

Lamont H. "Monty" Pharmer

F-105 History

24-Nov-67

237

The fifteenth F-105 RTU Class 68DR graduated at McConnell AFB KS. The class started on 23 June 1967 with 22 student pilots. They deployed for conventional weapons delivery training to George AFB CA between 3 - 22 Nov 67 with the 563 TFS. The squadron commander was Lt Col Joe W. Pickett.

Members of the class and their SEA squadron assignments were:

Maj Julius W. "Z" Szenegeto - 357 TFS	Maj Otto M. Stewart - 357 TFS
Lt Col Rufus M. "Mike" Monts III - 469 TFS	Maj William A. Wiese - 354 TFS
Lt Col Donald L. Nangle - 354 TFS	Capt Roger T. Chesson, Jr. - 333 TFS
Maj Robert E. Belli - 354 TFS	Capt Gary G. Durkee - 34 TFS
Maj David B. Coon - 357 TFS	Capt Nobe Ray Koontz, Jr. - 469 TFS
Maj Robert F. Daley - ???	Capt James J. Mizner - 469 TFS
Maj John P. Gee - 354 TFS	Capt George M. Nygaard - 354 TFS
Maj Melvin L. Irwin - 34 TFS	Capt Lamont H. "Monty" Pharmer - 34 TFS
Capt William A. Thomas, Jr. - 34 TFS	Capt Robert L. Riedenauer - 469 TFS
Capt Dean C. Wood - 357 TFS	Capt David M. Roeder - 469 TFS

"On 22 November 1967, the unit returned to McConnell AFB [from George AFB]. On this return mission the 563 TFS and Class 68DR completed the first 'Operation Full Sweat'. Operation Full Sweat was designed to simulate very closely conditions that exist during F-105 operations in Southeast Asia. This was very realistic and very appropriate to complete training, since the entire class had received assignments for combat duty in SEA." (23 TFW history)

When asked about "Operation Full Sweat", Capt Monty Pharmer replied, "I don't ever remember hearing that name. Towards the end of our training at McConnell, we made live ordnance deliveries, did night refueling and in general, flew in more mission oriented flights. ... I thought what we were doing was part of the normal training sequence." (Monty Pharmer, e-mail 16 Sep 2006.)

Maj Robert E. Belli was presented the top over-all student award.

Capt William A. "Bill" Thomas, Jr. won the Top Gun and top academic awards. Thomas had earned his wings while assigned to the 3615 Student Squadron, Craig AFB AL in 1962 and 1963. Since 28 December 1963, he had been assigned to the 34th Bomb Squadron, Wright-Patterson AFB OH, first as a B-52 copilot then as pilot. As a 1Lt copilot, he had been a member of the senior standardization board. (Bill Thomas, AF Form 11)

Thomas was a 1962 graduate of the Citadel. Jake Shuler, also a student at the Citadel, recalled, "Although Bill and I were in different companies/battalions, we were close friends since we were both in Air Force ROTC and had pilot contracts. ... He was the most physically fit member of our class and an exceptional individual in so many other ways." (Jake Shuler e-mail 1 June 2010).

One of the student pilots in this RTU class, Monty Pharmer, recalled vying for class honors with Thomas. "Bill was a great guy and a real competitor. In F-105 training at McConnell he and I were in constant competition to finish number one in the class. As I remember, he finished No. 1 and I was No. 2." (Monty Pharmer e-mail 2 June 2010.)

Pharmer first entered pilot training as an Aviation Cadet in 1956. He graduated from Basic Pilot Training at Bryan AFB, Texas, in November 1957. From there he went into Advanced Pilot

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Training and Fighter Gunnery in the F-86 at Williams AFB, Arizona, and then into the F-100 Fighter Gunnery program at Nellis AFB, Nevada. "At the time of graduating from that program my entire class was "Shanghai'd" into SAC B-47s. What a bummer. It was my last choice out of Pilot Training. ... I spent 5 years [in B-47s] and finally was upgraded to Aircraft Commander in 1962. Still trying to get out of SAC, I volunteered for the Air Commando program and was fortunate enough to get an assignment to Panama in the C-47."

