

Alan G. Nelson

F-105 History

24-Oct-66

227

The fifth F-105 RTU Class 67CR graduated at McConnell AFB, Kansas. The class started on 17 Jun 66 with 17 pilots. It was named "The Thunderstuds" and consisted of 9 Majors, 7 Captains, and 1 1Lt. The student pilots were:

Maj Arthur Frederick Dennis	Capt John A. Bobel, Jr.
Maj Roy S. Dickey	Capt John H. Carlson
Maj Earl Wilfred Grenzsbach	Capt Tony A. Cox
Maj Robert F. MacDonald	Capt W. H. Freeland
Maj James H. Middleton, Jr.	Capt Frank L. Loesche
Maj Alan G. Nelson	Capt Earl L. Pearce
Maj William E. Thurman	Capt Robert P. White
Maj Ralph Laurence Carlock	1Lt Kenneth J. Gurry
Maj Carl Dean Osborne	

The class deployed 15 F-105s with the 561 TFS to George AFB CA between 23 Sep - 17 Oct 66 for conventional weapons delivery training. The squadron commander was Lt Col Lawrence E. McKenney. Maj William E. Thurman was the Top Gun and Outstanding Pilot.

Maj Roy S. Dickey was born on 31 March 1929 and had graduated from the U.S. Naval Academy on 6 June 1952. At the Academy, he had ranked 315 in his class of 783 members. After his F-105 training, he was assigned to the 469 TFS at Korat.

Three students did not graduate. One was Capt John H. Carlson who was involved in an accident in F-105F 63-8271 that crashed on the Smokey Hill Range on 25 August 1966. He was assigned to the Air Defense Command.

23 TFW History, Jul - Dec 66, USAF microfilm MO554 & U.S. Naval Academy transcript of Scholastic Record of Roy Sterling Dickey dated 1 July 1952.

15-Nov-66

2096

Lt Col Alan G. Nelson replaced Lt Col Howard F. Hendricks as commander of the 34 TFS, 388 TFW, at Korat RTAFB, Thailand.

E-mail, 26 Feb 2002, from Lt Col Donald T. Bolling, 34 FS Commander, Hill AFB.

01-Jan-67

2097

Maj Richard M. Heyman, Jr. replaced Lt Col Alan G. Nelson as commander of the 34 TFS, 388 TFW, at Korat RTAFB, Thailand. "I was the only Major Sqdn. Commander at the time."

E-mail, 26 Feb 2002, from Lt Col Donald T. Bolling, 34 FS Commander, Hill AFB & Dick Hayman e-mail to Bob Bradshaw, 25 May 2008.

22-Jan-67

2434

Maj. Marlin R. Blake from the 13 TFS, Korat, RTAFB, Thailand, flew a non-counter combat mission in the Steel Tiger region of Laos. He led four F-105Ds that went to their tertiary target in Steel Tiger with a FAC.

"Fosdick" flight. Take off at 0700. TOT 0810.

Fosdick 1 - Maj Marlin R. Blake flying 62-4334
Fosdick 2 - Capt Charles F. "Fred" Wilhelm flying 62-4395
Fosdick 3 - Lt Col Alan G. Nelson flying 60-0425
Fosdick 4 - Lt Col Richard F. B. Gimmi, Jr. flying 58-1156

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Spare - Kennedy in 59-1768

100 Mission Log of Maj. Marlin R.. Blake

31-Jan-67

4820

Key members of the 13 TFS as of 31 January 1967 were:

13 TFS Commander - Lt Col Gerald F. "Jerry" Fitzgerald
Operations Officer - Lt Col Alan G. Nelson
"A" Flight Commander - Maj Glenn R. Wilson
"B" Flight Commander - Maj Alfred J. "Lash" Lagrou, Jr.
"C" Flight Commander - Maj Marlin R. Blake
"D" Flight Commander - Maj Francis D. Leonard
Weasel Operations - Maj Robert N. "Bob" Johnston
"E" Flight Commander - Maj Howard K. White
"F" Flight Commander - Capt Larry D. Waller
Maintenance Officer - Capt James L. Flood

History of the 388 TFW 1 Jan - 30 June 67, 13 TFS History 1 - 31 Jan 67, USAF microfilm NO583, frame 1234.

