000 feet remaining marker near the runway centerline."

Deseret News, 9 Aug 76, & note from John Coon & AF Form 711 USAF Mishap Report 76-8-8-1, dated 23 Aug 76 signed by Col Donald G. Waltman, President, Investigating Board.

25-Feb-84

4168

The Thud Out at Hill AFB, Utah, displayed a long computer printout around the hanger walls listing the names and F-105 flying hours of all pilots who had ever flown the plane. There were also placards displaying the twenty F-105 pilots who had flown the plane the most number of hours. These top 20 F-105 pilots were:

F-105

Date Last

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Order	Name	Flying Hours	Flew F-105
1.	Col Raymond F. Kingston	3709.6	23 Aug 73.
2.	Maj James A. Caldwell	3691.6	18 Nov 83.
3.	BG Roger P. Scheer	3493.3	26 Feb 82.
4.	Maj Joe T. Short	3045.1	12 Oct 79.
5.	Lt Col James K. Webster	3012.5	28 Feb 84.
6.	Lt Col Clayton B. Lyle III	3010.5	17 Oct 83.
7.	Maj Carl L. Womack	2962.0	17 Oct 83.
8.	Lt Col Roger L Prather	2906.1	20 Oct 78.
9.	Col Donald R. Yates	2831.0	2 Nov 76.
10.	Lt Col Russell R. Schoonover	2795.9	29 Apr 81.
11.	Col Leonard C. "Lucky" Ekman	2791.6	21 Jul 78.
12.	Col Harrison W. Matthews	2737.7	21 Mar 80.
13.	Lt Col Frank E. Peck	2725.5	26 May 81.
14.	Lt Col Edward L. Sykes	2703.7	13 Mar 80.
15.	Lt Col Richard W. Simons	2702.5	6 Sep 78.
16.	Lt Col Jimmy L. Boyd	2564.1	7 Oct 80.
17.	Col Richard E. Moser	2558.1	23 Jun 73.
18.	Lt Col Robert N. "Bob" Johnston	2516.7	13 Jun 75.
19.	Lt Col James J. Butler, Jr.	2515.1	14 Dec 79.
20.	Col Arthur E. Martone	2500.5	30 Jun 80.

Not noted on the display, but an indication of the hazards of flying the Thud, nine of the 20 high-time pilots had ejected from an F-105, all but one due to accidents.

Col Moser contracted lung cancer that was cured by an operation that removed one lung. He died on 14 June 2004 in Atlanta, Georgia, of pneumonia in his remaining lung.

John Coon letter and photos of Thud Out displays & Rick Moser, e-mail, 24 Jan 05.