In June 1964, he was assigned to the 605th Air Commando Squadron located at Howard AFB, CZ. For three years he flew counterinsurgency missions throughout South and Central America and the Caribbean area. There he also trained Latino pilots in the C-47 in counterinsurgency operations and how to land at night in sugar cane fields, highways, golf courses, etc. As he recalled, "In retrospect it was almost as hazardous as combat."

Capt Pharmer was initially assigned to F-105 training at Nellis AFB, Class 68-B in April 1967, and attended a jet re-qualification course in the T-33 at MacDill AFB, Florida prior to arriving there. At Nellis he found that the program was backed up with entrants and he would have to remain there for several months before he could start training. As a result, he requested a transfer to the F-105 training program at McConnell AFB in Kansas and was reassigned there to F-105 RTU Class 68DR. (Monty Pharmer, e-mails 16 and 25 Sep 2006 & 1 and 4 June 2010.)

Two pilots from this RTU class received seven weeks of Wild Weasel training at Nellis in WW Class 68WW III-18 before reporting to their SEA squadrons. They were:

Maj Elmer W. Otto to the 354 TFS at Takhli.

Maj Francis A. "Frosty" Sheridan to the 44 TFS at Korat.

Since 19 April 1960, Maj Frosty Sheridan had been a B-52 copilot and B-52 Aircraft Commander, where his last assignment was with the 337 Bomb Squadron, Dyess AFB, TX.

23 TFW History, Jan - Jun 67, USAF microfilm MO554, frames 1063 - 1066 & Francis A. Sheridan's AF Form 11 Officer Military Record.

17-Jan-68

4923

After graduating from F-105 RTU Class 68DR at McConnell AFB, Capt Lamont H. Pharmer arrived at Korat RTAB, Thailand, where he was assigned to the 34 TFS.

Monty Pharmer, E-mail, 18 Sept 2006.

23-Jan-68

4924

Capt Lamont H. "Monty" Pharmer from the 34 TFS, 388 TFW, flew his first combat mission into North Vietnam. "It was a four-ship flight into one of the lower Pacs as was the practice for the first 5 missions. The target was on the coastal area where a small river came inland. We were trying to hit an area that supposedly had some cargo boats tied up along the edge. I never saw any boats but hit the area that I was supposed to. There was some light AAA. I remember thinking, at last, I'm finally flying a combat mission in the F-105 and even if this is the only one I ever make I'll always be able to say that I did it. I also remember trying to look back while 'jinking' to see if my six 750# bombs hit where they were supposed to. I was surprised to see the amount of explosion that the four of us made. The entire area was obliterated."

Maj David C. Dickson, Jr. also from the 34 TFS flew his 70th mission into North Vietnam. He flew into Mu Gia Pass and attacked Ron Ferry near Dong Hoi in RP-1.

Monty Pharmer, E-mails, 18 and 22 Sept 2006 & Carolyn Dickson, 20 Apr 09 letter giving annotation on cigar ba dated 23 Jan 68..

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14-Feb-68

2705

" ... Seventh Air Force used the rare day of clear weather to attack Hanoi's canal bridge, one of the targets President Johnson had again released only a week earlier. Since the bridge raids of December, the Canal Bridge (JCS 13) had returned to operation, while the Doumer Bridge over the Red River (JCS 12) was still down."

"Late in the afternoon, strike forces from Takhli and Korat converged on the bridge from opposite directions. Sixteen bomb-laden F-105s from the 355 TFW at Takhli came down Thud Ridge from the west, with eight F-105 escorts to threaten the SAM sites and eight F-4s to guard against the MiGs. A similar force escorted a like number of F-105s from the 388 TFW at Korat as they penetrated North Vietnam from the Gulf of Tonkin. Although the two wings dropped forty-eight 2,000-pound and 3,000-pound bombs, only one hit the bridge, and three days later trains were using it. An escort F-105 from Korat was lost to a SAM and the pilot, ["Pancho 02"] Capt. Robert M. Elliot [from the 34 TFS], was never seen by Americans again." (To Hanoi and Back")

"The two wings expended 22 3,000-pound bombs and 26 2,000-pound bombs in the target area. KA-71 strike photography showed one direct hit on the south end of the bridge and several craters on the southern approach. It was estimated severe damage was inflicted on the bridge." (388 TFW history)