20-Mar-67

2099

Lt Col Alan G. Nelson replaced Lt Col Joseph C. Austin as commander of the 34 TFS, 388 TFW, at Korat RTAFB, Thailand. Previously, Lt Col Nelson was operations officer in the 13 TFS.

E-mail, 26 Feb 2002, from Lt Col Donald T. Bolling, 34 FS Commander, Hill AFB & River Rats Album I, pg 120.

28-Mar-67

101

The 34 TFS, 388 TFW, flew their 10,000th combat hour since their arrival at Korat RTAFB in June 1966. A flight of five F-105s flown by 34 TFS pilots struck multiple targets in the Dong Hoi area. Pilots were:

Squadron Commander - Lt Col Alan G. Nelson;
Flight Commander - Maj Homer T. Terry;
Operations Officer - Maj Carl W. McKenzie;
Flight Commander - Maj William C. Eagle;
Flight Commander - Maj Robert W. Johnson.

History of the 388 TFW, Jan - Mar 1967, USAF microfilm NO583 frame 1227.

23-Apr-67

1318

F-105s from the 355 TFW and the 388 TFW, and F-4Cs from the 366 TFW, again struck the Thai Nguyen Iron and Steel works (JCS 76.00). The strike force had a total of 31 USAF aircraft expending 137 750-pound bombs and 20 CBU-24s. Other aircraft provided Iron Hand support to the attackers. It was the 11th USAF attack on this target since it was first struck on 10 and 11 March 1967.

The 355 TFW had 20 F-105s in 5 flights, one of which was an Iron Hand flight; the 388 TFW launched three flights with 15 F-105s; and the 366 TFW from Da Nang had one flight of four F-4Cs. One of the F-4Cs was shot down by AAA and the crew of another was credited with shooting down a MiG-21.

Lt Col Alan G. Nelson, commander of the 34 TFS, flying as "Hambone 1", was the strike force commander. Other pilots in "Hambone" flight were:

#2 - Maj Charles E. Irwin
#3 - Maj Raymond F. Jauregui

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#4 - Capt Jackie R. Youngblood

Korat's force "... comprised 16 F-105s plus Wild Weasel support. Camera film showed direct hits on the blast furnaces." The works were knocked out of operation.

"The purpose of the strike was to destroy the blast furnace area. This area had been struck previously but suffered minimal damage. Ordnance selected for this strike was 2 x 3,000# bombs (M-118) per aircraft. Four flights composed the strike force, with the 34 TFS flying lead and mission commander. Heavy thunderstorm activity was encountered during ingress and egress, but target area was clear to scattered. 'Hambone 3' had 57-mm engulf him to the extent that he could not be seen by 'Hambone 4' during the pulloff. Two MiG-21s trailed the flight during egress looking for stragglers. ... " (34 TFS history, 1 - 30 Apr 67, USAF microfilm NO584, frame 0067.)

Col Nelson received the Silver Star for this mission.

Takhli's Iron Hand flight that supported the strike against the steel plant was from the 357 TFS. Their flight consisted of:

- #1 - Capt Charles A. Hanson with EWO Capt John E. Geiger
- #2 - 1Lt Gordon L. "Gordy" Jenkins
- #3 - Capt Jerry N. Hoblit with EWO Capt Thomas W. Wilson, Jr.
- #4 - 1Lt Henry R. Hutson III
(Jerry Hoblit, e-mail 20 Mar 10)

Capt Hoblit and Capt Wilson were both nominated for an Air Force Cross for this mission. They destroyed a SAM site, engaged another site with anti-radiation missiles, and suppressed another using a high-angle strafe. They also supported the search and successful rescue of the crew of a downed escort F-4C from the 389 TFS, 366 TFW, out of Da Nang that was hit by flak while the strike force was flying toward the target. The Wild Weasel's F-105F was combat damaged and the crew landed at Udorn.

Capt Wilson's award was downgraded to a Silver Star (2nd OLC). Capt Hoblit's award was lost in the review process and delayed for over 36 years. Prompted by research done by Tom Wilson, Capt (by then Colonel, retired) Hoblit received the Air Force Cross on 20 June 2003, in ceremonies at Davis-Monthan AFB. (E-Mail, Tom Wilson to Ron Thurlow, 7 Jul 2003 & Air Combat Command news service announcement, 11 July 2003 & MiG Sweep Fall 2003, pg 5.)