Maj Cecil G. Prentis from the 333 TFS at Takhli received the Distinguished Flying Cross (Second Oak Leaf Cluster) for heroism on this mission. "... Major Prentis led the last of four flights against a heavily defended bridge. After flying through intense barrages of flak and surface-to-air missiles to deliver his ordnance directly on target, he successfully broke up an impending attack by MiG interceptors which allowed the force to egress without loss." (Cecil G. Prentis, DFC (2nd OLC) citation)

Maj Roger D. Ingvalson from the 34 TFS from Korat was awarded the Silver Star for a mission he flew on this day. He was presented the award on 25 July 1968 under SO G-2248. "Major Roger D. Ingvalson distinguished himself by gallantry in connection with military operations against an opposing armed force over North Vietnam on 14 February 1968. On that date, Major Ingvalson exhibited extraordinary courage as a member of a surface to air missile suppression flight of F-105 Thunderchiefs assigned to protect a large strike force. Despite electronic equipment malfunctions, his aggressiveness and skill enabled him to successfully decoy numerous surface to air missiles as well as intense, accurate antiaircraft fire away from the main force and to his own aircraft. By his gallantry and devotion to duty, Major Ingvalson has reflected great credit upon himself and the United States Air Force." (Citation posted on-line at <http://www.veterantributes.org/TributeDetail.asp?ID=13>)

Lt Col James B. Ross from the 34 TFS, 388 TFW, led the CBU flight attacking the four corners of Gia Lam airport (JCS 3) in Hanoi to provide cover for 388 TFW flights bombing the Canal bridge. His call sign was "Locust Lead". This was the first attack on this airport. "No AAA fire on mission aircraft! One A/C lost to SAM on egress." Col Ross was awarded the Silver Star for this mission. (Jim Ross, undated note circa May 2001 to Ron Thurlow.)

Capt Lamont H. Pharmer also from the 34 TFS was awarded a Distinguished Flying Cross for extraordinary achievement for supporting this mission. The award citation read, "Capt Pharmer was a member of the flak suppression flight for a force of F-105s assigned the mission of destroying a vital military target in the heavily defended Hanoi area. Despite heavy missile and antiaircraft artillery fire, Captain Pharmer unhesitatingly selected and attacked a lethal antiaircraft artillery site over the one originally assigned him in order to suppress a more potent threat to the

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strike force. Capt Pharmer displaying outstanding courage and flying skill, delivered his ordnance directly on target, contributing significantly to the safety of the main force on an important and highly dangerous mission." (Lamont H. Pharmer DFC Award Citation.)

Years later, Monty Pharmer still remembered details of this mission. "It was my first Pac 6 mission and it amazed me how much fire power, AAA, SAMs, etc. the NV sent up at us. Before the flight, I rode out to the flight line in the van with Bob Elliott. He was trying to ease the tension for some of us new heads. He said it won't be as bad as some had told us. Unfortunately, he got hit by a SAM that day and his body wasn't recovered until sometime in the 1990s. Sq. CO, L/C Bob Smith was leading the mission and I was Number 4 on (I believe) Jim Ross' wing [Lt Col James B. Ross]. Gary Durkee was on Bob Smith's wing as No. 2." (Monty Pharmer, e-mail 22 Sep 2006)

On his 43rd combat mission, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Bass 3" against the Canal bridge. "On target. Heavy 37/57/85 mm/SAMs. Pancho 2." (Rufus Dye Mission History log.)

"To Hanoi and Back", pg 128 & 388 TFW history, Jan - Mar 68, USAF microfilm NO 584, frame 0501.

16-Feb-68

4878

"Pistol" flight from the 34 TFS flew an ineffectual radar bombing mission into North Vietnam and Laos. The flight took off at 0540. Its line up was:

- #1 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0518
- #2 - Capt William A. Thomas, Jr.
- #3 - Lt Col Nevin G. Christensen
- #4 - Capt Lamont H. Pharmer

This was Maj Armstrong's 68th combat mission. "Today was really a farce. My flight had the radar drop in Pack V, near Phu Tho as a first alternate target since the weather was too bad for visual bombing. We got almost to drop and they lost us on radar so we went down into Laos to an alternate target and tried twice to radar drop down there but again they lost us. We wound up with no fuel and no place to bomb so we dropped our bombs safe at Udorn Range and came home. 3+30 and 24 wasted bombs!"

Today was the first combat mission over North Vietnam for Capt Joseph S. Sechler, also from the 34th. His flight lineup was:

- #1 - Lt Col James B. Ross
- #2 - Capt Joseph S. Sechler
- #3 - Maj Roger Dean Ingvalson
- #4 - Capt John S. Murphy

Capt Sechler logged 2:30 flying hours.

Maj Armstrong's 100-mission combat log, pg 27 & Joe Sechler flight log via email 28 Apr 10.

03-Mar-68

4887

The four pilots in "Bass" flight from the 34 TFS bombed a target in Mu Gia Pass. They took off at 14:00 and returned after 2 hours 15 minutes. Their line up was:

- #1 - Capt Lamont H. Pharmer
- #2 - Capt John S. Murphy
- #3 - Maj Spence M. "Sam" Armstrong flying F-105D 60-0409
- #4 - Capt Joseph S. Sechler flying his 12th combat mission.

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This was Maj Armstrong's 78th combat mission. "We were 1st alt yesterday so I let Monty lead to get some experience. We did a Combat Sky Spot on a target north of Mu Gia Pass so it was pretty uneventful."

Also using Sky Spot radar, Lt Col Rufus Dye, Jr., 34 TFS, flew as "Cactus 2" to bomb the Ba Nam highway segment in RP-1. It was his 47th combat mission.

Maj Armstrong's 100-mission combat log, pg 30 & Joe Sechler's mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

01-Apr-68

4104

"On 1 April 68, Maj Roger D. Ingvalson succeeded Maj James E. Daniel as 34 TFS Operations Officer. Major Daniel completed a one year SEA tour in both the F-105 and O-1E aircraft. Major Ingvalson was an assigned flight leader in the 34 TFS prior to becoming Operations officer."

During the month of April 1968, four squadron pilots completed 100 missions over North Vietnam. They were: squadron commander Lt Col Robert W. Smith, Maj Spence M. "Sam" Armstrong, Maj Donald W. Hodge, and Maj David D. Igelman.

Maj Igelman flew his 100th on 1 April 1968. He led "Bass" flight whose lineup was:

- #1 - Maj David D. Igelman
- #2 - Capt Lamont H. Pharmer
- #3 - Capt Gary G. Durkee
- #4 - Capt Joseph S. Sechler flying his 26th mission into North Vietnam.

Their mission lasted 2 hours 55 minutes.

Igelman remained at Korat until mid-May. "After completing my 100, I was held for awhile by the Wing DO who thought we would be in jeopardy of returning if we didn't stay a full overseas tour of 9 months. ... During that period, I was sorta in limbo. I was given the task of devising a monthly 'Ops Report' for the 388th."

After Igelman left Korat, he was assigned to the Air Staff, Studies & Analyses in the Pentagon.

By the end of April, the squadron had 29 combat pilots authorized and 26 available. They were authorized 18 F-105Ds with 21 assigned and 18 available.

388 TFW History, Apr - Jun 68, USAF microfilm NO584, frames 1385 - 1386 & 34 TFS web site on 2 April 2007. <http://s88204154.onlinehome.us.34tfs/scarf.htm> & Dave Igelman, e-mail 4 Apr 10 & Joe Sechler's flight log spreadsheet.

18-Apr-68

2261

Capt Dennis Jarvi from the 469 TFS, 388 TFW, Korat RTAFB, Thailand, flew F-105D 59-1771 on a combat mission over North Vietnam led by Capt Peter K. Foley.

"Crossbow" was a flight of pilots from the 34 TFS. The lineup was:

- #1 - Capt Lamont H. "Monty" Pharmer
- #2 - Capt Joseph S. Sechler flying his 32nd combat mission. He logged 2:45 flying time.
- #3 - Lt Col Rufus Dye, Jr. flying his 63rd mission
- #4 - Capt James V. Barr

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The mission was in two parts. The flight flew into South Vietnam and dropped bombs to clear a landing zone. "100%/ Cleared areas for Lnd Zone." The flight then flew an armed recce in RP-1. "No significant sightings."