The citation for Jerry Hoblit's Air Force Cross read: "The President of the United States of America, authorized by Section 8742, Title 10, United States Code, awards the Air Force Cross to Captain Jerry N. Hoblit for extraordinary heroism in military operations against an opposing armed force as an F-105 pilot near Thai Nguyen, North Vietnam on 23 April 1967. On that date, Captain Hoblit and his Electronic Warfare Officer flew the F-105F Wild Weasel in support of a strike force of fighter-bombers targeted upon the Thai Nguyen steel mill in North Vietnam. Once the flight separated, Captain Hoblit set his element up as a decoy to draw fire from a surface-to-air missile site. After outmaneuvering three missiles, Captain Hoblit led his wingman into a dive bomb to destroy this complex. As he fired his anti-radiation missiles at a second site, yet another site launched a missile and severely damaged the Wild Weasel leader's aircraft. Captain Hoblit diverted attention from the wounded aircraft, narrowly evading missiles fired at him. Despite having expended his bombs and missiles, Captain Hoblit pressed the attack, leading his wingman into a high angle strafe pass in the face of fierce automatic weapons fire; he continued the attack until assured his team leader had safely egressed the area. Captain Hoblit remained behind to assist in the successful rescue of an RF-4C Phantom reconnaissance jet aircrew that had been

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shot down earlier. [NOTE: It was an F-4C from Da Nang.] When Captain Hoblit finally landed at a forward air base, maintenance personnel confirmed high explosive incendiary rounds of ground fire had damaged his aircraft. Through his extraordinary heroism, superb airmanship, and aggressiveness in the face of the enemy, Captain Hoblit reflected the highest credit upon himself and the United States Air Force." ("Recipients of the Air Force Medal of Honor and Air Force Cross", by Eric R. Caubarreaux, pp 151 - 152.)

KA-71 film from today's strike showed bombs hitting the machine shop and in the fabrication area for barges, POL tanks, and bridge trusses. Approximately 200 feet of the center portion of the ore processing building had been collapsed from an earlier strike. Night IR photos showed the eastern and center blast furnaces were cold but the coke oven battery gave a hot return. (PACAF Rolling Thunder briefing to CINCPAC for the period 3 - 23 Apr 1967.)

"KA-71 strike photos on 1 May depicted the results of a bomb impact in the foundry area. The entire roof of one building had collapsed. An open hearth building in another area received additional damage as the result of direct hits which collapsed a portion of the roof and caused heavy internal damage."

"The status of the Thai Nguyen Iron and Steel Combine in early May as a result of the combined Air Force/Navy efforts [since 10 March] showed extensive destruction and damage to the machine shop/foundry area, the locomotive repair area, and the blast furnace area. Of the total 125 buildings located in the complex, approximately 50 buildings had been destroyed or damaged, and the target's function as a producer of pig iron terminated."

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1755 & Alan Nelson, letter to Ron Thurlow, undated but around April 2001 & Project CHECO, Rolling Thunder, January 1967 - November 1968, pg 6 & Proj CHECO, Rolling Thunder 17 Nov 67, pg 8.

24-Apr-67

1276

The first four Ryan's Raiders crews arrived at the 388 TFW, Korat RTAFB, Thailand. They had been training on radar bombing at Yokota since March. These first crews, all F-105 pilots, were:

Capt Donald Heiliger with Maj Ben Pollard,
Capt Nicholas J. Donelson with Capt David W. Forgan,
Capt Peter P. Pitman with Capt Robert A. Stewart,
Capt Dave Burney with Capt Aquilla Friend Britt.

The four modified F-105Fs that they flew from Yokota were: 63-8269, 63-8312, 63-8345, and 63-8269.

The front seat pilots had been instructor pilots from the 35 TFS and 80 TFS at Yokota. Two of the IPs from the 35th, Capt Paul W. Hansen and Capt Lawrence E. Huggins, remained at Yokota. Larry Huggins explained why. "Paul Hansen did not deploy since he had already flown 100 missions over the north. I was not allowed to deploy because I had just finished revising the 5th AF SIOP target set and had a 'special' TS clearance." (Larry Huggins, e-mail 15 Dec 04.)

The rear seat pilots were recent graduates from McConnell's F-105 RTU. Captains Stewart and Forgan had graduated from F-105 RTU class 67ER on 6 January 1967. Maj Pollard and Capt Britt had graduated from F-105 RTU class 67FR on 13 February 1967.

Eleven other Ryan's Raider aircrew members arrived in May 1967.