Dennis Jarvi letter to Dick Cole, 19 May 1998 & Joe Sechler mission log via e-mail 28 Apr 10 & Rufus Dye, Miss History log.

25-May-68

4110

"On 25 May several flights from the 34 TFS were instrumental in the destruction of a SAM site, under construction, in RP-1 of North Vietnam. The attacks took place during the late afternoon between 1430 and 1800 hours. Each of the attacking flights were worked by a Misty (F-100) FAC. Defenses were extremely heavy with 37/57 barrage and tracking firing. Strike flights were therefore restricted to high angle dive bomb and strafe tactics, yet, continued to encounter intense AAA from all quadrants, especially when attempting to make a second pass."

Capt Lamont H. Pharmer from the 34 TFS was awarded a Distinguished Flying Cross (1st Oak Leaf Cluster) for extraordinary achievement for this mission. The award citation read, "... Capt Pharmer led a flight of F-105s against a heavily defended surface to air missile site. In spite of intense and accurate antiaircraft fire, Captain Pharmer made repeated attacks placing one hundred percent of his ordnance precisely on target and contributing greatly to the complete destruction of the missile site." (Citation to the DFC (1 OLC) to Lamont H. Pharmer.)

Years later, Monty Pharmer recalled the background to this mission. "I don't exactly remember working with a Misty FAC but we may have. This was in the time period after RP-6 missions were cancelled that the NVN had moved a lot of their defensive weapons south into RP-1, etc. We knew it was coming and they were really laying for us. I led a 4-ship flight that day. I believe several planes were hit but no losses. I don't remember who was in the flight with me. Gary Durkee led another 4-ship flight in the same area." (Monty Pharmer, e-mail 22 Sep 2006.)

"Locust" was another flight from the 34th attacking the SAM site. It's two-ship line up was:

#1 - Capt Joseph S. Sechler flying his 49th counter. He logged 3:15 flying hours.

#2 - Olin K. Everett

"Ken & I took some really tough AAA on this one going after a SAM site. Uncharacteristic of RP-1."

Lt Col Rufus Dye, Jr. was another 34 TFS pilot attacking the SAM site. He flew as "Speedo 2". "100% in target area. One secondary. SAM equipment damaged." He then attacked trucks in southern Laos. "100% in target area. Two trucks stopped." It was his 76th combat mission.

388 TFW history, Apr - Jun 68, USAF microfilm NO584, frame 1391 & Joe Sechler mission log via e-mail 28 Apr 10 & Rufus Dye Mission History log.

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.

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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.

03-Aug-68

4925

Four pilots from the 388 TFW flew their 100th mission over North Vietnam.

Seven months after his arrival at Korat on 17 January 1968, Capt Lamont H. Pharmer from the 34 TFS was one of the pilots on this mission. "My last mission was a flight of four. There were two pilots from the 469 TFS that had gone through McConnell with me, Jim Mizner [Maj James J. Mizner] and Ray Koontz [Capt Nobe Ray Koontz, Jr.] and then there was Gary Durkee [Capt Gary G. Durkee] and myself from the 34th TFS. It was a big event, four finishing 100 at a time and also the flight made up of the two squadrons. Both events were unusual.

"Our target was a truck staging area on the Ho Chi Minh Trail. When we got in the target area and as we looked down we could see that a cloud bank was covering where we were supposed to drop but we could see some of the Trail. We fiddled around a bit and finally decided it wasn't worth trying to wait for it to clear up and none of us were going to fly under the clouds (a good way to get your ass shot off). We backed off on a fairly high perch and rolled in at a more shallow than usual angle and dropped our bombs into the cloud bank where we could actually see portions of the Trail. Of course we couldn't get any BDA because we couldn't see exactly where our bombs had landed.

"It was a great day for all of us and we drug the field when we came back to Korat. Wing DO, Col. Stewart, chewed our butts out for the display at Korat and said he ought to court martial all of us. He was a complete ass. We had a great reception, the largest I had seen at Korat.

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Everybody, nurses, waitresses and all were thrown in the O'Club pool."

Thirty-eight years later, Capt Pharmer recalled his combat tour with the 34th. "I flew my 100 missions ... and about another 15 non-counters into the South in about 7 months. The camaraderie and esprit de corps in the 34th TFS was great. We had a good Squadron Commander, Robert 'Bob' Smith, who I still keep in touch with, and a great bunch of courageous guys. My room mate there was Gary Durkee who is now deceased. Towards the end of our assignment, and after most of the 'old heads' had left, there were few of us that had flown PAC 6 missions. Because of this, he and I were designated Mission Commander qualified. Gary led one 16-ship mission into one of the lower PACS, one of the last of its kind. I didn't get a crack at it although I led a number of 4-ship missions. ..."

After leaving Korat, Capt Pharmer was assigned to F-111s at Nellis for a year during which he was promoted to Major. His last assignment was to TAC Hq as the F-111 Stan Eval Officer. He retired on 1 June 1973.

Monty Pharmer, E-mails, 16, 18, and 22 Sept 2006.

31-Aug-68

4134

The 388 TFW history listed the aircrews assigned to the 34 TFS and the number of sorties each had flown as of the end of August 1968.

34 TFS	Sorties	Counters
Lt Col Klingensmith	59	43
Maj Langford	91	86
Capt Barr	84	67
Capt Sechler	105	87
Capt Murphy	107	97
Lt Col Christensen	118	105
Maj Roysdon	109	89
Capt J. Hartman	116	94
Col Douglas	47	43
Capt Durnbaugh	65	56
Maj Goodrich	115	97
Maj Matthews	75	61
Capt William A.Thomas, Jr.	109	104
Capt Ahrens	79	59
Lt Col Dye	114	101
Capt Germann	97	86
Capt Thatcher	34	29
Maj Shunney	107	95
Capt Brooks	80	66
Capt Bogemann	115	97
Capt Fuhrman	118	99
Lt Col Shaver	80	66
1Lt Confer	33	28
Capt Pharmer the end of Aug)	114	99 (Capt Pharmer had flown 100 missions by
Capt Durkee end of Aug)	111	99 (Capt Durkee had flown 100 missions by the
Capt Everett	69	56
Lt Col Ross	122	108
Col Stewart	118	110

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Capt Bell	70	57
Maj White	75	58
1Lt Venturi	36	29
1Lt Hoffmeyer	38	33
Capt Ducton	31	27
Capt Crouch	32	27
Lt Col Bancroft	20	16
Maj Colasuonno	33	29
1Lt Stafford	34	31
1Lt D. Hartman	33	27
Lt Col Glass	6	6
Maj Holly	4	3
Maj Knapp	8	5

388 TFW History, July - Sep 68, USAF microfilm NO585, frames 0250 - 0251.

31-Aug-68

5167

Two pilots assigned to the 34 TFS at Korat completed flying 100 missions during August 1968. They were:

Capt Gary G. Durkee
Capt Lamont H. Pharmer

Capt Durkee made his last flight in the F-105 this month. He had accumulated 401.9 hours in the airplane. Capt Pharmer also flew the F-105 for the last time this month. He accumulated 395.5 hours in the plane.

34 TFS web site on 2 April 2007 at <http://s88204154.onlinehome.us.34tfs/scarf.htm> & F-105 Flying Hour Report, dated 18 Nov 1985 provided by USAF Safety Center to Bauke Jan Douma.

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 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.

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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)

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.

01-Oct-68

2597

"Forty-four F-105 pilots were honored this month for completing 100 missions in the Thunderchief fighter-bomber over North Vietnam. During a special ceremony at Phoenix, Arizona, the following pilots were awarded special recognition certificates by Republic: Lt Cols William C. Decker, James B. Ross, Jr., Randy R. Renken, and Maurice E. Seaver; Maj Robert A. Zang, Fontaine, Dave Parker, James Steinke, Porter Thompson, R. K. Ely, H. W. Goodman, William O. Harris, James G. LaChance, Robert C. Green, John O. Colton, Walter C. Swaney, William D. Stigers, John O. Rollins, Dale W. Leathan, John R. Desjardins, Thomas J. Murch, James S. Walbridge, and Francis J. Byrnes; Capts George E. Gifford, John L. Smith, Thomas H. Platt, Lamont H. Pharmer, Lanning, Larry J. Wright, J. M. Thigten, John W. Gross, V. V. Sisney, Frank R. O'Neill,

Lamont H. "Monty" Pharmer

F-105 History

Lee Hollingsworth, John C. Morrissey, Russel Brownlee, Richard Koehnke, Arthur A. Powell, Paul E. Dillon, George D. Graves, Richard E. Guild, James M. Kroyer, David L. Ferguson, and J. P. Lowe.