The group was initially assigned to the 34 TFS under the command of Lt Col Alan G. Nelson, but

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later operated as a provisional unit within the 13 TFS commanded by Lt Col Gerald F. "Jerry" Fitzgerald. On 1 June 1967, it was integrated as a separate operation of the 13 TFS when Lt Col Jim McInerney took over the squadron. The Ryan's Raiders were guided by Maj Ralph Kuster from the 469 TFS. Jim McInerney explained Maj Kuster's role: "... He was [388 TFW Commander] Colonel Chairsell's 'helper' having served under him at Spang."

Maj Frank L. Yow, Jr., the 388 TFW Weapons Officer, also helped the Raiders. "Maj Ralph Kuster and I worked with them and helped plan the missions although I disagreed with the way there were doing it."

"Because of changes in mission and compromise, the name of the project was changed from the original Project Northscope to Operation Commando Probe to Operation Commando Nail."

Before they had left Yokota, Capt Donelson recalled, "The crews called it Ryan's Raiders and created a special patch showing an F-105F with a golden screw through the rear cockpit. This represented the dissatisfaction of the pilots that had to occupy the rear cockpit." (Nicholas J. Donelson in *River Rats Vol III*, pgs 52 - 53.)

The 388 TFW history for the period October - December 1967 described the technical and operational problems encountered by the Raiders. "Several difficulties, some of which are not yet resolved, have complicated the operation of the Raiders. Chief among these was the challenge of electronics. Modifications were made to the R-14 radar. An expanded scope now provides an improved presentation. A fast sweep in the center of the scope allows the operation to have a fast constant paint of the target. New test equipment obtained from Yokota AFB have greatly improved the terrain avoidance and contour mapping capabilities. Still to come are replacement of the rear seat scope by a Cathode Ray Tube and the addition of a radar absolute altimeter. Daily improvements reflect the success of the efforts of our Armament and Electronics Squadron and our maintenance in general. Other difficulties encountered include incomplete maps and charts of North Vietnam, (a problem partly resolved by radar photography of these areas), and lack of experience in Raider operations and techniques, which necessitated exchange of information with the A-6 Intruder pilots of the Bonhomme Richard. Daily crew meetings under the inspiring leadership of Major Ralph L. Kuster, his knowledge and experience in the airplane, and devotion to duty, have been most successful in advancing the Raider program." (13 TFS history, 1 Apr - 31 July 1967, USAF microfilm NO584, frames 0038 - 0040.)

388 TFW history, Jan - Dec 67, USAF microfilm NO583, frames 1449 and 1582 & Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 133 & Frank Yow letter dated Sept 1, 1986 to Bauke Jan Douma.

26-Apr-67

1467

"Air Force tactical fighter-bombers returned to the Hanoi area for the fourth consecutive day. The main railroad and highway bridge (JCS 13) (BE 616-00011) into Hanoi, located four miles northeast of the capital, was bombed in the late afternoon strike through some of the heaviest enemy defenses yet encountered. ..." One F-105D was shot down and the pilot from the 469 TFS was killed. (388 TFW history)

Strike pilots reported damage to the bridge. However, "a Flash IPIR indicates that the bridge was still serviceable." The target was again struck on 29 April. (CINCPAC briefing)

"It was the first time strikes had been carried out against the Hanoi railroad and highway bridge, a 738 by 20 foot, five span steel and concrete structure that crosses the Canal des Rapides (at location 21-04-35N and 105-54-46E). ... Just north of the bridge are the junction points for the northeast, northwest, and north rail lines, which form a single line to enter the city. The bridge

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contains both an asphalt highway lane and a single railroad track laid flush to the highway. The center span of the bridge is capable of swinging open to allow ship passage on the Canal des Rapides that runs parallel to the Red River."

"Two flights of F-105s from the 388 TFW ... dropped 3,000-pound bombs on the structure. Bomb damage assessment was hindered by the heavy defenses encountered."

"'We just got in and got out as fast as we could,' said Lt Col Alan G. Nelson. 'I took one quick glance and noticed the bridge light up like a Christmas tree.'" Col Nelson was commander of the 34 TFS. "The mission commander had to abort as his aircraft could not take fuel on the tanker en route and I took over as mission commander. We did drop the bridge span and I received aircraft damage from AAA fire." Col Nelson was awarded the Distinguished Flying Cross. (Nelson letter)

"North Vietnamese defenses in the area included 37, 57, and 85-mm AAA fire, SAMs and the continuous presence of MiGs that had scrambled."