Thunderchief Worldwide Report Vol IV No 2, October 1968.

30-Oct-68

4200

During October 1968, twenty-one pilots from the 34 TFS and 469 TFS received medals approved by 7 AF. They were:

Maj Ivor K. Goodrich DFC SO G-3158 23 Oct 68 (8 Mar - 3 Sep 68) and AM (1 - 9 OLC) SO G-3275 23 Oct 68 (8 Mar - 3 Sep 68)
Capt Kenneth G. Lindell DFC SO G-3160 17 Oct 68 (14 Jul 68)
1Lt David T. Dinan III DFC SO G-3161 17 Oct 68 (14 Jul 68)
Capt Richard E. Tracey DFC SO G-3169 17 Oct 68 (15 Jul 68)
Maj Albert F. Oppel AM SO G-3245 23 Oct 68 (25 Aug - 19 Sep 68)
Maj Manford C. Holly, Jr. AM SO G-3246 23 Oct 68 (25 Aug - 16 Sep 68)
Capt Barry G. Swarts AM SO G-3250 23 Oct 68 (29 Aug - 21 Sep 68)
Capt John S. Murphy AM (1 - 9 OLC) SO G-3273 23 Oct 68 (3 Mar - 24 Sep 68)
Maj Douglas A. Roysdon AM (10 - 19 OLC) SO G-3278 23 Oct 68 (24 Feb - 2 Oct 68)
Maj Clarence E. Langford AM (1 - 9 OLC) SO G-3281 23 Oct 68 (29 Mar - 26 Sep 68)
Capt Jack D. Brooks AM (1 - 6 OLC) SO G-3284 23 Oct 68 (24 Apr - 5 Sep 68)
Capt Anthony F. Germann AM (1 - 9 OLC) SO G-3286 23 Oct 68 (4 Mar - 1 Oct 68)
Capt Douglas R. Young AM (18 OLC) SO G-3286 23 Oct 68 (26 Aug 15 - Sep 68)
Lt Col Dorwyn D. Shaver AM (22 - 26 OLC) SO G-3289 23 Oct 68 (30 Sep 67 - 14 Aug 68)
Lt Col John J. Gaudion AM (10 OLC) SO G-3291 23 Oct 68 (6 Sep - 23 Sep 68)
Lt Col Isaac M. Glass AM (1 OLC) SO G-3291 23 Oct 68 (25 Aug - 29 Sep 68)
Lt Col Rufus Dye, Jr. DFC (4 OLC) SO G-3023 5 Oct 68 (8 Jun 68) downgraded from SS
Capt Lamont H. Pharmer DFC (2 OLC) SO G-3024 5 Oct 68 (9 Jun 68) downgraded from SS
Capt Darrell J. Ahrens AM (1 OLC) SO G-3032 5 Oct 68 (1 Jun 68) downgraded from DFC
Maj Sterling H. Wood AM (1 OLC) SO G-3032 5 Oct 68 (30 May 68)
Capt John E. Hartman AM (1 - 9 OLC) SO G-3092 10 Oct 68 (23 Feb 67 - 5 Feb 68)

388 TFW History, Oct - Dec 68, USAF microfilm NO585, frames 1767 - 1768.

01-Apr-69

2611

(Approximate Date). "100 Mission Pilots Honored at Nellis AFB -- Special recognition certificates were awarded by Republic Aviation this month to eighteen F-105 fighter-bomber pilots. The recipients were Lieutenant Colonels Ken Hiltz and Robert Jondahl; Majors Richard Westcott, William Shunney and Thomas Murch; and Captains Robert Wilson, Anthony W. Platek, Donald Simanski, Chester Griffin, Irving LeVine, Robert Bigrigg, Phillip Drew, Donald Langwell, Joseph Howard, Roger Hermeling, James Padgett, Lamont Pharmer and David L. Ferguson."

Thunderchief Worldwide Report, Vol. IV, No. 7, April 1969.