Despite planes being able to reach the Canal des Rapides bridge, today's Air Force strikes against the Dan Phuong highway causeway (JCS 18.38) were diverted due to weather.

388 TFW History, Jan - Dec 67, USAF microfilm NO583, frames 1474 and 1475 & Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & Alan Nelson, letter to Ron Thurlow, undated but around April 20,

30-Apr-67

3823

The 34 TFS history for the month of April 1967 reported that squadron pilots had been recently conducting harassing strikes against enemy aircraft on the ground. "Ordnance selected consists of CBU-24s and M-117 (750#) GPB with instantaneous fuzing. Cratering of runways is not the object, but rather the destruction of aircraft through use of fragmentation weapons. Results have been most satisfactory, but no official BDA has been received. Pilot reports, supported by KA-71 strike film, have shown excellent coverage of the selected targets."

The squadron history described recent tactics of North Vietnamese MiG pilots. "Enemy fighter tactics have changed from parallel run-ins and random attacks against strike flights to an enveloping or pincer type operation. As strike flights ingress to target area, enemy flights have been observed at low and high altitude traveling in the opposite directions. Few attempts to attack strike flights at this point have been initiated. When flights are beginning to egress the target area at low altitude and are required to 'jink' constantly due to flak, they usually encounter MiG-17s between 3,000 and 6,000 feet AGL. These aircraft will not hesitate to attack if they possess or can achieve the tactical advantage, but appear to act primarily as decoys. If flights of F-105s engage MiG-17s at low altitudes, it has been observed that MiG-21s will join the fight, descending from higher altitudes, and conduct slashing attacks. A few F-105s have been lost to this MiG-21 tactic recently. However, it should also be noted that several MiG-17s have been downed by F-105s while egressing. If engaging the enemy decoys one must always be aware of the possibility of being attacked by MiG-21s. Fighter sweeps and development of new defensive support (F-4C) tactics are being conducted in an effort to nullify the enemy's actions."

Squadron pilots flew 392 combat sorties during April 1967 -- 308 of them in North Vietnam and 84 in Laos.

The squadron's combat crew strength "... stood at twenty-one (21) line pilots including the commander, executive officer and operations officer. Four attached pilots, wing staff members, were also available for combat. Emphasis on continual replacement of combat crews, as they complete their tours, is almost non-existent. Four months previous the squadron appeared to be overloaded with pilots. But as pilots completed their tours no new inputs were received."

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Presently the squadron is comprised of a group of extremely well qualified combat pilots. Before the end of the next reporting period, two flight commanders and one element leader will complete their tour. The remaining pilots will possess forty-five to sixty-five combat missions at this time. Within two months this entire block of pilots will be at or very near completion of their combat tour. Presently, new inputs of sufficient number are no where in sight and if this personnel policy is allowed to continue this squadron will suffer a serious setback. In order to maintain a high degree of combat efficiency and effectiveness the input must at least match the outgo. During this entire campaign squadron strength has been one of either feast or famine."

Lt Col Alan G. Nelson was the squadron commander, Maj Earl Johnston the Executive Officer, and Maj Carl W. McKenzie the Operations Officer.

"Original pilots of the 34th Tactical Fighter Squadron have completed their tours. The squadron is presently composed of RTU pilots, with no previous F-105 experience, and experienced F-105 pilots from units in Germany. Pilots from RTU schools have received sufficient training, and in-unit training consists primarily of area familiarization and introduction to preferred combat tactics. Squadron policy dictates the first five combat missions will be flown in low threat areas. Purpose being to afford the new pilot an opportunity to practice against small targets, and generally prepare himself for assuming the duty of primary strike pilot in a high-threat area. Assuming a pilot experienced no difficulty during his first five missions, he is then available for any and all strike schedules. Flight scheduling is maintained as much as possible. Normal progression through the roles of wing man, element lead, and flight lead is desired and practiced. The end result is a pilot who knows and understands the problems of each position and can effectively perform in any role."

388 TFW history, Apr - Dec 67, Vol II, 34 TFS history, 1 Apr - 30 Apr 67, microfilm NO584, frames 0066- 0067.

02-Jun-67

1492

"Pilots from the 388 TFW struck missile launchers, transporters and revetted areas 18 miles south of Dong Hoi and 16 miles south-southeast of that coastal city. Forward air controllers reported two secondary explosions and one large fire in the area 10 miles south of Dong Hoi. Eight launchers and 11 missile transporters were reported to be in the target area. Three revetments and trenches were destroyed in the locations, 16 miles south-southeast of Dong Hoi."

"Railroad yards and sidings, located on the country's main rail lines northeast of Hanoi were hit in four separate locations, 22 to 50 miles northeast of the capital by F-105s from Korat. Multiple rail cuts were reported in a raid by 388th pilots against the Bac Le complex, 50 miles northeast of Hanoi. The Kep railroad yard, 38 miles northeast of Hanoi was also hit."

Maj Robert B. Bennett and Maj Francis D. "Don" Leonard, Jr. from the 13 TFS were awarded Distinguished Flying Crosses for extraordinary achievement for a mission they flew on this day. (7th AF Special Order G-1730 dated 15 October 1967.)

For his 100th combat mission, Maj Marlin R. Blake from the 13 TFS led Capt Kenneth J. Gurry on a mission in RP-1. Each of their F-105Ds carried six 750-pound bombs and two LAU-3 rocket pods.

"Refueled. Went to RP-1 and hit largest SAM site in DMZ. 100% ordnance within 100 meters of impact area. No BDA. Post strike refueled. Joined with Col Nelson (Lt Col Alan G. Nelson, 34 TFS commander) for flyby. Two passes and pitch up. #1 show and reception."

During his combat tour, Maj Blake was awarded three Silver Stars and two Distinguished Flying Crosses. Maj Blake was next assigned to Hq USAF at the Pentagon managing Air Force general purpose force programs.

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388 TFW history, Apr - Dec 67, USAF microfilm NO 583 frame 1494 & 100 Mission Log of Maj. Marlin R. Blake and his biography in River Rats Album, Vol 1.

05-Jun-67

1304

Maj Earl Johnston replaced Lt Col Alan G. Nelson as commander of the 34 TFS at the 388 TFW, Korat RTAFB, Thailand. Lt Col Nelson's next assignment was to NATO Airsouth in Naples, Italy.

388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1728 & River Rats Album I, pg 120.

30-Jun-67

5117

The 34 TFS history summarized the events that occurred in the squadron during the month of June 1967. "The 34th Tactical Fighter Squadron conducted numerous strikes in the month of June on the enemy's rail system. These critical supply routes were interdicted on numerous spots and heavy damage was inflicted on rolling stock."

The squadron flew 406 combat missions, 402 to North Vietnam and 4 in Southern Laos, for a total combat time of 1047:45 hours.

"Changes have been noted in the enemy AAA defenses. They have strengthened their gun emplacements at key points around the rail yards in an attempt to counter our repeated attacks on that system. MiGs have been reported airborne on nearly all strikes but they appear to be extremely reluctant to engage in aerial combat."

"Combat pilot strength stood at 19 line pilots including the commander and operations officer. Three attached pilots, wing staff members, were also available for combat." The acting commander was Maj Earl Johnston and the Operations Officer was Maj Carl W. McKenzie.

"During this month of June, three squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: General William S. Chairsell, Lt Col Alan G. Nelson, Major Carl W. McKenzie. ... "

Maj McKenzie's 100th mission was his last F-105 flight. He had accumulated 1194 hours in the airplane. His 100th was also the last F-105 flight for Lt Col Nelson. He had accumulated 351 hour in the airplane.

"... Four losses were suffered during the month, three in combat and one for medical reasons." The combat losses were Maj Dewey Smith, MIA due to AAA on 2 June; Maj Clarence Kough, rescued/injured due to AAA on 3 June; and Capt John W. Swanson, MIA due to AAA on 15 June. Capt Jack L. Spearman returned to the States for medical reasons.

By the time he left Korat, Capt Spearman had accumulated 789 hours flying the F-105.

Incoming pilots during June were: Maj Dwight E. Sullivan, Capt Nickolas J. Donelson (a Ryan's Raider pilot reported as having arrived in May 1967), Capt Hugh W. Davis, and Capt Harry Guy Paddon III.

34 TFS history, 1 - 30 Jun 67, USAF microfilm NO584, frame 0075 & F-105 Pilot Flying Hour report dated 18 No 85 provided by the USAF Safety Center to Bauke Jan Douma.